

MEETING

STRATEGIC PLANNING COMMITTEE

DATE AND TIME

TUESDAY 22ND FEBRUARY, 2022

AT 7.00 PM

VENUE

HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ

TO: MEMBERS OF STRATEGIC PLANNING COMMITTEE (Quorum 3)

Chairman: Councillor Eva Greenspan
Vice Chairman: Councillor Melvin Cohen LLB

Councillors

Golnar Bokaei	Reuben Thompstone	Nagus Narenthira
Mark Shooter	Tim Roberts	Jess Brayne
Stephen Sowerby	Claire Farrier	
Julian Teare	Laurie Williams	

Substitute Members

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

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

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions must be submitted by 10AM on the third working day before the date of the committee meeting. Therefore, the deadline for this meeting is Thursday 17 February 2022 at 10AM. Requests must be submitted to planning.committees@barnet.gov.uk

Andrew Charlwood – Head of Governance

ASSURANCE GROUP

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

Governance Service contact: StrategicPlanning.Committee@barnet.gov.uk
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ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the last meetings 10th January 2022 & 12th January 2022	5 - 14
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)	
6.	21/3726/FUL - Barnet House, 1255 High Road, N20 0EJ	15 - 100
7.	21/3676/FUL - Land formely known as British Gas works, Albert Road, New Barnet, EN4 9SH	101 - 194
8.	21/2407/RMA - Dollis Valley Estate (Phases 4A, 4B & 5) Barnet EN5 2TS	195 - 234
9.	Brownfield Land Register	235 - 242
10.	Any item(s) that the Chairman decides are urgent	

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Decisions of the Strategic Planning Committee

10 January 2022

Members Present:-

AGENDA ITEM 1

Councillor Eva Greenspan (Chairman)

Councillor Golnar Bokaei	Councillor Claire Farrier
Councillor Mark Shooter	Councillor Nagus Narenthira
Councillor Stephen Sowerby	Councillor Jess Brayne
Councillor Julian Teare	Councillor Sarah Wardle (Substitute for Councillor Melvin Cohen)
Councillor Reuben Thompstone	Councillor Reema Patel (Substitute for Councillor Laurie Williams)
Councillor Tim Roberts	

Apologies for Absence

Councillor Melvin Cohen

Councillor Laurie Williams

1. MINUTES OF THE LAST MEETING

RESOLVED that the minutes of the meeting held on 11 November 2021 be agreed as a correct record.

2. ABSENCE OF MEMBERS

Apologies were received from Councillor Melvin Cohen who was substituted by Councillor Sarah Wardle.

Apologies were received from Councillor Laurie Williams who was substituted by Councillor Reema Patel.

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

Cllr Wardle declared two non-pecuniary interests:

- That she is a Member on the Housing and Growth Committee which reviewed an early outline business case for the application (relevant to all items).
- That she is a Board Member for Barnet Homes (in relation to Item 7, 13-21 Prince of Wales close).

Cllr Shooter declared a non-pecuniary interest by virtue of the fact that he is Chairman of the Barnet Pension Fund which is attended by representatives of Middlesex University.

Cllr Shooter made an additional non-pecuniary declaration before the vote on item 6 that he had no conflict of interest and was happy to vote on this application.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. ADDENDUM (IF APPLICABLE)

An addendum was received in relation to Items 6, 7 and 8.

6. 21/4709/FUL - RAVENSFIELD HOUSE, FENELLA BUILDINGS, 1 - 3 BURROUGHS PARADE AND 3 EGERTON GARDENS, THE BURROUGHS, LONDON, NW4 4BD

The Planning Officer presented the report and addendum.

Mr John Doherty spoke in objection to the application.

Mr James Kennedy, Deputy CEO of Middlesex University, spoke in support of the application.

Cllr Nizza Fluss spoke in objection to the application.

Mr Christopher Tennant, agent for the applicant, addressed the Committee.

The Chairman moved to a vote on the officer's recommendations (approval subject to referral to the Greater London Authority and completion of a legal agreement) which was recorded as follows:

For (approval) – 7

Against (approval) – 5

It was **RESOLVED** that the application was **APPROVED**.

7. 21/4722/FUL - MERITAGE CENTRE, NOS.32-46 AND NOS.28-30 CHURCH END; NOS. 2-6 CHURCH TERRACE; NOS.13-21 PRINCE OF WALES CLOSE (ALSO KNOWN AS 13-21 CHURCH END), LONDON, NW4 4JT

The Planning Officer presented the report and addendum.

Mr Alexander Fischbaum spoke in objection to the application.

Mr Gerrard Roots spoke in objection to the application.

Mr Christopher Tennant, agent for the applicant, addressed the Committee.

The Chairman moved to a vote on the officer's recommendations (approval subject to completion of a legal agreement) which was recorded as follows:

For (approval) – 7

Against (approval) – 5

It was **RESOLVED** that the application was **APPROVED**.

8. 21/4723/FUL & [21/4724/LBC] - BUILDING 9 AND HENDON LIBRARY, THE BURROUGHS, LONDON, NW4 4BQ

21/4723/FUL

The Planning Officer presented the report and addendum.

Mr David Pixner spoke in objection to the application.

Ms Gabbie Asher spoke in objection to the application.

Mr James Kennedy, Deputy CEO of Middlesex University, spoke in support of the application.

Cllrs Sara Conway, Nizza Fluss and Anne Clarke spoke in objection to the application.

Mr Christopher Tennant, agent for the applicant, addressed the Committee.

The Chairman moved to a vote on the officer's recommendations (approval subject to completion of a legal agreement), which was recorded as follows:

For (approval) – 7

Against (approval) – 5

It was **RESOLVED** that the application was **APPROVED**.

21/4724/LBC

Ms Gabbie Asher spoke in objection to the application.

Mr James Kennedy, Deputy CEO of Middlesex University, spoke in support of the application.

Mr Christopher Tennant, agent for the applicant, addressed the Committee.

The Chairman moved to a vote on the officer's recommendations (approval subject to referral to endorsement by the Secretary of State and completion of a legal agreement).

For (approval) – 7

Against (approval) – 5

It was **RESOLVED** that the application was **APPROVED**.

9. 21/4613/FUL - FORMER THE QUINTA CLUB MAYS LANE BARNET EN5 2AP

The Planning Officer presented the report.

Mr Christopher Tennant, agent for the applicant, addressed the Committee.

The Chairman moved to a vote on the officer's recommendations (approval subject to completion of a legal agreement), which was recorded as follows:

For (approval) – 12
Against (approval) – 0

It was **RESOLVED** that the application was **APPROVED**.

10. 21/4612/FUL - LAND AT CAR PARK, FULLER STREET, BARNET NW4 (HENDON)

The Planning Officer presented the report.

Mr Dhiran Patadia spoke in objection to the application.

Dr Michael Holmes spoke in objection to the application.

Cllr Nizza Fluss spoke in objection to the application.

Mr Christopher Tennant, agent for the applicant, addressed the Committee.

The Chairman moved to a vote on the officer's recommendations (approval subject to completion of a legal agreement), which was recorded as follows:

For (approval) – 7
Against (approval) – 0
Abstained - 5

It was **RESOLVED** that the application was **APPROVED**.

11. 21/5061/FUL - LAND AT PRINCE OF WALES ESTATE, BETWEEN PRINCE OF WALES CLOSE AND FULLER STREET, HENDON, NW4 4RR

The Planning Officer presented the report.

Ms Sharon Rind spoke on behalf of Mrs Singh in objection to the application.

Ms Sharon Rind spoke on behalf of Mr Levitan in objection to the application.

Mr Christopher Tennant, agent for the applicant, addressed the Committee.

The Chairman moved to a vote on the officer's recommendations (approval subject to completion of a legal agreement), which was recorded as follows:

For (approval) – 7
Against (approval) – 0
Abstained - 5

It was **RESOLVED** that the application was **APPROVED**.

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

None.

The meeting finished at 9.25 pm

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Decisions of the Strategic Planning Committee

12 January 2022

Members Present:-

Councillor Eva Greenspan (Chairman)

Councillor Golnar Bokaei	Councillor Claire Farrier
Councillor Julian Teare	Councillor Nagus Narenthira
Councillor Reuben Thompstone	Councillor Jess Brayne
Councillor Tim Roberts	
Councillor Laurie Williams	

Also in attendance

Councillor Sarah Wardle (Substitute for Councillor Melvin Cohen)
Councillor John Marshall (Substitute for Councillor Stephen Sowerby)
Councillor Daniel Thomas (Substitute for Councillor Mark Shooter)

Apologies for Absence

Councillor Melvin Cohen	Councillor Stephen Sowerby
Councillor Mark Shooter	

1. MINUTES OF THE LAST MEETING

The Chairman of the Strategic Planning Committee, Councillor Eva Greenspan welcomed all attendees to the meeting and noted the Covid-secure measures in place throughout the meeting.

Due to the proximity to the previous meeting The Committee noted that the minutes of the previous meeting which was held on Monday 10 January will be reported to the following Strategic Planning Committee meeting for approval in addition to the minutes of this meeting.

2. ABSENCE OF MEMBERS

Apologies were received from Councillor Melvin Cohen who was substituted by Councillor Sarah Wardle.

Apologies were received from Councillor Stephen Sowerby who was substituted by Councillor John Marshall.

Apologies were received from Councillor Mark Shooter who was substituted by Councillor Daniel Thomas.

3. DECLARATIONS OF MEMBERS' DISCLOSABLE PECUNIARY INTERESTS AND

OTHER INTERESTS

For transparency, Councillor John Marshall, Councillor Claire Farrier and Councillor Nagus Narenthira declared that as Members of Planning Committee C that originally heard the application on Brent Cottage Brent Park Road (21/2485/FUL) and referred the item to this Committee, that they would consider item 6 on the agenda with an open mind based on the planning information heard today.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. ADDENDUM (IF APPLICABLE)

Items contained within the addendum were dealt with under individual agenda items. The Committee noted the addendum to the Planning Agenda which was published and circulated prior to the meeting.

6. 21/2485/FUL - BRENT COTTAGE BRENT PARK ROAD LONDON NW9 7AP (WEST HENDON)

The report was introduced and slides presented by the Planning Officer which were noted by the Committee in addition to the addendum.

Rabbi Feldman and Mr Martin Reifer addressed the Committee in objection to the application.

Ms Emma White, the agent for the applicant addressed the Committee.

Further to discussion of the item the Chairman moved to vote on the Officers' recommendation to approve the application:

For (approval)	7
Against (approval)	5
Abstained	0

RESOLVED that the application be APPROVED subject to s106 AND the Committee grants delegated authority to the Service Director – Planning and Building Control to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in their absence the Vice- Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee)

7. 21/3936/FUL - CRICKLEWOOD RAILWAY YARD (PLOT 3), LAND TO THE REAR OF 400 EDGWARE ROAD, LONDON NW2 6NH (CHILDS HILL)

The report was introduced and slides presented by the Planning Officer which were noted by the Committee in addition to the addendum.

Mr Christopher Miller, Mr Paul Hoskins, Councillor Alan Schneiderman and Councillor Anne Clarke addressed the Committee in objection to the application.

Mr Oliver Brown, the applicant, addressed the Committee.

Further to a discussion of the item, Councillor Sarah Wardle moved a motion seconded by the Chairman to amend Draft Condition 2 contained in Appendix A to the Officer's report which was agreed by the Committee, as follows:

No ~~development concrete batching operations~~ authorised by this planning permission shall commence until the acoustic barrier positioned along the southwest boundary of the Cricklewood Railway Yard site as approved and illustrated on Drawing Numbers 11753-WMS-ZZ-XX-DR-C-39001-S8-P9, 11753-WMS-ZZ-XX-DR-C-39011-S8-P7 and 11753-WMS-ZZ-XX-DR-C-39012-S8-P8 listed under Condition 2 of planning permission 17/5761/EIA (as amended by 19/3098/NMA and 21/3828/NMA) has been completed.

Reason: 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); to limit the environmental impacts of the development to those described and assessed within the planning application; and 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) and saved Policy C3 of the Unitary Development Plan (2006).

The Chairman moved to a vote on the Officers recommendation to approve the application as set out in the report, addendum and amended Draft Condition 2 as set out above:

For (approval)	7
Against (approval)	5
Abstained	0

RESOLVED that the application be APPROVED.

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

None.

The meeting finished at 9.05 pm

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LOCATION: Barnet House 1255 High Road London N20 0EJ

AGENDA ITEM 6

REFERENCE: 21/3726/FUL

Received: 6th July 2021

Accepted: 6th July 2021

WARD: Totteridge

Expiry: 5th October 2021

APPLICANT: Daniel Watney LLP

PROPOSAL: Redevelopment of the site to deliver up to 260 homes and up to 709 sqm GIA of Class E commercial floorspace through the conversion of Barnet House from offices to residential, including extension at roof level, and the front, rear and side elevations alongside the provision of Class E use at ground floor of Barnet House. And the demolition of rear annex and erection of new residential buildings. Together with associated public realm, landscaping, access improvements, car and cycle parking.

1. BACKGROUND:

This committee report is a result of an appeal which has been submitted against the non-determination of planning application reference 21/3726/FUL, under Section 78(2) of the Town and Country Planning Act 1990.

In order to express the Council's views to the Planning Inspectorate, Members are asked for their recommendation.

The determination date of the application was 5th October 2021. The need to discuss and obtain further information (pertaining to financial viability and affordable housing, trees, ecology and highways) and seek minor improvements to design of the scheme, which collectively required re-consultation in November 2021, prevented the application from being reported to Strategic Planning Committee before December 2021.

The scheme was to be reported to the Strategic Planning Committee on 6th December 2021, however this meeting was cancelled in late November 2021, with the Applicant being notified on this on the 25th November.

On 30th November 2021, Officers received a notification of intention to submit an appeal for non-determination of the application from the Applicant's appointed appeal agent (Town Legal LLP).

The Planning Inspectorate have confirmed to the Local Authority by letter dated 2 February 2022 that the appeal is valid, with the start date being 2nd February 2022. The procedure chosen by the applicant and subsequently agreed by the Planning Inspectorate is a planning inquiry, which they have estimated will sit for 9 days. The exact dates are to be agreed/confirmed.

Because the applicant has lodged an appeal of non-determination this means that the London Borough of Barnet is no longer the determining authority, rather the Planning Inspectorate will consider the application.

The Member's recommendation will be sent to the Planning Inspectorate as part of local planning authorities' statement of case.

2. POLICY 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.

Revised 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 20 July 2021. 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 Revised 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 Revised 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 2021

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 2041. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

The London Plan provides a unified framework for strategies that are designed to ensure that development in London achieves growth that is socially and economically inclusive and environmentally sustainable.

The following Policies are relevant:

- GG1 (Building strong and inclusive communities)
- GG2 (Making Best Use of Land)
- GG3 (Creating a healthy city)
- GG4 (Delivering the homes Londoners need)
- GG5 (Growing a good economy)
- GG6 (Increasing efficiency and resilience)
- SD1 (Opportunity Areas)
- G5 (Urban Greening)
- G6 (Biodiversity and access to nature)
- G7 (Tree and woodlands)
- D1 (London's form, character and capacity for growth)
- D2 (Infrastructure requirements for sustainable densities)
- D3 (Optimising site capacity through the design-led approach)
- D4 (Delivering Good Design)

- D5 (Inclusive design)
- D6 (Housing quality standards)
- D7 (Accessible housing)
- D8 (Public realm)
- D9 (Tall buildings)
- D10 (Basement development)
- D11 (Safety, security & resilience to emergency)
- D12 (Fire Safety)
- D13 (Agent of change)
- D14 (Noise),
- HC1 Heritage conservation and growth
- H1 (Increasing housing supply)
- H4 (Delivering affordable housing)
- H5 (Threshold approach to applications)
- H6 (Monitoring affordable housing)
- H10 (Housing size mix)
- S4 (Play and informal recreation),
- T5 (Cycling),
- T6.1 (Residential Parking)
- SI1 (Improving air quality)
- SI2 (Minimising greenhouse gas emission)
- SI5 (Water infrastructure)
- SI12 (Flood risk management)
- SI13 (Sustainable drainage)
- DF1 (Delivery of the plan and Planning Obligations)

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 (Adopted 2012):

- CS NPPF (National Planning Policy Framework - Presumption in favour of sustainable development)
- CS1 (Barnet's Place Shaping Strategy - Protection, enhancement and consolidated growth - The three strands approach)
- CS3 (Distribution of growth in meeting housing aspirations)
- CS4 (Providing quality homes and housing choice in Barnet)
- CS5 (Protecting and enhancing Barnet's character to create high quality places)
- CS7 (Enhancing and protecting Barnet's open spaces)
- CS9 (Providing safe, effective and efficient travel)
- CS11 (Improving health and wellbeing 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)
- DM05 (Tall buildings)
- DM06 (Barnet's heritage and conservation)
- DM08 (Ensuring a variety of sizes of new homes to meet housing need)
- DM10 (Affordable housing contributions)
- DM11 (Development principles for Barnet's town centres)
- DM14 (New and existing employment space)
- DM16 (Biodiversity)
- DM17 (Travel impact and parking standards)

Barnet's Local Plan (Reg 22) 2021

The Council is in the process of reviewing and updating the Borough's planning policies in a document, known as the Local Plan. It forms a 15-year strategy which emphasises Barnet's many strengths as a place to live, work and visit. The Local Plan sets out a vision for how the Borough will change as a place over the next 15 years.

Barnet's Draft Local Plan -Reg 22 – Submission was approved by the Council on 19th October 2021 for submission to the Secretary of State. Following submission the Local Plan will now undergo an Examination in Public. The Reg 22 document sets out the Council's draft planning policy framework together with draft development proposals for 65 sites. It represents Barnet's draft 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 the policies and site proposals in the draft Local Plan and the stage that it has reached.

Supplementary Planning Documents

- Delivery Skills, Employment, Enterprise and Training from Development through S106 (October 2014)
- Green Infrastructure (October 2017)
- Planning Obligations (April 2013)
- Residential Design Guidance (April 2016)
- Sustainable Design and Construction (April 2016)

- Affordable Housing SPD (2007)

3. MATERIAL CONSIDERATIONS

Site Description

The site comprises approximately 0.58ha of land within Whetstone and includes a 12 storey building fronting the High Road (though read as 13 storeys with the 4.2 meter parapet), with a two storey annex, with under-croft parking, fronting Baxendale Road. The remainder of the site is occupied by car parking; 212 spaces at ground and 75 spaces within the basement area. The site is used as B1 office space by the London Borough of Barnet Council, providing c. 7,500sqm (NIA) of floorspace.

The application site has considerable presence within the locality, containing the tallest building in the local area and occupying an area of high ground fronting a major cross-road within the town centre.

The eastern and southern boundaries of the site are formed by the High Road and Baxendale respectively. To the south of the site is the former B&Q site, which has planning approval (ref. 14/07670/FUL) for the erection of 124 residential units (Use Class C3) comprising 24 houses (3-4 storey) and four apartment blocks (3-6 storey) providing 100 new flats and associated facilities beyond. To the west of the site is Baxendale Care Home (3-4 storeys) and associated access and parking. There is an existing wall which rises to the equivalent of the 2nd/3rd storey of the Care Home building and a c. 0.9 m change in level across the application site; these visually and physically separate the building from the application site. Located in the southern corner of the application site is an existing mature Holm Oak which provides a dense and verdant visual buffer for the residents of Baxendale.

The north of the site is bound by the rear of properties fronting Totteridge Lane (Nos. 1-3 Totteridge Lane 'Paulston House' is 3 storeys, ref. B/03302/14) and the rear of a restaurant (Sushi Mania which is 2 storeys) fronting the High Road. Further to the north, the High Road is characterised by 2/3 storey buildings with retail at ground floor and residential units above. Further to the south east is 886-902 High Road which is currently being redeveloped for a 5 storey mixed use scheme, comprising 548.4sqm of office floorspace (Use Class B1) at ground floor and 60 residential units (Use Class C3) above (ref. F/00236/12).

All vehicle access to the site occurs from Baxendale with a separate, segregated pedestrian access from the footpath off the High Road. The site has a PTAL of 4 and is within a five minute walk of Totteridge and Whetstone Station and the closest bus stop is less than 50m away. Oakleigh Park Station (national rail) is less than a 15 minute walk from the site, with connections to Moorgate and Welwyn Garden City. A wide range of existing services and facilities are located within walking distance of the site.

There are some trees within the site boundary, including a 'Category A' tree in the north west corner of the site which is protected by a Tree Preservation Order (TPO).

There are no above ground heritage assets within, or immediately adjoining, the site. The closest heritage asset is 'The Whetstone' (outside the Griffin Public House No. 1262) which is Grade II listed, on the opposite side of the High Road, and also Nos. 1264, 1266, 1268, and 1270 High Road, which are also Grade II listed.

The site lies entirely within Flood Zone 1. Topographically, the site slopes downhill in a westerly direction.

Description of Proposed Development

The proposed development is as follows:

'Redevelopment of the site to deliver up to 260 homes and up to 709 sqm GIA of Class E commercial floorspace through the conversion of Barnet House from offices to residential, including extension at roof level, and the front, rear and side elevations alongside the provision of Class E use at ground floor of Barnet House and the demolition of rear annex and erection of new residential buildings. Together with associated public realm, landscaping, access improvements, car and cycle parking'

Additional Information

During the lifetime of the application, in response to consultee comments, the applicant supplied additional and updated plans and information with regards to alterations/articulation improvements to the Baxendale elevation, a reconfigured bin store, additional green screening, widening of the holding zone in front of first access to cycle core, provision of direct access from Core D into cycle store, alterations to windows and private terraces, and an updated parking demand survey. This was reconsulted on with the neighbouring properties, MPs, Councillors and local residents groups/associations for a period of 14 days between 12th November and 26th November 2021.

Site History

The existing building was constructed in 1964. Subsequent to this there have been several minor planning applications and advertisement consent applications:

Application Reference	Description	Decision and Date
N/00153/B	Construction of store room, goods in and out, Chauffeur's room, and lavatory, in basement car park.	Approved: 04/03/1966
N/00153/E	The erection of aerial mast.	Approved: 02/07/1975
N/00153/G	New pedestrian gate in fence adjoining High Road at northern end of site.	Approved: 14/02/1979
N/00153/P	Provision of additional car parking together with associated landscaping and the formation of a new vehicular access to Baxendale.	Approved: 08/05/1985
N/00153W/04	Alteration to car park layout including additional parking spaces.	Approved: 08/12/2004

In addition to the table above, a prior notification application was granted on the 11 May 2017 for the Change of Use of the building from B1 (Office) to C3 (residential), providing for 254 residential units, under application reference: 17/1313/PNO. This prior approval established the principle of residential development of the site but has since expired, having not been implemented within 3 years of the decision.

Under application reference 17/5373/FUL, planning permission was recommended for approval to the Planning Committee for the "redevelopment of the Barnet House site including change of use of the main building from B1 (office) to C3 (residential); extensions to front, side and rear elevations; and the addition of 2 storeys to the height of the main building, partially within the existing built framework. Demolition of the existing 3 storey rear annex and erection of a new building ranging from 2 to 6 storeys. Redevelopment will deliver 216 new homes and 1,352 sqm of community, retail and commercial floorspace, together with associated public realm, landscaping, new accesses and basement level car parking." However, the Committee resolved to refuse the application on the grounds that:

"1. The proposed development, by virtue of its excessive height, scale, massing and density would represent an over development of the site resulting in a discordant and visually obtrusive form of development that would fail to respect its local context and the pattern of development in its context, to such an extent that it would be detrimental to the character and appearance of the area and would be detrimental to the visual amenity of adjoining residential occupiers. The proposal would therefore not constitute a sustainable form of development and would be contrary to the provisions of the NPPF, policies 3.4, 7.4, 7.6 and 7.7 of the London Plan 2016 and policies CS NPPF, CS5, DM01 and DM05 of the Barnet Local Plan Core Strategy and Development Management Policies 2012."

"2. The proposed development by reason of the quantum of development and absence of appropriate secured mitigation would result in an undue strain being placed upon local services contrary to the provisions of Paragraph 7 of the NPPF, Policy 3.2 of the London Plan 2016 and Policy CS11 of Barnet Local Plan Core Strategy 2012."

The application was subsequently refused on 13 April 2018.

Planning permission was granted on 12 May 2021 (application ref. 21/1523/FUL) for the erection of temporary hoarding around the perimeter of the Barnet House site to ensure the car park and buildings are secure from anti-social behaviour.

Internal / External Consultation

Pre-application Consultation by the Applicant

A statement of community involvement has been submitted with the Planning Application which outlines the consultations which the applicant carried out prior to the submission of the application.

Due to the outbreak of COVID-19, the Applicant held a virtual public exhibition which ran from 22 February 2021 to 8 March 2021. In addition to this, two public webinar sessions were held on 23 February 2021 and 25 February 2021. Meetings were also held with elected representatives and stakeholders between 4th February 2021 and 5th March 2021.

Public Consultation

Consultation letters were sent to 906 neighbouring properties. The application was also publicised by site notice, displayed on 23rd July 2021; and, also by press notice within the Barnet Times on 29th July 2021.

380 responses have been received, comprising 365 letters of objection and 15 letters of support.

The objections received are summarised as follows:

- The scheme does not comply with the London Plan
- The scheme does not comply with Barnet's adopted Core Strategy or Development Management Policies DPD (2012)
- The reasons for refusal in the previously refused application referenced: 17/5373/FUL remain relevant to this application and have not been addressed.
- The scheme would be detrimental to the character and appearance of the area.
- Excessive height, scale, massing and density representing visually intrusive and discordant overdevelopment.
- The Greengage report states that there are likely to be 624 residents occupying the site and that 'it is considered that there would be a local negative impact in the long term'
- The current plans have not taken account of the previous objections / feedback, and this application is an attempt to push through residential units
- Lack of evidence of need for this type of accommodation
- Overbearing structure
- Loss of light and overshadowing of existing adjacent neighbouring occupiers

- Density exceeds that of neighbouring new development and also exceed the maximum proposed in the London Plan for Central London.
- Overlooking and loss of privacy of existing adjacent residential occupiers
- Previous use is unoccupied overnight and therefore with the proposed use there is greater potential for light nuisance overnight affecting the nearby residents and surrounding area.
- Negative impact on visual amenity of the residents
- Insufficient manoeuvring space for servicing and delivery vehicles.
- Insufficient access for emergency services to access the development and Baxendale when other servicing and delivery vehicles present.
- Obstruction for Baxendale residents from servicing and deliveries associated with the development
- Insufficient parking provision leading to increased congestion and pressure on surrounding roads.
- Lack of consideration for home workers and therefore vehicles remaining at home contributing to parking pressures.
- Non-compliance with disabled parking space provision
- Lack of updated parking demand information – survey is from 2017.
- Poor methodology for parking survey.
- Insufficient detail on how traffic management will be handled to ensure cars can access and egress from a busy junction
- Increase in air pollution
- No parking for visitors or workers associated with the commercial or residential aspects of the development.
- Amenity green which is maintained at the expense of Baxendale residents will be used by the occupiers of the development
- Lack of documentation on development's traffic impact and conformity to road safety standards
- Lack of documentation on development's conformity to pollution standards
- Risk to the public and occupiers from wind which the Council should be liable for.
- It will create a worse wind tunnel effect
- Noise and general disturbance / disruption to existing residents from the construction phase of the development.
- Greater noise and disturbance from a residential development occupied more often than the existing Office use.
- Undue pressure on local amenities and services.
- Loss of, and harm to trees, including TPO trees.
- Council has not done anything to protect local character in accordance with DM01.
- The additional height of the development fails to accord with the tall building policy.
- The tall building will have a negative impact on digital connectivity i.e. telecommunications, TV signals and internet services.
- Insufficient external space for 700+ residents and lack of external space overall.

- Lack of school places for children associated with the development. It will create greater pressure on educational services.
- Observations following the pandemic and Grenfell Tower tragedy indicate that living in high rise blocks threatens the safety of residents and negatively affects mental health, physical wellbeing, and increases isolation.
- There is a lack in improvement of services and amenities despite the approval of so many new housing developments.
- Insufficient consideration of health care implications of the development. Greater stress will be placed on these services as a consequence of the development.
- No demonstration of what measures will be undertaken to minimise groundwater discharges into the public sewer.
- The Mayor's previous report in 2018 suggested the building should be demolished
- The Council is responsible for the erosion of the Borough and its community
- Rumours suggest Barnet support the proposal in return for the Developers releasing Barnet Council from their lease of Barnet House for Offices.
- Current social infrastructure (GP, schools, hospitals etc) cannot cope with the additional pressure from the development.
- There is an underreporting of the number of people who have responded to the application. The numbers reflected on the website are not reflective of the actual number of people who have responded.
- The existing design quality of Barnet House should not be dismissed and used as a reason for redevelopment, as it is a good example of architecture at its time.
- The proposed alterations to the existing building are not sympathetic or subservient, resulting in the loss of its original appearance.
- The proposed design is bulkier and more busy in appearance, resulting in a more dominant and out of scale form of development. The exterior profile of the present building should remain.
- The ground floor should remain open and not infilled, with a different design features.
- Insufficient family home provision, not suitable for couples with children
- Landscaping is poor/inadequate.
- The existing building is hideous, but the additional development will make it worse.
- The development will place undue strain of utilities and waste services.
- Increased height will increase its visibility from longer distances.
- The increased forward projection development will create a canyon effect, creating a more cramped feel within the street scene.
- Quality of the residential units will be poor – small, dark and on a busy road.
- Insufficient affordable housing provision.
- The development, sited on a busy junction, will increase the risk of accidents for pedestrians, cyclists and motorists.
- You're all morons and deserve everything you get
- MPs should put their energy into preventing this scheme from going ahead

- Concerns about whether the units will be rented or owned as the renters will not take care of anything.
- Lack of green space / landscaping within the development. Occupiers will use neighbouring residents lawns - trespassing
- Lack of security for Baxendale
- Baxendale is dark, with light obscured by trees – risk of crime and anti social behaviour.
- It will make the tenants of Baxendale care home feel insecure and will worsen their quality of life.
- The occupiers of the proposed development will be exposed to harmful noise and air quality.
- The development will contribute towards poor air quality and exacerbate existing respiratory conditions of neighbouring residents.
- The Council will benefit financially from this scheme
- Increased traffic will be damaging to the environment
- The balconies overlooking the High Road are intrusive
- The Planning department are not doing their job – failing to screen out unsuitable development proposals
- The building is already out of keeping with the area, to add storeys would make this worse.
- It will make it impossible to get a doctors appointment
- The building should be demolished and new dwellings erected that are more in keeping with the area.
- The proposed development will create a modern day overcrowded slum.
- Profit is being put before quality of human life
- There will be a lack in interest for these homes, owing to their quality
- The Council has decided to proceed for a similar plan to the refused scheme
- Could you please clarify if you have already carried out an ITT, selected the contractor and signed the contract for redeveloping Barnet House.
- The redevelopment has already commenced without permission - the rooms walls inside the building have been stripped off.
- The consultation process with the public has no value if the Council has a contract with a contractor who has already commenced works, at the tax payers expense.
- Unrealistic to expect future occupiers to rely on public transport over personal motor vehicles.
- People will park in Baxendale, taking up available parking used by the existing residents.
- No consideration has been given to topography.
- Adverse impact on local viewing corridors, local views and sky line.
- The proposal does not any benefits or facilities for the community.
- The proposed mini public plaza is barely public and is unlikely to appeal to the public. It is also not clear who will be responsible for maintaining /managing this space.

- Behind the care home, and houses, is a large lake (with rowing boat), a tennis court, grassed areas, seating, a playground, and wooded walks etc, which will not be secured from the residents of Barnet House.
- Pedestrians will be at greater risk from delivery vehicles and construction vehicles parking on pavements.
- Totteridge and Whetstone Northern Station cannot cope with the amount of people this development will generate.
- The Council does nothing for its residents, particularly those on low incomes. The existing building should be used for recreational purposes and the community.
- Existing tensions between residents and commercial operators in the area over parking, to be worsened by the development.
- Huge loss of employment/office space
- Shortage of office space in the Borough
- The committee need to fully consider the implications of the proposed development on the local community, acknowledging the expert reports but consider that they are written in favour of the developers and needs to be read in conjunction with the real life situation.
- Dense housing only really works with wide accessible public spaces which whetstone does not have.
- The roof gardens will present an overlooking / loss of privacy issue.
- Overdevelopment of the site resulting in excessive density and height conflicting with London (Policies D1/D3) and Local (Policies DM01/DM05) planning policies
- The building is not fit for purpose and was designed for office use, not residential. The building is therefore unlikely to be suitable for healthy living and this should be challenged.
- The ground floor should be used for health/social care services (GP, dentist, nursery) and secured by Section 106 legal agreement, to compensate for existing stretched services.
- Whetstone does not need additional retail/office space
- Granting the development will ensure that Baxendale is permanently blocked by vehicles.
- A separate dedicated cycle access way should be created from the development to the High Road as a condition of any development of this scale to ensure the safety of residents.
- The scheme is driven by greed.
- The development is contrary to Barnet's own Tall Buildings policy which states "The presence of an existing tall building does not necessarily mean that its replacement or a further tall building in the same area will be acceptable."
- A new build would have better capability of meeting the sustainability and carbon objectives compared to the existing building and could be a legacy building.
- The structural integrity of the existing building may be a concern, raising issues of safety for the future.

- Suggesting the PTAL rating is higher than it actually is, is not appropriate to justify the lack of parking.
- The socio economic report submitted is inaccurate and using out of date data from the census in 2011/12
- The community facilities referenced in the socio-economic report are mostly for hire only, as are a number of the leisure facilities referenced.
- There are inaccuracies and grammatical errors within the supporting documentation.
- The conversion of this building in the centre of Whetstone from office use to predominantly residential is contrary to the need to provide local employment
- The permission if given should include a requirement to fund additional local services eg Primary Care, Schools, voluntary sector services.
- It will set a bad precedent for other development
- The development will create health and safety risks
- Increase in fly tipping and anti-social behaviour
- Proposals for the south building are excessively imposing on the Baxendale side street, with 'no soft entrance' set back from the footway.
- Baxendale is already used as a cul-de-sac for turning around it and this will be worsened
- A single lay-by is wholly inadequate provision for visitors' and visiting tradespeople's cars for 260 homes.
- Both train commuters and restaurant customers have no qualms about parking on the footway or across driveways in St Margarets Ave, and this will be worsened. Enforcement action is only taken if residents call persistently.
- Oversupply of flats and not enough houses
- The site is not an urban location it's a suburban location therefore this is an inappropriate form of development in that context.
- Barnet has too many cycle lanes which are unused and so the cycle space provision is too much.
- Local supermarkets will struggle to cope with the extra customers
- It exceeds the projected number of units anticipated for the site within the draft Local Plan.
- Elected representatives are not listening to the people they serve
- It has asbestos that is said cannot be removed safely
- Less access to money - no longer have any banks or building societies in Whetstone and only one ATM which is often out of money.
- Impact on wildlife, ecology and biodiversity – the development will compromise this.
- The development will contribute to overheating and carbon emissions
- S106 money does not go where it needs to.
- Lack of leisure facilities
- Loss of privacy of gardens overlooked by development
- Objection by the fire service due to the restricted access and this would be an issue if there was an incident in the premises and could result in a serious injury to those living there.

- Mental Health Issues - Piling people on top of people in small flats with little outdoor space will likely lead to further health issues.
- Provision of quantity of cycle spaces without other infrastructure such as cycling superhighway will result in deaths and injuries
- Proposal too close to footpaths
- Proposed balconies will overhang footpaths
- Servicing area inadequate
- Light pollution from proposed flats (office hours less than residential)
- Future residents should be prevented from applying for permits
- Poor quality of architectural design
- Contrary to DM01, DM02, DM03, DM04, DM05, DM06, DM08, DM10, DM11, DM14, DM16, DM17

The support comments are summarised as follows:

- The site is an eyesore and in a state of disrepair
- The scheme will modernise the site
- The scheme will deliver much needed homes in a sustainable location.
- There will be improvements to the public realm – new public space and landscaping
- There will be high quality, flexible commercial space, which will attract much needed new investment into the area, post pandemic.
- Important to have more affordable homes

Following receipt of updated plans and a parking demand survey, further consultation by letter was undertaken for a period of 14 days between 12th November 2021 and 26th November 2021.

202 responses have been received in response to the additional, comprising 200 letters of objection and 2 letters of support.

The objections received largely reflect the matters which have previously been raised, but can be summarised as follows:

- Gross overdevelopment of the site
- Overbearing form of development
- Loss of office space
- Harm to local economy, business community and social enterprise
- Adverse impact on local infrastructure and services
- Impact on parking within the local area
- Impact on traffic congestion
- Poorly designed community green spaces – too small
- Unattractive design / eyesore
- Overpopulation of the area
- The site should be left alone
- Decision makers are being paid privately to grant planning permission.
- The building should be replaced by local facilities for local families (doctors, nurseries, schools, dentists etc)
- Contains asbestos

- Unsafe to have balconies in a windy environment
- Unsafe fire escapes
- Increase in pollution (noise / air / light)
- Waste of tax payers / Government money
- Lack of availability in schools/nurseries
- Lack of health care services available – existing are over subscribed
- Not a nice / desirable place to live
- Lack of parks and green spaces for people to go to
- Revised parking demand survey is not accurate / methodology is flawed
- Barnet House should be lower in height
- Unnecessary dwellings as there are lot of empty units on the high road
- Lack of affordable dwellings
- Public / neighbours comments have been ignored
- Deliveries will be difficult owing to constraints of the road and the development
- Obstruction of the highway, preventing emergency vehicle access
- Health and Safety concerns
- Inadequate refuse collection facilities leading to anti-social, environmental and health concerns.
- Noise nuisance from the development
- Anti-social behaviour
- Lack of owner/occupier care for upkeep of communal areas and the general building
- Increased flooding and risk of sewage contamination from pressure on existing systems
- Lack of care for care home residents
- Existing building is unlikely to be safe in 50+ years time / should be demolished now
- Micro-flats are undesirable – poor quality accommodation
- Nothing has changed from the previous application, and so the objections remain unchanged
- Changes to the design are insignificant
- The site is on a busy junction and likely to increase congestion and risk of accidents
- Insufficient public transport capacity
- Adverse wind microclimate impacts
- Too many homes
- Should include nursery, GP practice, shops and other services.
- Inappropriate location
- Insufficient/inappropriate family homes with lack of gardens and work from home space
- Strain on public and emergency services which cannot currently deliver services adequately
- Scheme is now worse than previously considered
- No regard for safety and security of Baxendale
- Overdevelopment, too big, too high, not in keeping with character and appearance of the surrounding area.

- Adverse air quality impact
- Loss of light and overshadowing of neighbouring buildings
- Disruption and pollution during construction phase.
- Totteridge and Whetstone Tube station cannot cope with the influx of people
- Parking survey is insufficient / inaccurate
- The development will attract private landlords which whose tenants will not look after the property or respect the neighbours and/or their properties. Likely to lead to antisocial behaviour / unneighbourly conflict.
- The privacy, access to light and the amenity of the immediate neighbours and surrounding residents needs to be better considered – it prejudices amenities.
- Inadequate allowance for electric vehicle charging
- Does not benefit the community
- Will create dangerous conditions for children walking to school
- Floor to ceiling heights inadequate
- Surface water flooding will be worsened
- Erodes the green sub-urb
- Did not receive letter despite living close to Barnet House
- Too many high density developments in the area
- Current application is an attempt to avoid previous negative comments
- The building is dangerous as it sways in the wind, due to inadequate construction
- Devaluation of neighbouring properties
- There is a conflict of interest because Barnet Council own the building.

Comments of support can be summarised as follows:

- Improved housing stock
- Better to have more multi-family accommodation rather than conversion of existing housing stock into flats
- Sustainable location
- Good to see that an unattractive building will be redeveloped and put to good use.

Officer Response to comments received

All of the above representations have been taken into account in the Officer assessment of the scheme, and have been addressed, where possible, in the main body of the report below.

Outstanding matters not covered in the report are addressed as follows:

- Trespassing and matters of access to third party land are civil matters between the parties concerned, and therefore not material to the application, and consequently outside the scope of consideration.
- The Council is not the applicant of the application and has no land-owning interest in Barnet House. The Council's previous position as a lessee of the building bears no relevance on this application.

- Regardless of who the applicant of an application is, they are entitled to make further planning applications, irrespective of their similarity to previously considered and determined applications. There are limited provisions within the Town and Country Planning legislation that would preclude applications for similar development from being considered.
- The outcome of the appeal on this application will be for the Planning Inspectorate to decide and not the Local Planning Authority or Members of the Council.
- The works that have taken place within the application site relate to asbestos removal, environmental cleaning, decommissioning and internal strip out works. Such works do not involve structural reconfiguration of the building in accordance with the current scheme being considered, and also they do not require planning permission. These works that have taken place are not at expense to the Council, as the Council no longer holds a lease on this building, and has no land-owning interest. Accordingly, the process of the public procurement /invitation to tender would not be relevant. The cost and appointment of contractors is therefore the responsibility of, and at the expense of, the applicant.
- The scheme has taken account of some of the feedback from the previous application, however, it should be noted that the policy landscape since the previous application has changed, with the adoption of the Mayor's 2021 London Plan, and the progression of the Council's draft Local Plan moving towards examination by the Planning Inspectorate, both of which contain new policies which are notable material considerations.
- The increase in density and consequent increase in number of residents will positively impact the local economy and drive further investment within the area.
- The suggested capacities for designated development sites within the draft local plan are indicative and not maxima, therefore, would not preclude higher density developments from coming forward.
- Given that the tall building already exists, it is unlikely that the additional storeys will have a significantly greater impact on digital connectivity i.e. telecommunications, TV signals and internet services.
- No statutory or non-statutory consultee has raised concerns about the risk of groundwater discharging in the public sewer. This would also be managed by separate statutory mechanism which the Local Planning Authority have no remit in.
- The number of people who have responded to the application is accounted for above. In some case there are repeated or extended entries made by the same individuals or households.
- The proposed development is located close to Swan Lane Open Space, Whetstone Stray and Brook Farm Open Space which provide ample public open space for existing and proposed residents to enjoy.
- Each application is taken on its own merits, assessed against the relevant policies and material planning considerations, and thus, it is considered that the

matter of “setting a precedent” is not a substantive reason to object to the scheme.

- The lack of money at ATMs in the town centre is not a material planning consideration.
- The London Fire Brigade have not objected to the planning application.
- There are no policies or guidance which set standards for how close a development should be to public rights of way, and balconies overhanging footpaths are not a material planning consideration.
- The impact of living space and outdoor space on mental health is well documented, however the space standards for both internal and external spaces meet the requisite criteria set out within Local Plan and London Plan policies and guidance.
- It is beyond the scope of the planning system to control who purchases the open market homes. Nevertheless, should it be private landlords then it will be for them to manage their tenants appropriately and also any other regulating authority to manage any disruption or nuisance to other residents (e.g. Police, antisocial behaviour team, environmental health etc)
- Loss of neighbouring property value is not a material planning consideration.

Elected Representatives

Rt. Hon Theresa Villiers MP Member Of Parliament For Chipping Barnet House

I write to object to this planning application because its excessive height, scale, massing and density is wholly inconsistent with the character and appearance of the surrounding area and it amounts to an overdevelopment.

Overdevelopment: height, massing and density

This scheme does not address the reasons for the refusal of the 2018 planning application. These included:

"The proposed development, by virtue of its excessive height, scale, massing and density would represent an over development of the site resulting in a discordant and visually obtrusive form of development that would fail to respect its local context and the pattern of development in its context, to such an extent that it would be detrimental to the character and appearance of the area and ?."

In material respects, this application worse than the 2018 proposals and the planning committee should therefore dismiss it as they did the previous one. While there have been some minor changes to the configuration of the refurbishment and the new build element to the rear, there has been no meaningful change to the overall height, bulk and mass of built form.

The plan for 260 flats on the site (44 more than the rejected scheme) would be a major over-development of the site. It would have a significant negative impact on the surrounding neighbourhood because of the height, density, massing and bulk of

the buildings. This criticism applies to the buildings to replace the annex and build over the car park as well as changes to the existing tower. The development proposal is excessive and discordant with the character of the area, inconsistent with London plan policies D1 and D3 and Local Plan policy DM01 and DM05.

The plan to add an extension to the roof level making the building at 14 storey building would contravene policies in the Barnet Local Plan on tall buildings. Policy CS5 (Protecting and enhancing, Barnet's character to create high quality places) states that tall buildings (defined as eight storeys or more) will only be approved for certain parts of the borough. The list of strategic sites and local town centres identified as suitable for tall buildings does not include this area of my constituency.

This is a wholly inappropriate location for upward extension. The existing building is already divergent from the prevailing height and form of neighbouring properties. Adding two storeys to this existing incongruous tower would exacerbate its prominence, to the detriment of visual amenity of the wider area. Barnet House is an obtrusive building, of little architectural merit, and development which increases its height and attracts further attention to it, should be rejected.

Of very significant concern is the proposal to extend the building forward, bringing closer to the pavement in the High Road. Extending it on other sides, to increasing its footprint is also problematic.

Loss of business use

If there is to be redevelopment of the site, local planning policy dictates that it should be employment led. In areas of this type, Barnet planning policy DM14 provides that office use should be retained unless

"it can be demonstrated to the council's satisfaction that a site is no longer suitable and viable for its existing or alternative business use".

This retention of business use is specified as particularly important in town centre locations. This approach is confirmed in London Plan policy E1. Barnet House is in a town centre and the seriousness with which retention of business use in such areas is treated in local planning policy is confirmed by the Article 4 direction for Whetstone high road. This disapplies permitted development rights to convert from office to residential use without a planning application.

Alternative permitted development scheme

In recommending approval for the 2018 scheme, the officers' support appeared, in part, to be grounded on the fear that the developer would press ahead with the conversion scheme under which it had prior approval to convert Barnet House into 254 units, including very small 'micro-flats' of less than 16 square metres. This approval has lapsed and the Article 4 direction referred to above means it cannot be

revived. So this potential threat by the developer should no longer be viewed as a reason to approve the current application.

Inclusion in the list of proposed developments in the emerging Local Plan

The 2012 Local Plan determines this application. Only very limited weight can be given to the emerging plan expected to be implemented towards the end of next year. If any weight is to be given to the sites list in the Regulation 19 emerging plan, this application is inconsistent with the development envisaged in that document which consists of a mixed-use development with 10% commercial floorspace and 139 residential units. The proposed scheme would consist of almost double the number of units and is severely lacking in employment space.

Housing mix

The majority of the flats proposed are studio or one bed units. The Local Plan (DM08) identifies homes of at three and four bedrooms as the priority need. 87% of the units proposed fail to meet the borough's specified priority need.

Loading, pinch points and the impact on Baxendale Care Home

I would highlight the following points from a report prepared for the Baxendale Residents Association and Baxendale Care Home which I believe provide further grounds for rejecting the application:

- o The site has a PTAL rating of 4, not the 5 suggested by the developer's proposal.
- o The Parking Stress Survey referred to in the application is four years old. Much development has taken place since then in the immediate locality. The 700m radius used in the survey is unrealistic. A more appropriate 200m radius, or two minutes' walk would be appropriate and would produce a completely different result.
- o The design creates a traffic 'pinch-point' towards the top of Baxendale, where the Car Club and Disabled parking clashes with the lay-by and loading access.
- o This loading access arrangement creates a dangerous conflict with vehicles having to back out across the main pedestrian route. A proper service yard, facilitating the turning of large vehicles, would need to be provided within the site to avoid this, but this is not included in plans.
- o Significantly increased traffic congestion could threaten the viability of the Baxendale Care Home, a valuable local facility.

Impact on local infrastructure and services

Policy D2 of the London Plan confirms that the density of proposals should be linked to the provision of future planned levels of infrastructure and the local plan (policy CS11) confirms this policy approach.

I note that only 58 parking spaces are to be provided for the total of 260 homes. This will leave a significant number of households without any on-site parking.

As acknowledged in the 2020 Draft Barnet Local Plan, there continues to be high car usage in this borough. While the site is not far from a tube station, it is unrealistic to believe that residents will not wish to own a car. Lateral cross-borough transport is a challenge in Barnet, as it is in all suburbs. That fact that residents are unable to access easy public transport that traverses east to west is a further reason to expect that the 768 residents who could move into this new development to own cars.

There would therefore be a considerable impact on local roads both in terms of traffic congestion and parking. Overspill parking will occur in streets which are narrow and are already filled with the cars of residents whose homes cannot accommodate off-street parking.

I am also very concerned about the pressure on GP surgeries, dentists, schools and other essential local services.

There is already a need to expand local GP services because of increasing healthcare needs. For example, I know that St Andrew's medical practice is exceptionally busy and struggles to accommodate its very large patient list. A significant increase in the local population would see pressure on local NHS practices increase still further. Whetstone has seen significant building in recent years with a number of new developments in the pipeline. Allowing this application for Barnet House would compound existing stresses on infrastructure and services.

It is clear that the proposal would have a serious detrimental effect on Baxendale Care Home with tall structures towering over its existing buildings. The Home relies on regular easy access for emergency vehicles, and for an emergency evacuation plan in the event of a fire. With no proper on-site service yard for the scheme, and the prospect of vehicles regularly clogging up the Baxendale access to the Home, it might no longer be possible to meet the essential safety requirements.

I believe that the application should be refused because it violates a number of planning policies in the Barnet Local Plan 2012 and the London Plan 2021 and would damage the quality of life and local environment for nearby residents.

I would be grateful if you could ensure that my views, and those of my constituents, are brought to the attention of the planning committee. I also wish to notify you that I would like to address the planning committee when this application is considered.

Councillor Caroline Stock

Redevelopment of the site to deliver up to 260 homes and up to 709 sqm GIA of Class E commercial floorspace through the conversion of Barnet House from offices to residential, including extension at roof level, and the front, rear and side elevations

alongside the provision of Class E use at ground floor of Barnet House. And the demolition of rear annex and erection of new residential buildings. Together with associated public realm, landscaping, access improvements, car and cycle parking

I would like to object to this proposal as I am concerned about a number of points.

I am aware that Barnet House already has the ability to build a certain number of residential units. I would certainly not be opposed to this. The building is also in the designated area for development. However, what concerns me is that the height of this already extremely tall building is going to be increased. Barnet House is an eye sore in my opinion and it can be seen for miles around. The beautiful views from so much of the surrounding rural aspects are interrupted by this building. Increasing its height is just not acceptable, as it will become even more dominant and overbearing. It is interesting that at a recent meeting chaired by Andrew Boff of the London Assembly's Planning & Regeneration Committee, there have been clear recommendations about tall buildings. The letter I received outlines key findings from the Committee's investigation into housing typologies, focussing on housing density and the development of tall buildings for residential use in London.

"Matthew Carmona indicated his view that up to a medium density of 56 dwellings per hectare better enables access to local facilities within a neighbourhood. Whetstone has recently had hundreds of small units built, with many not being sold. The area actually needs larger units with proper facilities for families and play spaces. By building with the density proposed there is no genuine provision of space for the residents to enjoy any quality of leisure facilities. This development sadly is not supplying what is required.

Additionally, tall buildings also suffer more from heat loss for the same amount of insulation as lower buildings because of the higher wind. I have been at the top of Barnet house and experienced the swaying of the building on a windy day. Further height will only increase this, and the issues associated with tall buildings.

I am also dismayed that although I expressed my views at a meeting with the developers they have continued to propose to build out from the front of the building. This will have negative impact on the High Road, which with the recent building development at the adjacent site (old B & Q) will result in a further closing in of the street scene and an advance in the building line. It will also affect the well-established large trees that have TPO's on them. This applies to the other elevations from Baxendale. The replacement of the three-storey annex with buildings ranging in much taller structures again will dominant the road, which otherwise contains small dwellings. This is unacceptable as it is out of keeping with this part of Whetstone and the mass, height and pattern of the surrounding streets building.

The high dwelling density proposed greatly exceeds that of neighbouring new developments and also exceeds the maximum proposed in the London Plan for Central London. This density is inappropriate, and out of keeping with the location.

Finally, I think the lack of car parking is a real concern. I think it is right that as the building is so near good transport links there should be reduced parking provision. However, in reality residents will use the surrounding roads, which are already blocked with residents parking. I am not sure I agree with the number of spaces identified, but what has been allowed for is just not adequate.

I don't believe that this application complies with the London Plan 2016 and Barnet Local Plan Core Strategy and Development Management Policies 2012 regarding policies CS1, CS5 and DM01 and DM05. The previous application 17/5373/FUL was refused by Barnet and I feel that the reasons they gave for refusal continue to be valid.

I think that due to the increased height, scale, mass and dwelling density of the new proposed development it will have a detrimental impact on this part of Whetstone. This development would not preserve, protect or enhance Barnet's heritage and character and will have a harmful impact on the character of the surrounding area.

Councillor R. Cornelius

I wish to object to this application on the grounds that the increase in height will be seen for miles around and be unattractive as well as dominating the local area. I am concerned as to the health of the beautiful plane trees which have TPOs that so improve the visual amenity of Whetstone. Moving the construction forward will cause a canyon effect on Whetstone High Road which will create a cramped feeling in the area. Increasing the density of an already excessively large construction by extending to the rear will create a really very unpleasant place to live as well as being so large a development that it will dominate the area and change the character of what was a suburban area. The lack of sufficient parking will cause problems in the area despite the over confident assumptions of the developers.

Consultation responses from neighbouring associations / other non-statutory bodies

NTR Planning Objection (August 2021) on behalf of The Baxendale Residents Association & Care Home

The Baxendale Residents Association and Baxendale Care Home (the objectors), strongly object to planning application ref. 21/3726/FUL for the proposed re-development of Barnet House. Their objections are set out in detail in section 4.0 of this report and are summarised below.

Loss of employment floorspace

Objection is made to the principle of the loss of employment floorspace in this town centre location, which is contrary to adopted plan policy (London plan policy E1 and Local Plan policy DM14).

Part of the justification for the loss of office floorspace, as previously proposed, was based on the fallback position of the extant prior approval permission. This has now lapsed and existing office floorspace is protected by Article 4 Direction. The fallback position weighed in the balance when coming to a planning judgment on the merits of the previous scheme. The opportunity for PDR no longer exists and cannot form part of any planning judgement. In the absence of this, the policy position is clear – existing office space within town centres should be protected.

There is a lack of evidence of marketing and in the absence of this the loss of existing office floorspace in this town centre location is contrary to policy E1 of the London Plan and DM14 of the adopted plan.

In the event that alternative uses were considered appropriate, any redevelopment should be employment led. This proposal is not employment led.

The amount of available office floorspace within Whetstone has decreased. In the period May 2013 – May 2017 Whetstone lost 3,571 m² of office floorspace through PDR in return for 79 new residential units which emphasises the need to retain and/or replace commercial floorspace. Objection is made on the basis that the quantum of available town centre office space has diminished since the time of the previous refusal and that which remains should be protected.

The proposal is not supported by any local plan policy – it is contrary to local plan policy and should be refused.

The principle of residential led redevelopment

Objection is made on grounds that the residential led redevelopment of the site is contrary to adopted plan policy. The most recent Housing Delivery Action Plan confirms a 5-year housing supply and there no pressing need for any future development at this site to deliver more homes at any cost.

The emerging plan process offers an opportunity for the proper spatial planning of this prominent town centre site, informed by local communities and stakeholders. Notwithstanding this, even if the site is considered appropriate for redevelopment in accordance with the direction of travel of the emerging plan, the mix of use and number of residential units proposed through this application is not in accordance with the proposed site allocation – almost double the number of units and severely lacking in employment space.

Overdevelopment which is discordant with the character of the area

Objection is made on the basis that the development proposes an increased density, with a similar height, scale and massing to that already refused. The development remains excessive and discordant with the character of the area. The scheme represents an overdevelopment of the site, discordant with London plan policies D1 and D3 and Local Plan policy DM01 and DM05. The development is at odds with the density of other schemes recently approved within and around the town centre (see summary of recently consented scheme at Appendix NTR5).

Unit mix

Objection is made on the basis that the development fails to provide an appropriate unit mix. 87% of the units are studio/one/two bedroom apartments, which will not help meet the borough's identified need for three and four bedroom units. It is therefore contrary to adopted plan policy DM08.

Affordable Housing

Objection is made on the basis that the scheme, as currently submitted (subject to review of documents currently available online) demonstrates a significant under provision of affordable housing, with just 12% of the units being affordable and is therefore contrary to adopted plan policy DM10.

Detrimental impact on neighbouring amenity

Objection is made on the basis that the development proposals would have a detrimental impact on the living conditions of residents of care home and nearby residential properties. The buildings would be overbearing in nature and reduce natural light to habitable rooms, contrary to policy DM01 of the Local Plan.

Inappropriate location for a tall building

Objection is made on the basis that the site is not within an area allocated for Tall Buildings. London Plan policies are clear in stating that Tall Buildings should only be developed in locations that are identified as suitable in development plans. The development plan does identify such locations and the subject site is not within one of them. The development of a Tall Building here would be contrary to London Plan policy D9 and local plan policy CS5.

01/09/2021 Royal HaskoningDHV – Highways Comments on behalf of Baxendale Residents Association Limited and Baxendale Care Home

- The development is likely to result in overspill parking of up to 67 vehicles overnight. Baxendale will be affected by the overspill and this will impact on access the homes of residents in Baxendale and Baxendale Care Home.

- Overspill parking is likely to impact on the ability for refuse lorries and the emergency services to access Baxendale and Baxendale Care Home.
- The development does not adequately accommodate service and delivery vehicles, requiring vehicles to reverse from the site across the footway. This is contrary to TfL's best practice and contrary to intention of TfL's Vision Action Plan that promotes safe street through design and ensuring safety is at the forefront of all design schemes.

East Barnet Residents' Association

These new plans are even more intensive than previous proposals and should be refused. The developers held "consultations" and the feedback they received clearly showed that it's ridiculous to try to convert this rickety old building into cramped mostly 1-bedroom flats that nobody wants.

Who in their right mind would choose to live in these tiny flats with no space for homeworking, no amenity space, and nowhere to park? Has the pandemic taught us nothing?

This proposed vertical ghetto would just add to the local infrastructure problems and must be rejected forthwith.

Friern Barnet & Whetstone Residents Association

Barnet House is clearly in need of redevelopment of some description. However the current proposals are not good enough and are largely a repackaging of the 2018 application that was refused by the Council. Accordingly, FBWRA objects to the current application.

The application, for 260 residential units, should be contrasted with the previous application, for 229 units (later cut to 216).

The specific reasons why we consider the current application should be refused are, in outline -

1. the low level of affordable housing units proposed- the proposal includes 32 "affordable" residential units (12 1/2 % - substantially less than the 20% offered in 2018 and far short of the 35 % Barnet's required by draft updated planning policies. The draft policies are relevant as they can be taken into account as "emerging planning policies". The strategic London Plan seeks overall 50% of new homes to be affordable. Barnet's current plan looks for 40% overall.

2. the mix of different sized units is inconsistent with Barnet policy- of the 260 flats proposed 52% would be 1-bedroomed, 35% 2-bedroomed and just 13% 3-bedroomed.

Barnet's updated policies assess the need for units of different sizes as 70% for 3 or more bedrooms for "market housing" (on the developer's proposals 87% of the units will be "market housing"). 70% compared with 13%. For 1-bedroomed units Barnet's update looks for 6% (market) and 13% (affordable). The developer proposes 52%. 52% compared with 6%/13%.

3. the number of units- the large number of flats would result in an undue strain being placed on local services.

4. inadequate car parking- the developer says "The development is proposed to be car-lite, providing 58 car parking spaces inclusive of 11 disabled parking spaces and a further 5 motorcycle spaces. This provides a ratio of 0.22 spaces per residential unit when incorporating the motorcycle parking as required by the GLA."

The car parking provision is less than generous. It could be increased- in the Planning Statement the developer's agent admits "On this basis [transport and planning policies], the range of car parking allowed for the proposed development is anything from 0-130 spaces."

The developer's survey of on-street parking within a 780m walk from Barnet House showed that "On the 13th July 2017, parking occupancy within nonrestricted areas was generally 100% from 0900-1400 before demand for parking dropped to 84% by 1600." So- essentially there was no available on-street parking during the daytime to accommodate additional cars. Yet there appears to be no analysis or evidence in the application documents to show 58 parking spaces will accommodate all vehicles of the residents of the property.

5. the "gated" nature of the proposal- the proposal is for a gated community with the main entrances within the enclosed internal space. The green spaces for the residents are within this enclosure and on the roofs of the new block. The scheme is turning itself inward away from the surrounding community and not integrating or contributing to the wider community.

6. the placing of the proposed green space at the centre of the development - so no public benefit as largely hidden.

7. the height/mass of the proposed new build element adjacent to Baxendale- its excessive height, scale, massing and density would be over development and detrimental to the character and appearance of the area and detrimental to the visual amenity of adjoining residential occupiers.

8 poor waste management - inadequate waste storage in flats and residents of 83 units will have to walk more than the maximum allowed, (30m excluding lift distance) to dispose of rubbish.

9 overlooking - overlooking will be inevitable as there are facing habitable rooms less than 21m apart; blocks are too close together

10 poor internal design- too many units have been crammed into the shell of the existing building resulting in some unpleasant spaces. The central corridor approach results in single aspect dwellings.

11 inadequate light-the sunlight/daylight report shows some habitable rooms don't meet the minimum criteria. The proposal uses minimum criteria as a benchmark, rather than trying to give a good quality of life to residents and in some cases is not meeting even those minimum criteria. This therefore suggests the development is too dense.

12 inadequate ceiling height- the London Plan requires a minimum ceiling height of 2.5m in dwellings. The sections do not show if this is achieved

13 poor sustainability- the development only achieves a 63% BREEAM rating, so not achieving zero carbon. As this will be a requirement by 2050, or sooner, the development will likely need retrofitting to achieve this which is undesirable. The developer should be asked what it can do now to get to zero carbon.

Plans of the units show common areas and the internal kitchen, bathroom and corridor spaces will need additional lighting to make up for the shortfall in daylight, as will those habitable rooms that do not meet even the minimum daylight criteria. The lifts will require power to operate. Where will this energy come from? It is not clear from the reports whether the heat pumps mentioned will get enough power from the solar panels on the roof or do they merely supplement power from the grid.

Additionally mechanical ventilation will be needed where natural ventilation is insufficient. This adds to power load but could be minimised with better design.

01/10/2021 Follow up objections:

The National Design Guide C1 paragraph 42 asks that 'well designed new development is integrated into its wider surroundings, physically, socially and visually'.

The proposal is for a gated community with the main entrances to the blocks, and therefore to the homes, within the enclosed internal space. Similarly, the green spaces for private residences are within this enclosure and on the roofs of the new block. This scheme therefore is turning itself inward away from the surrounding community and not integrating or contributing to the wider community.

Entrance to the whole development appears to be via the South Gate on Baxendale Avenue. It is expected that the concierge scheme (operating between 9-5 only) will deal with deliveries to flats, manage the waste collection and servicing of the

dwelling. The main entrance therefore to people's homes are tucked away. Elevation pl05 105 shows a very small entrance, no sense of arrival or expression of the entrance. The opportunity to access homes in Barnet House from the High Road has not been taken thus missing an opportunity.

Notoriously windy the wind report shows that mitigation levels are required at the ground floor, north east corner of the courtyard, seating locations at the north end of terrace level amenity space. Additionally 3 locations with strong winds exceeding the safety threshold and requiring mitigation. Mitigation measures include proposed landscaping, 2.4m high porous security fence from NW corner of Barnet house to the site boundary, and 2m high hedges. As these mitigation measures include landscaping and hedges, it is imperative that these are fully matured sized and grown at occupation and not subjected to reduction in specification during project development and the construction work. This must be conditioned.

The waste management strategy seems ambitious. It is recognised that for some residents they will have to walk further than the maximum allowed, 30m excluding lift distance. Rubbish is stored on bins in their home then transported to the lift and down to a waste disposal point. This assumes that they will have the ability to be able to do this, and the willingness. 83 units exceed the distance.

Overlooking will be inevitable where there are facing habitable rooms less than 21m apart, blocks are too close together.

Looking at the flat plans. London Plan D6 is clear that single aspect flats are to be the exception. There are quite a number of these. To achieve a dual aspect in some cases, in particular the 2 flats at the centre of Barnet House the layout is particularly tortuous. Very minimal external wall with a dark and underlit interior with the kitchen as a corridor, dangerous particularly in the wheelchair flat. The plan might meet the space standards in terms of sq metres but the layout is poor. Essentially too many units have been crammed into the shell of the existing building resulting in some particularly unpleasant spaces. The floor plan of the building has been extended to allow for a central corridor approach with the inevitable introduction of single aspect dwellings.

Daylight, sunlight, fresh air and good ventilation, and access to private external space are all now understood to be essential to healthy living. The sunlight and daylight report shows that a number of habitable rooms in the new development will not meet the minimum criteria required. It should be remembered that these are minimum criteria and in reality the aim should be to exceed these in all cases. Some of these are explained by the provision of balconies which is restricting daylight and sunlight. As both are essential it should not be acceptable for one to compromise the other. The proposal is using minimum criteria as a benchmark, rather than trying to give a good quality of life to residents and is not meeting even those minimum criteria in some cases. This therefore points to the fact that the development is over dense.

The London Plan requires a minimum ceiling height of 2.5m in the dwellings. The sections do not show whether this is achieved. The servicing for the building is not indicated, but one might assume that to achieve the ducting required for a heating, heat recovery and ventilating system, plus the flooring required to achieve sound reduction between flats for air and structure borne, the floor thickness shown could be undersized. Although this technically might be a Building Control issue, it will be too late once planning is granted if compromises have to be made as the technical design is developed to the detriment of the proposal.

Although environmentally it is good to see Barnet House reused in terms of the overall crisis that we are facing this development is underachieving. The whole development is only achieving a BREEAM rating of 63% so not achieving zero carbon. As this will be a requirement by 2050, or sooner than that in all probability, the development will likely need a degree of retrofitting to achieve this which is undesirable. The developer should be asked now what they might need to do to achieve zero carbon, and how this will be achieved. The plans of the units show clearly that for common areas and the internal kitchen, bathroom and corridor spaces will all require additional lighting to make up for the shortfall in daylight, as will those habitable rooms that do not meet even the minimum daylight criteria. The lifts will require power to operate. Where will this energy come from? It is not clear from the reports whether the ASHP and WHP mentioned will get enough power from the solar panels on the roof of Barnet House or is this merely supplementing power from the grid. Additionally mechanical ventilation will be required where natural ventilation is insufficient. All of this adds to the power load and could be minimised with better planning.

Part 2 – further issues

The 2017 application was rejected on the following grounds (Design and Access Statement 2.12):

Reason 1: Height, Scale, Massing and Density as 'excessive' and;

Reason 2: Quantum of development putting strain on local services.

The developer claims to address these. Yet:

1. The profile of the new design differs little from that of 2017 (4.2.1). Have they done anything to address Reason 1 for the previous refusal?
2. The number of flats is now 260, up from 216 in 2017. Does this address Reason 2?

Exterior space / play space

The exterior space overall is inadequate for 260 homes. Moreover, it is unpleasantly fragmented and constrained. Play areas, as required by regulations, take up about

half of the open areas. At least half of the external area is located on the roof of the buildings. The results are:

1. Exceptionally fragmented and small open communal areas which are not dedicated to play,
2. Location of about half of the playing space on the roof, which is hardly ideal (large peripheral barriers will be required for safety creating an unpleasant enclosed effect in a narrow space for children).

After subtracting the play space, the amount of dedicated open space available for each adult is minimal. By cramming so much building onto the site the developers have left far too little for open space (much of which has been moved to the roof).

The outside space does not meet the standards in the London Plan:

London Plan Policy D6 (see extract from Table 3.2 below) sets out the Mayor's expectations with regard to the design quality of outside space:

Outside space iv

Communal outside amenity spaces should:

- > provide sufficient space to meet the requirements of the number of residents (an analysis would show this is questionable in this case - a tiny amount of space in fragmented form per resident)
- > be designed to be easily accessed from all related dwellings (anything on the roof is not easily accessed from all dwellings - people will need to move between buildings then climb to the roof – what about disabled access to the roof?)
- > be located to be appreciated from the inside (a roof cannot be appreciated from the inside – by definition)
- > be positioned to allow overlooking (a roof cannot usually be effectively overlooked)
- > be designed to support an appropriate balance of informal social activity and play opportunities for various age groups (the balance in this case, for better or worse, favours the children because only their space is prescribed. With so many studios and one bedroom flats the number of children may be below expectations leaving children with a lot of space but adults overcrowded in their own little areas).
- > meet the changing and diverse needs of different occupiers (previous comments apply). Play areas for children of the same age-bands is divided between the courtyard on the ground level and the roof. This will encourage children to run between these two locations, which is unsafe. Children's play areas should all be on a ground level, to permit easy inter-mixing of all children and allow games requiring space to run. Splitting the play areas may encourage development of different groups (the "roof" and the "courtyard" - with rivalry according to the equipment provided and the weather conditions (sunnier on the roof/more protected in the courtyard). Finally, can children

really be expected never to play ball games or frisbee on the roof (with the ball flying over any but the highest barriers?).

Design Life of Reinforced Concrete and Refurbishment of Barnet House for Residential Use

There are concerns that modernist reinforced concrete buildings become prone to failure after 60 years. This is due to corrosion of the metal embedded in the concrete, primarily reinforcing steel.

The quality of construction of the original Eveready House in 1966 is probably uncertain by now. The developers assume that the basic concrete structure of Barnet House can be reused safely to last for another 60 years. By this time, the original Barnet house reinforced concrete will be 115 years old. There are currently no buildings of this type that can serve as examples of what happens to a medium quality building such as Barnet House after 115 years (structures built before 1906 were of a different type).

The developers should be required to prove beyond a reasonable doubt that the probability of failure of the old Barnet House structure over the next 60 years is negligible.

Reuse of old buildings can lead to some energy savings, since the structure does not have to be rebuilt. In this case these savings are likely to be modest, because: (a) the extent of the refurbishment is massive, requiring construction of a whole new exterior and upper layer, and (b) the building can never be as well insulated and efficient as an optimized new-build structure. Moreover, the architects have had to make considerable compromises in designing the flats within the existing Barnet House, which was built for offices. A new building would allow much higher quality accommodation, with more light, external space (better balconies), improved services (including plumbing/ventilation/air conditioning) and amenities (lobby spaces etc.). Moreover, there is a significant risk that due to the problem of reinforced concrete, the "new" Barnet House will have to be greatly refurbished (i.e. abandoned for some time) or demolished before its projected life of 60 years. A new building can be guaranteed to last beyond that horizon.

Whole Life-cycle Carbon Assessment

This Assessment shows a huge carbon benefit (reduction in net CO₂ emissions) from recycling of materials at the end of the project life. In the base case (Table 4.3), total emissions during the life of the building (Stages A-C from construction through demolition) are 36,681 tons CO₂e, and the carbon savings at the end of the building's life (stage D) are 9,636 tons CO₂e.

According to the developers, the benefits (negative emissions) in stage D "include emission benefits from recycling recyclable building materials. Benefits for re-used or

recycled material types include positive impact of replacing virgin-based material with recycled material and benefits for materials that can be recovered for energy cover positive impact for replacing other energy streams based on average impacts of energy production." It is assumed that almost all parts of the building can be recycled to some extent. However, a very large part of the material is embodied in the existing Barnet House, which is already 55 years old. The assumed building life in the Assessment is 60 years, so the assumption is that around 2087 (assuming the project is finished in 2027), most of the materials from the existing Barnet House will be recycled. These materials will by then be 115 years old. Can all of them really meet anticipated needs for recycling in 2087 - will they not be of obsolete quality and beyond salvage?

There appears to be a methodological flaw in the calculations of the savings at Stage D: The decarbonization scenario assumes that energy used in 2087 will be carbon free (or almost so). Therefore, production of materials in 2087 in the decarbonization scenario will emit much less CO₂ than in the base scenario. This means that recycling will save correspondingly less energy. For example, if today producing 1 ton of steel from iron ore emits 1.85 tons CO₂, and producing 1 ton of steel from recycled steel emits 0.4 tons of CO₂, then each ton of steel recycled saves 1.45 tons of CO₂. However, in a decarbonization scenario all energy is renewable and steel processes are carbon free. Hence recycling a ton of steel saves no CO₂ (i.e. in 2087 producing a ton of steel from iron ore emits 0 tons CO₂ and from recycled steel also 0 tons CO₂). Hence the CO₂e benefits shown for Stage D in the Decarbonization scenario should be much lower than those in the base scenario (indeed they could be close to zero).

To summarize in relation to the further issues in Part 2 :

- a. The developers have done nothing to address the reasons for the refusal of the 2017 proposal,
- b. The provisions for exterior space and play space are grossly inadequate,
- c. The developer should prove that the existing reinforced concrete structure of Barnet House, which will be used in the new development, can last a further 60 years (as planned),
- d. It is questionable whether the reuse of the existing building is the best option for energy use, architectural design, and residential quality,
- e. There appear to be methodological problems with the Whole Life-Cycle Carbon Assessment.

For the avoidance of doubt, FBWRA continues to object to the application and remains of the view that it should be refused.

The Barnet Society

The Barnet Society objects to this proposal on grounds of overdevelopment and overbearing bulk, both close up and in long views, particularly from the Dollis Valley.

We welcome mixed residential and commercial use of the site and retention of the existing tower. The massing and materiality of the new lower-rise buildings are a notable improvement on the previous application (17/5373/FUL), and the landscaping proposed appears of high quality.

However, we regret the low proportion of affordable and social housing, and the treatment of the existing tower. Its original strong form is blurred by infilling the whole ground floor and lack of articulation between it and the lower-rise buildings. The applicant expresses admiration of the work of the original architect, Col. Seifert, whose reputation has risen considerably in recent years, but retains none of the building's distinctive features such as its sculptural pilotis. We wouldn't object to its recladding, but the zig-zag horizontal projections are tentative and don't disguise mundane fenestration. Nor would we necessarily object to adding two stories, but we dispute their description (in the Design & Access Statement, 4.2) as an 'elegant crown'. Col. Seifert's tower deserves design of greater flair.

Totteridge Residents' Association

Redevelopment of the site to deliver up to 260 homes and up to 709 sqm GIA of Class E commercial floorspace through the conversion of Barnet House from offices to residential, including extension at roof level, and the front, rear and side elevations alongside the provision of Class E use at ground floor of Barnet House. And the demolition of rear annex and erection of new residential buildings. Together with associated public realm, landscaping, access improvements, car and cycle parking | Barnet House 1255 High Road London N20 0EJ

On behalf of Totteridge Residents' Association I would be grateful if you would bring to the attention of the Planning Committee our views on the above.

We object to this proposal as we believe it does not comply with the London Plan 2016 and Barnet Local Plan Core Strategy and Development Management Policies 2012 regarding policies CS1, CS5 and DM01 and DM05 and the reasons for Barnet's refusal of the previous application, namely 17/5373/FUL, remain completely valid for this current application which should also be REFUSED.

The proposed increased height of the existing tower block, (which gained approval in the 60s through a planning loophole and which should never have been built), is wholly inappropriate and together with the elevational changes adding greater bulk, bringing the front and side boundaries nearer Baxendale and the High Road pavements, and forward of the building line of the adjoining recent development of the B & Q site is totally contrary to the Council's policies on tall buildings. The impact of this high rise element of the proposal would create a dominant overbearing structure, completely at odds with its surroundings.

The proposal to replace the three storey annex at the rear with new buildings ranging from two to six storeys would create an undesirable and dominant mass which would be overshadowing, oppressive and overbearing on the Baxendale home and dwellings along Totteridge Lane and therefore would be harmful and detrimental to the quality of life of the residents of these properties.

The high dwelling density proposed greatly exceeds that of neighbouring new developments and also exceeds the maximum proposed in the London Plan for Central London. This density is inappropriate, wholly unacceptable and out of keeping with the location.

The car parking provision is inadequate and should be at least in accordance with the maximum parking provisions of policy DM17 in the Development Management Policies. The limited parking proposed appears contrary to 2.i and 2.ii of this policy

Barnet's Development Management Policies (2012), 2.3.7 states: Protecting character helps to maintain Barnet's heritage. Policy DM01: Protecting Barnet's Character and Amenity states that development proposals should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding streets building, spaces and streets. In order to protect character Barnet's policy DM01 requires development to demonstrate good understanding of the local characteristics of the area. Proposals which are out of keeping with the character of an area will be refused

This proposed development would result in severe strain on the infrastructure and local services of the area which are already over stretched due to the many developments that have taken place in the immediate vicinity in the last few years.

We are of the opinion that the height, mass, scale and dwelling density of the proposed development would have an unacceptable harmful impact on the character and amenity of its neighbouring occupiers and Whetstone. This development would not preserve, protect or enhance Barnet's heritage and character. This application should be REFUSED.

Responses from Internal/External Consultees

Greater London Authority (GLA)

Strategic planning application stage 1 referral

Strategic issues summary

Land use principles: Proposed optimisation of the town centre site for residential-led mixed-use development is supported. The proposed ground floor commercial floorspace should be secured for community use and workspace suitable for SMEs.

A detailed marketing strategy for SME floorspace, including affordable workspace, should be secured (paragraphs 18-25).

Housing: 13.5% affordable housing by habitable room (100% shared ownership) is currently unacceptable and should be significantly increased. GLA officers will robustly interrogate the viability assessment to ensure that the maximum amount of affordable housing is delivered. Grant funding and the addition of low-cost rented units should be explored. Further information on rent levels, income triggers and review mechanisms must be provided prior to Stage 2 (paragraphs 26-36).

Urban design: The street level elevation along Baxendale should be activated or better articulated through design. Further detail on floor-to-ceiling heights, over-heating and single aspect units is required. The proposed heights, massing and density could be supported subject to the Council's assessment against Part C of Policy D9, an exemplary standard of design secured by condition, and a high residential quality (paragraphs 43-62).

Transport: Access to the long-stay cycle parking facilities must be amended to ensure safe and convenient access. Detailed Delivery & Servicing Plan and Construction Logistics Plan to be secured by condition. Travel Plan to be secured by S106 (paragraphs 63-71).

Further information on energy, whole-life carbon, circular economy, sustainable drainage and flood risk.

Recommendation: That Barnet Council be advised that the application does not yet comply with the London Plan for the reasons set out in paragraph 85. Possible remedies set out in this report could address these deficiencies.

TFL

Further work and conditions / section 106 obligations are required in relation the following:

- Reduction in the level of car parking proposed.
- Clarification on the impact of the development on trees located on the A1000 High Road.
- EVCP's for the proposed blue badge parking.
- Amend access to the cycle parking store.
- Detailed Construction Logistics and Delivery and Servicing Plans.
- Travel Plan secured in the Section 106.
- Payment of the Mayor's Community Infrastructure Levy.

Historic England Archaeology

Historic England not consulted, however comments on previous application raised no objections on the basis that the had already significantly been developed in its

current state, and therefore, remains of archaeological significance were unlikely to be present on site.

London Fire Brigade

No comments received.

Thames Water

Waste Comments:

Surface water network infrastructure capacity comment: No objection

Foul water sewerage network infrastructure capacity comment : No objection

Water Comments:

With regard to water supply, this comes within the area covered by the Affinity Water Company.

Metropolitan Police (Design Out Crime Officer)

I have reviewed the crime rates in the local area of the proposed application on Police.uk and I have noted that the highest recorded issues affecting the local ward of Totteridge are anti-social behaviour, violence & sexual offences, vehicle crime, and burglary offences.

The London Borough of Barnet as an entirety has a higher than average rate of burglary. Please see Appendix A for crime statistics.

Due to borough-wide burglary and wider crime statistics, it is recommended to incorporate crime prevention measures and police-preferred, tested and certified physical security products into a new-build or refurbishment project. This can be achieved through the adoption and compliance with the Secured by Design (SBD) accreditation process. This process is free of charge throughout and the services of a police DOCO to assist the applicant to achieve SBD accreditation for this scheme is both free and impartial.

It is positive that the applicant wished to meet to discuss their project from a security perspective, prior to formal planning submission, and I originally met with the agent on 26th January 2021 (and as per the design and access statement). It is also positive to note their input with a brief summary for Secured by Design within the applicants Design and Access Statement (DAS) – Section 5.6.

We discussed various security measures across the site including secure boundaries and secure access control, especially to the car park (due to high levels of vehicle

crime within the ward) and private residential areas, separating this from the public realm areas.

As alluded to within the DAS, it is important that there is a clear separation between the residential and commercial aspects of the site. By mixing uses/facilities on the site, for example, allowing commercial use of the private residential courtyard or sharing cycle and refuse storage between residential and commercial can lead to confusion and potential conflict. For example, residents complaining of noise and litter following commercial occupants using the residential courtyard, or residents 'fly-tipping' rubbish in unrestricted areas designated as commercial refuse and so on.

The cycle store was briefly discussed at my meeting with the agents in January 2021. The DAS reflects 450 designated cycle spaces in one large store, accessible by all blocks. If at all possible, I would recommend that the agent explores the opportunity to partition the cycle store and consider allocating a separate cycle store for each block. With 260 units planned for the site and potentially over four times that amount of residents - all with access to the large cycle store, any cycle stored here is then considered to be quite vulnerable. By reducing the size of the store and allocating these to individual blocks helps to reduce the numbers of residents with access to each store and the number of cycles (or 'potential targets') on display to every resident. With fob control and data logging working alongside overt CCTV coverage for the cycle stores, this will help with the management of this facility and provide an audit trail, should an incident occur within the cycle store. As per the DAS, the agent has advised that CCTV will also form part of the basement security strategy. It is recommended that CCTV is installed by a member of either the National Security Inspectorate (NSI) or Security Systems and Alarms Inspection Board (SSAIB).

As part of SBD compliance and as explained to the agent in our meeting, with the number of residential units for each lift/stair-core appearing to be greater than 25, compartmentation would be required for each block. This can be achieved by a number of fob-controlled points for the lift (destination control), fobbed stair-core or access controlled and fobbed corridors for each floor. Each resident must only be allowed access to their block and shared communal areas eg. car park, ground floor, courtyard garden and their individual storey/corridor. This will in essence create a secure lobby to assist with any issue of tailgating and helping to deter unrestricted access throughout the building to any resident, their guests and helping to restrict any potential intruder from accessing all areas of the development.

The 'principles' of Secured by Design are a good aim to work towards, however by potentially following some principles but not others will not achieve SBD accreditation. This development will need to fully comply with either Section 2A (SBD Silver Award) or Sections 1, 2A & 3 (SBD Gold Award) if SBD is either targeted by the applicant or made as a formal condition of planning (upon any planning approval). Achieving SBD certification will help to ensure that a development is much more resilient to crime and ASB, as a wider range of measures will have to be

considered and included in order to gain accreditation. This will help to ensure lower rates of crime and ASB in the long term, to the benefit of the community.

I do not object to this proposal but due to the reported issues affecting the ward, overall crime levels and size of the development, I would respectfully request that a planning condition is attached to any approval, whereby each phase/the development must achieve Secured By Design accreditation, prior to occupation.

Environmental Health

No objections, subject to conditions relating to contaminated land, air quality, overheating and noise mitigation.

Drainage / Lead Local Flood Authority

No objections, subject to condition.

Traffic and Development

No objections subject to conditions and the completion of a legal agreement securing obligations and contributions. Comments detailed further within the assessment of the application.

Travel Plan Team

No objections, Travel plan should be secured by legal agreement and obligations sought for £30,000.00 toward travel plan monitoring; and £150.00 per unit for travel incentives.

Street Lighting Team

No comments

Urban Design & Heritage

No comments.

Affordable Housing

Acknowledge the findings of the independent Financial Viability Assessment, and whilst it concludes that an undesirable level of affordable housing provision can be provided, the split and configurations of affordable housing provision is deemed to be acceptable.

Arboricultural Officer

Detailed comments provided regarding tree protection and proposed landscaping, which have been incorporated into Officer assessment below. In summary, no objection, subject to conditions and a financial contribution of £15,000.00 towards street tree planting off-site, secured by S.106 agreement.

Ecology

No objections, subject to conditions which secure enhancement measures set out within the Preliminary Ecological Assessment report; and, a Construction Environmental Management Plan (CEMP), which details how pollution will be prevented from leaving site.

Waste & Recycling Team

No objections

Skills, Employment, Enterprise & Training

At the time of writing, Officers and the Skills, employment, enterprise and training team are still discussing the financial contributions and obligations that would mitigate that the loss of any employment space. The exact figures and Heads of Terms will be provided within an addendum to this report.

NHS North Central London Clinical Commissioning Group

The following heads of terms / contributions are recommended:

- NHS North Central London Clinical Commissioning Group (CCG) or its successor body have first refusal on all the commercial space within the development – The CCG have 9 month response time from receiving the offer in writing
- The developer to provide the space at a Shell and Core fit-out specification
- The ability to renew the lease on the same terms i.e. Shell and Core fit-out specification
- An option to take a 25 year lease term
- The space to be offered on a lower employment / new start-up business rental rate
- 5 year rent reviews:
 - Index linked to the CPI
 - Cap 3% & Collar 1%
- An initial rent-free period while the space is being fitted out
- A parking allocation that meets health facility guidance

Barnet Education & Learning Services

Having reviewed the projected child yield we are confident that there will be sufficient capacity within the surrounding school estate to accommodate children from the Barnet House proposal.

4. PLANNING ASSESSMENT

Principle of development

Loss of existing employment floor space

The current building currently provides approximately 7,500sqm of office floor space which was predominately used by the London Borough of Barnet until recently, when the Council fully vacated the building in March 2021. A small quantity of space on the first floor of the building was also sublet to other bodies.

In the interest of making the effective use of land, the NPPF (2021) Paragraph 122 states that “planning policies and decisions need to reflect changes in the demand for land... the local planning authority should... as part of plan updates, reallocate the land for a more deliverable use that can help to address identified needs... and in the interim, prior to updating the plan, applications for alternative uses on the land should be supported, where the proposed use would contribute to meeting an unmet need for development in the area”.

The site lies within Whetstone town centre, which is classified in the Mayor's London Plan (2021) town centre network as a ‘district centre’. Annex 1 (Town Centre Network) of the London Plan, identifies the town centre for low commercial growth potential, but medium residential growth potential. The London Office Policy Review (LOPR) 2017, although dated, set out that Whetstone town centre shows demand for existing office functions, and recommends the protection of small office units. The Mayor's 2021 London Plan continues this recommendation.

Policy E1 (Offices) of the London Plan encourages improvement to the quality, flexibility and adaptability of existing office space through refurbishment and mix-use development, but also recognises scope for the redevelopment, intensification and change of use of surplus office space to other uses such as housing. This is also consistent with the objective of provision E of Policy SD6 (Town centres and high streets) of the Mayor's London Plan (2021).

Policy DM14 (in the Barnet Development Management Policies) identifies that in locations such as this the loss of B1 uses will only be permitted where it can be demonstrated that a site is no longer suitable and viable for its existing or alternative business use in the short, medium and long term and a suitable period of effective marketing has been undertaken. Where this can be demonstrated the priority will be for a mixture of small business units with residential use. The policy also states that

office space specifically should be retained in town centres and edge of centre locations. Loss of office space will only be permitted in these locations where it can be demonstrated that a site is no longer suitable and viable for its existing or alternative business use in the short, medium and long term and a suitable period of active marketing has been undertaken. Where this can be demonstrated the proposal will be expected to provide appropriate mixed use re-development which delivers some re-provision of employment, residential and community use. The policy identifies that proposals to redevelop existing employment space which reduce the levels of employment use and impact negatively on the local economy will be resisted and that, where it is appropriate, loss of employment space will be expected to provide mitigation in the form of contributions to employment training. Proposals for new office space should follow a sequential approach which considers town centre sites before edge of centre sites.

Policy ECY01 of Barnet's Draft (regulation 22) Local Plan sets out the Council's aims to protect and promote new employment opportunities. Any proposal for the redevelopment of office space must no longer be suitable or viable, alternative business uses including affordable workspace solutions must be considered, a suitable marketing period must be undertaken and re-provision of community/employment uses are expected. Notwithstanding, the application site is also included in the Draft Local Plan as site that has been identified for redevelopment for a residential led mixed use scheme.

The application is accompanied by an Employment Land Study (produced by Grant Mills Wood; dated: May 2021). The study concludes that the application building no longer meets, without significant and likely unviable refurbishment, the requirements of the majority of commercial and office occupiers looking for secondary space. It further opines that it is highly probable that the building would remain unoccupied if offered to the market as pure office floorspace. Owing to recent political and economic instability and insecurity created in part by Britain's exit from the EU and the recent changes effected by the COVID-19 pandemic, many companies are downsizing and require smaller, coworking and flexible/smart working spaces. The report advises that there will be growing demand for the coworking/flexible/smart space proposed within the development, but that it would not be financially viable for the entire building to be redeveloped in this way, as it would result in a significant oversupply of space. Further, the study makes the case that the application site is not included in any of the draft Local Plan's evidence base or supporting documents, with a view for retention as employment land, and the emerging local plan evidences that this is sufficient supply within the pipeline for Office space within the Borough.

Appendix 6 (quantitative analysis availability schedules) of the Employment Land Study (ELS) report identifies that at the time the ELS was written, there was approximately 363,795 sq ft (circa. 33,797m²) of Office accommodation being marketed within Barnet. This is around four times greater than the finding in the previous Employment Land Study presented within the previously refused 2018 application.

The scheme proposes the provision of 759m² of affordable (i.e. capped at 80% of the market rate) flexible workspace. This would align with objectives of Policies E2 and E3 of the Mayor's London Plan (2021).

Officers acknowledge the observations of the Employment Land Study, recognising that in its current form, due to its outer London location and poor layout, it would be unlikely to attract a large company. The provision of space that is flexible for a mix of smaller businesses aligns with the objectives of Policy DM14. Furthermore, the proposals meet the in-principle objective of the site's allocation (Site no. 54) within Barnet's Emerging Local Plan (Regulation 22) – which envisages a residential-led mixed use development.

At the time of writing, Officers and the Skills, Employment, Enterprise and Training team are still discussing the financial contributions and non-financial obligations that would mitigate the loss of any employment space. The exact figures and Heads of Terms will be provided within an addendum to this report. Notwithstanding, it is considered both possible and likely that appropriate contributions and obligations could be secured, that are both reasonable and proportionate, and which take account of the viability of the scheme, ensuring that the development would comply with policy.

Housing

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

The Mayor's London Plan (2021) Policy SD7 (Town centres: development principles and Development Plan Documents) takes a 'town centres first' approach in order to make the most of the agglomeration benefits and accessibility of town centres, ensure sustainable patterns of development and maximise the overall growth potential -promoting investments in high streets and primary shopping fronts. Accordingly, SD7 establishes that development plans should identify sites suitable for higher density mixed-used residential intensification capitalising on the availability of services within walking and cycling distance and current and future public transport provision. This also aligns with the objectives of provision E of Policy SD8 (Town centre network).

In addition, Policy H1 (Increasing housing supply) of the London Plan (2021), seeks to ensure that development plans and planning decisions optimise potential for housing delivery on all suitable and available brownfield sites, particularly where they are within an area with existing public transport access levels (PTALs) 3-6 or within 800m of a town centre. This further supported through the London Plan's design policies, of which policy D3 (Optimising site capacity through the design-led

approach) seeks to ensure that all development takes a design led approach that optimises the capacity of sites – supporting higher density developments in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling. Notwithstanding, the policy is also clear that there are important design-related standards with respect to form, layout, experience, quality and character to be met in conjunction with optimising density.

Policies CS1 and CS3 of the Barnet Core Strategy broadly align with the London Plan's objectives and 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 supporting text to Policy CS3 'Distribution of growth in meeting housing aspirations' advises that 'encouraging greater housing development within or on the edge of some of Barnet's town centres is an option that allows mixed uses which add vibrancy and greater all round activity.

The application site falls wholly within the Whetstone Town Centre boundary as identified on Map 11 (pg. 88) of Barnet's adopted Development Management Policies DPD (2012), making it sustainably located in terms of access to shops and services. It is situated in an area with a PTAL rating of 4 (Good) making it sustainably located in terms of access to public transport also. Being a mixed-use development (i.e. residential with commercial), located on a site allocated within Barnet's regulation 22 draft Local Plan (Site No. 54 – allocated for mixed residential and community/commercial uses) with commercial uses proposed on the lower floors on the High Road frontage, and residential on the upper floors, the proposed development would be broadly consistent with the established configuration of Whetstone Town Centre.

Overall, the redevelopment of the site would broadly accord with the objectives of abovementioned policies.

Housing Density

The Council's approach to density is set out in Policy CS3 of Barnet's adopted Local Plan Core Strategy DPD Document (2012) which refers to the superseded density matrix of the London Plan (2016), however, it subsequently states that the Council will seek to optimise density to reflect local context, public transport accessibility and provision of social infrastructure. The latter three principles of this policy broadly align with the objectives of Policies GG2, D2, and D3 of the Mayor's London Plan 2021, which requires developments to make the best use of land, through a design-led approach - i.e. density being informed by good, sustainable design that reflects and respects local character and distinctiveness. Policy D6, inter alia, states that 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.

As previously noted, the development is situated within Whetstone Town Centre, a location that is regarded as being sustainable in terms of its access to services and amenities by foot and by cycling. In principle, the site is therefore appropriate for higher density residential development. Also, previously noted, the site has been identified within the emerging (regulation 22) draft local plan as being appropriate for a residential-led mixed use development, and as per the site history, has previously benefited from a grant of prior approval for a change of use from office to residential for 254 units.

Furthermore, the site is located within an area that has a PTAL rating of 4, which is regarded as good, and is 0.2 miles (circa 0.3km – 5 min) walk from Totteridge and Whetstone Tube Station, where the PTAL is rated 5 (very good). The site is located on the High Road, which is a designated 'A' road (A1000), and benefits from multiple nearby bus stops that serve routes that afford access to the city centre, wider London, and routes outside of Greater London. All of the public transport nodes are accessible by pedestrian/cycle friendly routes. The scheme would meet the public transport and social infrastructure accessibility aspects of both the London Plan and Local Plan density criteria.

The site is situated within an urban area, with a number of commercial/retail units nearby, and is close to other higher density residential developments such as Northway House and Quayle Crescent. In context with the wider urban landscape, where there are a number of high-density residential developments, the residential density proposed would not be out of keeping with the surrounding context.

The Greater London Authority has reviewed the application and in their Stage 1 comments they have advised that the proposed density - relative to the site's location, good access to jobs, amenities and public transport – is considered to be appropriate, in accordance with Policy D3 of the London Plan 2021.

Overall, the development would broadly comply with abovementioned policies on density.

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 (2021) Chapter 1 'Planning London's Future - Good Growth', Chapter 3 'Design' and Chapter 4 'Housing', and explicit in Policies GG4 (Delivering the homes Londoners need), D3 (Optimising site capacity through the design-led approach), D5 (Inclusive design), and D6 (Housing quality and standards). 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 (2021) Policy H10; Barnet Development Management Policies DPD policy DM08; and emerging Barnet Local Plan Policy HOU02). 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. This should not be interpreted as implying that there is not a need for a full range of unit sizes.

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

Total Unit Mix		
Unit Mix	No. of Units	Percentage Mix (%)
1 bed 1 person	12	4.6%
1 bed 2 person	123	47.3%
2 bed 3 person	11	4.2%
2 bed 4 person	81	31.1%
3 bed 4 person	15	5.8%
3 bed 5 person	15	5.8%
3 bed 6 person	3	1.2%
Total	260	

With regards to dwelling types that constitute family accommodation (i.e. upwards of 2 bedroom 3 person units), the proposed development would provide 125 units (i.e. circa 48.1% of total number of residential units proposed) capable of occupation by families.

The layout of the existing building does not lend itself towards larger units, which in any event would not necessarily be appropriate in an urban, town centre location – owing to the limited ability to provide sub-urban style private outdoor amenity space in the form of private gardens.

Overall, the proposed development provides a mix of housing typology to address housing preference and need in accordance with the abovementioned policies.

Affordable Housing

Policy H4 of the London Plan 2021 sets a strategic target of 50% of all new homes to be delivered across London to be genuinely affordable. Policy H5 provides a threshold approach, allowing the provision of a minimum of 35% affordable housing, subject to the development adhering to the tenure mix requirements of Policy H6;

adherence to other relevant policy requirements; and, not receiving any public subsidy. Where this cannot be met then the development must be assessed under the Viability Tested Route.

The Barnet Core Strategy and Development Management policies (2012) (CS4 and DM10) seek 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 affordable housing provision proposed is 12.3% (32 units – 13.6% by habitable room), falling below the expectations of Policies CS4 and DM10 of Barnet's Core Strategy and Development Management Policies (2012); and Policy H5 of the Mayor's London Plan (2021).

Notwithstanding these targets, both policy sets allow for a financial viability case to be put forward to justify any shortfall in affordable housing provision, which would be subject to an independent review of this justification. In support of the application, the applicant has supplied a Financial Viability Assessment (prepared by BNP), which has subsequently been reviewed independently by Carter Jonas LLP on behalf of the Council. In addition, it has been also assessed by the Greater London Authority's viability team.

Juxtaposed to the findings of the applicant's Financial Viability Assessment (FVA), which concluded that the development would result in a negative residual land value of -£4.99million, and Net Position of -£7.74m, the Council's independent consultant (Carter Jonas LLP) found that the scheme would generate a positive residual land value of circa £6.1million, and Net Position of circa £3.6m. It was suggested that this could be used to secure additional affordable housing or provide a more balanced affordable housing mix to include lower value tenures.

The GLA in their Stage 1 comments also advised that the Affordable Housing provision was unacceptable, and that the proposal to provide 100% intermediate housing does not meet London or local plan requirements (i.e. Policy DM10 requires a tenure split of 60% social/affordable rented units and 40% intermediate housing units).

In response, the Council's independent Viability Consultant continued to discuss build costs and shared ownership values with the applicant's consultants. However, in parallel to these discussions, the Applicant submitted a new affordable housing offer. The original planning application was submitted on the basis of 32 units of affordable housing, all within the Shared Ownership tenure. Following consultee responses from LBB Housing and the GLA, the Applicant has revised their affordable housing offer to include 23 (ground, first, second and third floors of Block B) London Affordable Rent units and 9 units (fourth and fifth floors of Block B) Shared Ownership units.

In addition, and as part of the revised offer, the applicant amended the offer relating to the affordable workspace. The original proposals reflected that 50% of the commercial floorspace would be affordable and capped at 50% of the market rate. The revised offer is for 100% of the floorspace to be offered as affordable capped at 80% of the market rate. The Council's Viability Consultant has concluded that based on the applicant's revised offer and the assumptions in relation to build costs and shared ownership value, that there remains a small surplus of circa £250,000, which the Council should seek to secure, along with early and late stage review mechanisms to ensure that any improvements to viability is captured.

The schedule of affordable housing accommodation would be as per the below table:

	Market	Shared Ownership	London Affordable Rent	Total
1 bed	120	3	12	135
2 bed	86	1	5	91
3 bed	22	5	6	33
Total units	228	9	23	260
Habitable Rooms	586	29	63	678
% by habitable rooms	86.4%	4.3%	9.3%	100%

The Council's Housing Officers were consulted on the affordable housing provision. They acknowledge the findings of the independent Financial Viability Assessment, and whilst it concludes that an undesirable level of affordable housing provision can be provided, the split and configurations of affordable housing provision is deemed to be acceptable.

The comments of the Council's Housing Officers are acknowledged, however, the provision of this in conjunction with the affordable work space have been thoroughly review by the Council's Independent Viability Consultant, who has advised that the revised the revised affordable housing and workspace provision offer is acceptable. As such, the offer would satisfy the exceptions set out within the relevant abovementioned affordable housing policies - subject to the terms set out by the Council's Financial Viability Consultant which would be secured by Section 106 legal agreement

Standard of accommodation

Housing standards are set out within Policy D6 (Housing quality and standards) of the Mayor's London Plan (2021); and Barnet's adopted Sustainable Design and Construction SPD (2016). Table 3.1 in the London Plan provides a minimum gross internal floor area for different types of dwelling as set out in the table below:

Type of dwelling	Minimum gross internal floor areas (square metres)
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Number of bedrooms	Number of bed spaces (persons)	Single storey	Two storey (duplex)
1 bed	1 person	39 (37, where shower room instead of bath)	N/A
	2 person	50	58
2 bed	3 person	61	70
	4 person	70	79
3 bed	4 person	74	84
	5 person	86	93
	6 person	95	102

All of the units proposed comply with the Gross Internal floor areas prescribed in the table above.

In terms of ceiling heights and addressing the Urban Heat Island affect, as required by Policy D6 of the Mayor's London Plan (2021), all units will have a minimum ceiling height of 2.5m for at least 75% of the gross internal floor areas. This will ensure that the new housing is of adequate quality, especially in terms of daylight penetration, ventilation and cooling, and sense of space.

The development would comply with the standards set out within Policy D6 (Housing Quality and Standards) of the Mayor's London Plan (2021) and Barnet's adopted Sustainable Design and Construction SPD (2016).

Daylight and Sunlight

London Plan Policy D6 states that new development should provide sufficient daylight and sunlight to new and surrounding housing. Policy DM01 of Barnet's adopted Development Management Policies DPD (2012) states that development proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users.

With regards to daylight and sunlight access, the applicant has provided a Daylight & Sunlight report which assesses the development against the BRE's site layout planning for daylight and sunlight guidelines (BR 209, 2011).

BRE guidelines state that Average Daylight Factor (ADF) is the primary measure for daylight in new build accommodation. Further the guidelines state that a kitchen should enjoy daylight levels of 2% ADF; a living room levels of 1.5% ADF; and, bedrooms a level of 1% ADF.

The daylight and sunlight report concludes that the vast majority of rooms receive good levels of daylight in excess of the relevant BRE targets. The ADF results show that 94% (637 out of 678) of the rooms meet the daylight criteria when the presence of the balconies and deep, open-plan living spaces is taken into account.

With respect to sunlight, the report concludes that 92% (circa 239) of the units have a main living room that achieves the recommended levels of sunlight. The assessment identifies that 29 bedrooms, 2 living rooms and 9 living/kitchen/dining rooms fall below target levels, however, of the 29 bedrooms they fall below the 1% target by between 0.1% and 0.3%. This is a relatively minor variance. Whilst there is a shortfall on both sunlight and daylight assessments (6% and 8% respectively) the overall level of compliance for daylight and sunlight is generally very good.

Overshadowing and sunlight access to the proposed amenity area are also considered within the daylight and sunlight assessment. The report identifies that 84% of the proposed areas of shared amenity space will receive more than two hours of sunlight on 21st March exceeding the BRE targets; and, despite the courtyard, in isolation, is marginally below the target this area will achieve the recommended BRE target just 9 days later on the 30th March. This is a minor deviation from the target standards.

Overall, in terms of sunlight and daylight access for the future occupiers of the development, and with regards to the overshadowing and sunlight access of the shared amenity space, the scheme is broadly compliant with BRE standards, and would therefore satisfy the objectives of DM01 of Barnet's adopted Development Management Policies DPD (2012); and, Policy D6 of the Mayor's London Plan (2021).

Privacy and overlooking

The Barnet Residential Design Guidance SPD states 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.

With no units at ground floor level there will be very little potential for unacceptable loss of privacy and overlooking relationships from the public realm on Baxendale or the High Road.

In relation to the buildings within the site, there are some shortfalls in the guideline distances between habitable room windows - affecting the windows between the west and elevation of Barnet House and east elevation of the new building block, in the northern section of the development. The shortest distance is circa 15.1m, however, the windows are not entirely aligned between the two buildings and the new build development sits at angle that also reduces any direct line of sight. Further, through a revised detail submitted and consulted on in November 2021, the applicant has also added angle/fixed aspect windows to address this matter further, meaning that there would be not unacceptable degree overlooking or loss of privacy.

In light of the above factors, and given that it is a new build development (i.e. introducing these outlook relationships between non-established residential buildings), and that the distances between the southern half of the development are compliant, the development is broadly compliant with the objectives of Policy DM01 of Barnet's adopted Development Management Policies DPD (2012) and Policy D6 of the Mayor's London Plan (2021).

The standard of outlook across all of residential units is unobstructed and would also satisfactorily meet policy objectives of both the Barnet's Local Plan (2012) and the Mayor's London Plan (2021)

Wind and Microclimate

London Plan Policy D8 (Public Realm) part J states that development proposals with public realm should ensure that microclimate considerations (including temperature and wind) have been taken into account to encourage people to spend longer in the area.

Policy D9 (Tall buildings) Part C (3) requires development to take account of air movement and associated noise to not compromise: the comfort and enjoyment of open spaces around the development; the dispersion of pollutants; and/or, compromise street level conditions.

The application is accompanied by a pedestrian level wind microclimate assessment. It identifies that there would be strong winds exceeding the safety threshold – two at the north western corner Barnet House and one at the southern side of Barnet House – thereby requiring mitigation measures to generate a safe wind environment for pedestrians and occupiers of the buildings.

The report conclusions identify mitigation that has been incorporated into the final design of the development to ensure safe microclimate conditions for the majority of the environment around the building. These mitigation measures include:

- The implementation of the proposed landscaping scheme;
- The addition of a 2.4m tall, 70% (open) porous security fence extending from the north-west corner of Barnet House running north to the site boundary; and,
- The addition of a 2m tall, U-shaped hedge measuring 4m long on the northern side, 3m long on the eastern side, 4m long on the southern side placed around the sun lounge area in the courtyard; and between Baxendale Gardens and Barnet House.

Whilst the scheme does not completely mitigate all adverse wind conditions within and around the building, it is an improvement over the existing building, and the design and mitigation is such that it will achieve acceptable pedestrian level wind microclimate, and subsequent impact on the surrounding area, broadly in accordance with Policies D8 and D9 of the Mayor's London Plan (2021).

Inclusive design - accessibility

The application scheme is required by Policy DM03 of Barnet's adopted Local Plan Development Management Policies DPD (2012) and Policy D7 (Accessible Housing) of the Mayor's London Plan (2021) to meet Building Regulation requirement M4(2) and for 10% of all units to be wheelchair home compliant (i.e. compliant with Building Regulation requirement M4(3)). The applicant has confirmed that the proposed development would meet this requirement, and a condition will be recommended in the event that the appeal is allowed and planning permission is granted, to ensure compliance with these policies.

Amenity space

Policy D6 states that where there are no higher local standards in the borough Development Plan Documents, a minimum of 5 sqm. of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sqm should be provided for each additional occupant, and it must achieve a minimum depth and width of 1.5m.

Barnet's Sustainable Design and Construction SPD (2016) Table 2.3 sets the minimum standards for outdoor amenity space provision in new residential developments. For both houses and flats, kitchens over 13m² are counted as a habitable room, and habitable rooms over 20m² are counted as two habitable rooms for the purposes of calculating amenity space requirements.

Table 2.3: Outdoor Amenity Space Requirements	Development Scale
For Flats: <ul style="list-style-type: none">• 5 m² of space per habitable room.	Minor, Major and Large scale
For Houses: <ul style="list-style-type: none">• 40 m² of space for up to four habitable rooms• 55 m² of space for up to five habitable rooms• 70 m² of space for up to six habitable rooms• 85 m² of space for up to seven or more habitable rooms	Minor, Major and Large scale
Development proposals will not normally be permitted if it compromises the minimum outdoor amenity space standards.	Householder

The proposed development would require approximately 4700m² of amenity space. All residential units would benefit from private amenity space in the form of balconies or terraces, cumulatively equating to circa. 2,223.79m², coupled with the provision of 1,900m² of shared residential gardens, 468m² of shared roof terrace, and 1,015m² of public open space - totalling circa. 5,606.79m². The development would provide a satisfactory level of outdoor amenity space in accordance with Barnet's adopted Sustainable Design and Construction SPD (2016) standards, and Policy D6 of the Mayor's London Plan (2021).

Playspace

Policy S4 of the London Plan seeks to ensure that development proposals incorporate good-quality, accessible play provision for all ages. At least 10m2 of suitable playspace should be provided per child.

Barnet's DPD refers to the Mayor's SPG 'Providing for Children and Young People's Play and Recreation for the accessibility benchmarks for children. Aligning with this, Policy CS7 of Barnet's adopted Core Strategy (2012) 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. In addition, Barnet's draft Local Plan (regulation 22 submission) Policy CDH07 states that development proposals should provide play spaces in accordance with the London Plan and Mayor's SPG.

Using the GLA's population yield calculator, the applicant has estimated that the total number of children expected to occupy the development will be 59.1. The development would therefore need to provide 591m2 of childrens play space, broken down as follows:

Age	Play requirement	Play provided
0-4	293.8sqm	326sqm
5-11	202.8sqm	212sqm
12+	94.7sqm	119sqm
Total	591sqm	657sqm

As per the figures in the table above, the amount of playspace provided in the scheme across all age groups demonstrably exceeds the amount of playspace required by the London Plan Housing SPG.

The GLA Stage 1 response raises no objection to the level of playspace provision and also identifies that the previous concerns in the previous planning application (i.e. with particular regard to the playspace being overshadowed by other elements of the development) have now been satisfactorily addressed.

In the event of an allowed appeal, as per the GLA's recommendations, a planning condition securing the provision of the playspace and a detailed playspace strategy could be recommended.

Design

High quality design underpins the sustainable development imperative of the NPPF and Policies D1, D3, D5, D6, D7, D8, and D9 of the London Plan (2021). Policy CS5 of Barnet's Core Strategy (2012) seeks to ensure that development in Barnet respects local context and distinctive local character creating places and buildings of

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

All proposed developments should be based on an understanding of the local characteristics, preserving or enhancing the local character and respecting the appearance, scale, mass and height of surrounding buildings and streets, in accordance with DM01 of the Development Management Policies DPD (2012).

Form, Scale, Layout and Mass

The main mass of the proposal is within the existing Barnet House building, which is to be retained and extended - increasing the height and massing of the building and remodelling of its façade. The footprint of Barnet House would extend further to the east, west and southern boundaries. The existing rear annexe is to be demolished to make way for the erection of medium rise blocks on the western part of the site. The top two additional storeys are recessed to create a more subordinate feature that minimises the visual prominence and vertical emphasis of the additional storeys. The GLA have suggested that the design of the additional two storeys should be revisited, but have not insisted that they be omitted. The GLA's suggestions revolve around changes to the articulation of the additional two stories to the existing building.

The two proposed blocks to the south and west of the site form an L-shape with central courtyard. Being 4-6 storeys in height and located to the rear of Barnet House, this aspect of the proposal is subordinate to the main building and responds to the change in scale of existing development within Baxendale. These buildings are still larger in scale, comparative to existing development adjacent, but are arranged around the secondary street frontages (Baxendale) with separation distances that are reasonable in terms of spatial relationships to adjacent development.

The GLA's Stage 1 comments suggested that the street level facing elevation of this element facing Baxendale could benefit from further design articulation to improve the frontage. In response to these comments, the applicant has made changes to create greater visual interest and avoid blank, characterless walls. The applicant has provided revised plans reconfiguring the ground floor of Core A to bring the concierge to Baxendale and provide additional activation of this frontage. This provides a glazed corner entrance to the core, which is a key entrance to the site, containing post boxes and Amazon boxes and the concierge facility, ensuring activity throughout the day. The change has resulted in a slight reconfiguration of the bin store due to the level changes, but it is also proposed to install some green climbers

on the remainder of the Core A elevation to sit alongside the access to the bin store to ensure that there is additional visual interest to this part of the development.

Members are advised to consider whether the form, scale, layout and mass in context with the size of application site, and also, the context of the adjacent neighbouring buildings, both on the High Road and in Baxendale are considered to be acceptable.

Tall Buildings assessment

Policy D9 of the Mayor's London Plan (2021) establishes the expectations for the location and impact of tall buildings, requiring Borough's to identify where tall buildings may be an appropriate form of development. It further stipulates that development proposals should address visual impacts (immediate, mid and long range views of the building); spatial hierarchy of local / wider context; architectural quality and materials; harm to significance /setting of heritage assets; functional impacts (i.e. safe access/egress, maintenance and management to minimise disturbance and inconvenience; avoidance of overcrowding/isolation of the development; avoid overloading of local infrastructure; maximisation of jobs, services, facilities and economic activity; avoid interference with aviation, navigation, telecoms and detrimental effect on solar energy generation on adjoining buildings); environmental impacts (wind, air movement, noise; sunlight penetration and temperature conditions); and cumulative impacts.

Barnet Core Strategy defines tall buildings as buildings of 8 storeys or 26m, and states that they may be appropriate in strategic locations subject to detailed assessment criteria.

Local Development Plan Policy DM05 'Tall Buildings' further advises that: 'Tall buildings outside the strategic locations identified in the Core Strategy will not be considered acceptable. 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
- v. That the potential microclimatic effect does not adversely affect existing levels of comfort in the public realm.

Proposals for redevelopment or refurbishment of existing tall buildings will be required to make a positive contribution to the townscape.'

The site is located in Whetstone Town Centre, where the surrounding townscape is predominantly composed of 3-4 storey buildings. The principal section of Whetstone High Street is more-or-less book ended by two 12 storey buildings - Northway House and Barnet House – which are established landmarks of the town centre.

At present, the current Barnet Local Plan (2012) does not suggest that the application site would be suitable for tall buildings. However, as noted, the principle of a tall building in this location is already established by the fact that the building itself is already classified as a tall building. In addition, it should be noted that within the draft Barnet Local Plan (regulation 22) it is stated that tall buildings may be appropriate along the A1000 (High Road). This is consistent with the tall building principles set out part B of the Policy D9 (Tall buildings) of the Mayor's London Plan (2021).

Members are advised to consider the scale and height of the proposal in relation to the lower rise nature of the surrounding properties. This must be weighed with the established presence of a tall building already on site, but also, the existing (London Plan 2021, Barnet Local Plan 2012) and emerging (Barnet's Reg 22 Draft Local Plan) planning policy context.

Detailing and Materials

With regards to articulation and materials, the architectural expression follows a logical approach, with windows and projecting / recessed balconies at regular intervals, between brickwork in a clear linear pattern. The development is proposed to be a contemporary style building which is predominantly finished in light coloured brickwork, light render and significant glazing. Comparative to surrounding buildings within the immediate street scene and nearby, which are comprised of brickwork, metal and other forms of cladding of varying colour palettes, the development's proposed material palette would not be significant departure from material palettes that exist within the wider townscape.

In the event of an allowed appeal, it would be recommended that further details and samples of the final materials to be used in the external elevations are required to be submitted to, and agreed in writing by the Local Planning Authority, through a planning condition. This will ensure that an acceptable palette of materials is selected that will achieve a satisfactory visual appearance for the building upon its completion, and for the future to come.

Heritage/Conservation

The preservation and enhancement of heritage assets is promoted within Section 16 of the National Planning Policy Framework, recognising that such assets are an irreplaceable resource that should be conserved in a manner appropriate to their significance. It is also statutory obligation of the Planning (Listed Buildings and Conservation Areas) Act 1990 to consider the special architectural and historical interest as well as the setting of listed buildings as well as the character and appearance of conservation areas. Saved PPS5 'Planning and the Historic Environment' provides guidance regarding consideration of designated and non-designated heritage assets. In addition, London Plan policy HC1 and Barnet's 2012

Core Strategy Policy CS5 and Development Management Policy DM06 all require the consideration of the impact to heritage assets including listed buildings, conservation areas and archaeology.

The site is not located within a Conservation Area. The nearest listed buildings to the site comprise of 'The Whetstone' (Grade II listed) outside the Griffen Public House as well as no's 1264,1266,1268 and 1270 High Road Whetstone. It is not considered that the proposals would harm the setting or significance of these properties and assets given the context of the existing structure.

In respect of archaeology, the application site is located in an area of archaeological interest. Historic England Archaeology were consulted on the previous application proposal and advised that due to the previously built nature of the site the redevelopment is unlikely to have a significant effect on heritage assets of archaeological interest and that no further investigation would be required. The same would apply to the current application given the similarity.

The scheme would therefore comply with Policy DM06 of Barnet's adopted Development Management Policies DPD (2012) and Policy HC1 (Heritage conservation and growth) of the Mayor's London Plan (2021).

Safety, Security and crime mitigation

Pursuant to London Plan Policy D11 (Safety, security and resilience to emergency), Barnet Core Strategy Policy CS12 and Barnet Development Management Plan Policy DM01, the scheme is considered to enhance safety and security and mitigate the potential of crime because:

- The entrance to the car park ramp will be equipped with a roller shutter and a dedicated wicket door for cyclists
- There will be secure gates, CCTV cameras, PIR sensors to basement
- All doors and windows will be security rated (PAS 24)
- There will be two lines of defence throughout in the scheme - Secure gates into the courtyard and fob access into each core.
- Reception entrance doors will be single leaf to avoid security issues with double or leaf and a half doors.
- There will be clear separation between commercial and residential spaces to avoid unwanted intrusion.
- The curtain walling solution in the commercial office towards High Road will provide visibility from and to the street, and will illuminate the pavement.
- The first line of fencing will be a minimum of 1.8m high fence; or defensive planting

All areas of public open space will be clearly overlooked, and the indicative landscaping scheme is designed to avoid hidden spaces. The Metropolitan Police's Design Out Crime Unit have considered the scheme and advised that they have no objection subject to a condition requiring that the development obtain the Secure by

Design accreditation. It is therefore considered that subject to such a condition the scheme would be acceptable from a safety and security perspective.

Fire Safety

The application is accompanied by a Fire Statement (Dated May 2021; Rev. PO2; Ref: 55418-CBD-00-ZZ-RP-F-5700) produced in line with the requirements of London Plan (2021) Policy D12 (Fire Safety). Whilst the detailed information on materials and product types are not yet available, the statement confirms that the material performance to fire will be in accordance with Regulation 7 'Materials and Workmanship' (Building regulation 20210), ensure that all materials are non-combustible.

A planning condition will be recommended to ensure that the development is constructed in accordance with the mitigation and safety measures prescribed by the fire statement. This has also been recommended by the GLA in their Stage 1 comments.

Amenities of Neighbouring Residents

Part of the NPPF's (2021) objective of achieving well-designed, high quality, beautiful and sustainable buildings and places is ensuring that planning decisions result in safe, inclusive and accessible development that promotes health and well-being, with a high standard of amenity for existing and future users. Amenity is a consideration of several policies within the London Plan (2021), but particularly within Policy D9 (Tall buildings). In addition Barnet Development Management Policies DPD (2012) DM01 as well as the Sustainable Design and Construction SPD provide further requirements and guidance.

Privacy and separation to surrounding sites

Initially there were concerns of overlooking towards the north from the new build block's habitable room windows to the Flats of Paulston House, owing to proposed habitable room windows and terrace access on the north facing elevation. However, following proactive discussions with the applicant, a reduced balcony terrace area on the third floor was secured together with the addition of angled fixed aspect windows, which mitigate the direct line of sight. Additional screening on the return sections of the remaining terrace area will be required by condition, in order to prevent any residual harm from overlooking. It is therefore considered that the residents of Paulston House would not be harmfully overlooked and several of the other neighbouring residential properties, such as the residents of Woodside Care Home, Wardens House (Baxendale), Nos 1-7 Baxendale and Nos 5-17 Totteridge Lane are suitable distances (circa. 21m as per guidance).

Notably, the Baxendale properties all have a road between them and the new building meaning they are overlooked from the public realm. Consequently, the

fronts of these properties could not reasonably be expected to achieve the same level of privacy that would be expected where back-to-back properties are concerned. Drawing No PL(99)-103 provides clarity on the overlooking/privacy relationships and demonstrates that these would be satisfactory.

Similarly, with regards to the recently completed Highbrook House, the distances are compliant with the 21m guidelines. There are established overlooking relationships between Barnet House and Highbrook House, but also the developments are separated by Baxendale and units at Highbrook House to the rear of the High Road are screened by existing trees.

With regards to Attlee Court, on the opposite side of the High Road the distance between the two building is greater than 30m and would therefore not amount to any harmful overlooking and loss of privacy.

In light of the above, it is not considered that the proposals would result in any demonstrable loss of privacy to neighbouring properties.

Daylight and Sunlight impacts

The daylight and sunlight report considers the impact of the development on the adjacent neighbouring properties. In respect of Paulson House (Totteridge Lane) it identifies that there would be some minor impact in respect of a loss of daylight, but that this would not be significantly below the levels that would be expected for a typical urban location. It also identifies that the existing balconies of Paulston House are contributory adverse factor to the level of daylight enjoyed by these units. In respect of sunlight the report found that the Paulston House would meet largely meet the BRE's annual probable sunlight hours target and although in one instance it may fall short of the target by 1%, this is minor. With regards to 5 – 7 Totteridge Lane, the report finds that both daylight and sunlight standards would meet the BRE's guidelines.

For Attlee Court opposite, the report found this property would be in full compliance with BRE guidance and that the sunlight for both winter annual levels would also remain fully compliant. With regard to Highbrook House, the report identified that similar to Paulston House, a number of units would fall short owing to their own balconies and also the obstruction created by trees adjacent to the building. There are 11 single aspect units that fall marginally below the target on the first three floors, however on balance the report reasons that given the urban environment and existing context this is considered to be acceptable. In terms of sunlight all relevant rooms will remain fully compliant with BRE targets for both winter and annual sunlight levels.

1-3 Baxendale and the Wardens House (Baxendale) have been found to demonstrate full compliance with BRE guidance in respect of both daylight and sunlight criteria.

The report identifies that Baxendale care home 30 of 31 rooms will meet the Vertical Sky Component criteria of the BRE guidance, although the one room that has a shortfall is only marginally short of the standards – being acceptable on balance. With regards to NSC values 14 rooms fall short, however the SPG issued by the London Mayor advises that “Less weight should be given to the room-based measures of daylight such as ‘no-sky line’ or average daylight factor as these are dependent on the design of the neighbouring property”. Accordingly the principle consideration should be the VSC assessment, which the development will perform against satisfactorily. In terms of sunlight the report notes that it has not been necessary to test the majority of the rooms in this property because the windows facing the site are not within 90° of due south.

Overall, given the urban location, the existing context (the form of buildings and their features and trees) it considered that the proposed development would, on balance, have an acceptable impact on daylight and sunlight amenity of the adjacent neighbouring properties.

Environmental Considerations

Policy DM04 of Barnet’s adopted Development Management Policies DPD (2012) seeks to reduce and mitigate against the impacts (i.e. noise, air pollution, and land contamination) of development which have an adverse effect on the health of the surrounding environment and the amenities of residents and businesses alike. This is consistent with the objectives of Section 15 of the National Planning Policy Framework (2021), which seeks to ensure that planning decisions conserve and enhance natural environment and avoid significant adverse impacts on health and quality of life.

Contaminated Land:

The application is accompanied by a Desk Study Report by Geotechnical and Environmental Associates Ltd (dated 26 April 2021) and subsequent letter produced by Geotechnical & Environmental Associates (ref: J17036A/KtM/2; dated 18th April 2021). Both conclude that significant remediation works would not be required as part of the proposed development, as the potential risk to identified receptors is considered manageable through the use of measures detailed within section 8.0 of the Contamination Risk Assessment report.

The Council’s Environmental Health team have reviewed the contents of both documents and are satisfied with the recommendations and conclusions set out.

In the event of an allowed appeal, it is suggested that a planning condition be recommended requiring remediation works in accordance with the submitted reports and that post remediation verification should be submitted to the Local Planning Authority for approval, following completion of the remediation works. This is

considered to be both reasonable and necessary to ensure that the completed development is safe for the end users of the site.

Accordingly, subject to condition, it is considered that the development would accord with Policy DM04 of Barnet's adopted Development Management Policies DPD (2012).

Air Quality:

Policy SI1 (Improving air quality) of the Mayor's London Plan (2021) aligns with the principles of DM04 of Barnet's adopted Development Management Policies DPD (2012), in that it seeks to ensure emission risks associated with development – i.e. air pollution, both existing and as a consequence of the proposed development - are identified, and that a suitable scheme of mitigation is established to mitigate the impacts for the existing environment and receptors (residents/public) as well as future receptors (residents of the development); and, that all new development meet the GLA's Air Quality Neutral benchmarks.

The application is accompanied by an Air Quality Assessment report (dated: April 2021) produced by Mayer Brown Limited. The report states that the monitoring sites within the borough all fall below the national annual mean objective for NO₂, and that the site is likely to fall within Air Pollution Exposure Criteria (APEC) A, where there are no air quality grounds for refusal, however, that mitigation systems must be considered.

The Council's Environmental Health team have considered the report and following further clarifications with the agent, have raised no objections, subject to conditions.

The report identifies that the development is likely to result in a reduction in traffic movements on the local road network, which would have a positive impact on the current scenario (i.e. the site remaining as an office) pollution levels. These findings are not disputed and, as such, it is considered that mitigation for development associated traffic is unlikely to be necessary. The levels of parking are controlled and the travel plans which will be secured as part of planning obligations will encourage transport by other modes.

The application has been accompanied by an Energy Strategy which makes reference to the use of Low NO_x gas boilers within its Be Lean building fabric assessment. Notwithstanding, the actual intention and recommendation of the Energy Strategy is to make use of Air Source Heat Pumps and Water Source Heat Pumps. This has been further confirmed in communication with the applicant – that no gas boilers will be used. Accordingly, it is considered that the emissions from the building are likely to comply with the London Plan SPG's minimum standards and that no other mitigation measures would be necessary. To secure implementation in accordance with the Energy Strategy's details, a planning condition would be recommended, in the event of an allowed appeal.

In respect of Air Quality Neutrality, the AQNA assessment identifies that the total transport emission associated with the development is expected to result in a reduction, relative to the existing scenario where the property is retained as an office. Accordingly, the development itself would be air quality positive, without the need for associated mitigation measures.

Overall, subject to conditions, the proposed development would ensure that adverse air quality impacts are minimised and mitigated appropriately in accordance with Policy DM04 of Barnet's adopted Local Plan Development Management Policies DPD (2012).

Noise & general disturbance

Policies D13 (Agent of Change) and D14 (Noise) of the Mayor's London Plan (2021) recognise that the management of noise is important to promote good health and quality of life, within the wider context of achieving sustainable development, and that the burden of mitigation should not be exclusively placed on established neighbouring businesses and occupiers (i.e. who may operate / be responsible for existing noise-generating activities or uses). The policies stipulate that mitigation should be a part of the design through the use of distance, screening, layout, orientation, uses and materials.

No significant new or cumulative operational noise impacts are identified for neighbours as a consequence of the proposed development. The commercial uses are less in quantity than the existing site usage and would be unlikely to result in additional disturbance to the existing environment, or to the proposed residential units.

The proposed residential uses are compatible with the surrounding land uses located to the rear of the site in Baxendale and Totteridge Lane, the Highbrook House development across Baxendale and the Liberty Square development located on the opposite side of Whetstone.

In considering the potential impact to neighbours, conditions are recommended to ensure that any plant or machinery associated with the development achieves required noise levels for residential environment. The Council's Environmental Health team have also recommended conditions to ensure adequate sound levels within the proposed plant and to avoid noise disturbance from plant or machinery. It should be noted that any excessive or unreasonable noise is also covered by the Environmental Protection Act 1990.

Overall the development is not expected to give rise to any undue noise or disturbance to the existing neighbouring environment, thereby satisfying Policies DM04 of Barnet's adopted Development Management Policies DPD (2012) and Policy D13 of the Mayor's London Plan (2021).

Highways / 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

It is recognised within the Barnet Local Plan policies that the 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.

Barnet's Local Plan (2012), draft (regulation 22 submission) Local Plan, and the Mayor's London Plan (2021) recommend a range of parking provision for new dwellings based on the site's Public Transport Accessibility Level (PTAL) and the type of units 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 the requirements of Policy DM17 of the current Local Plan, the proposed development has a parking requirement range of 209-339 parking spaces. The application site is located within an area with a PTAL rating of 4, which is good, and is 0.2 miles (circa 0.3km – 5 min) walk from Totteridge and Whetstone Tube Station, where the PTAL is rated 5 (very good). It should also be borne in mind that these standards, as per the policy wording, are maximum standards, and not minimum standards.

Also of note, Barnet's Draft Local Plan – Regulation 22 submission was approved by the Council on 19th October 2021 for submission to the Secretary of State for examination. Whilst the plan has not yet been adopted, and the 2012 Barnet Local Plan remains the statutory development plan for the Council, the policies of the draft Local Plan hold some weight in the overall planning balance. The draft Local Plan

responds to the Mayor’s adopted London Plan (2021) parking standards, intending to adopt similar standards that it has established for residential car parking.

The London Plan (2021) 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 standards in both the Barnet draft Local Plan and Mayor's London Plan (2021) are as follows:

	Barnet Draft Local Plan - Reg 22		London Plan (2021)	
Location	1/2 bed units	3+ bed units	1/2 bed units	3+ bed units
Outer London / PTAL rating: 4	0.5 - 0.75 spaces per dwelling	0.5 - 0.75 spaces per dwelling	0.5 - 0.75 spaces per dwelling	0.5 - 0.75 spaces per dwelling

The standards above are maxima (not minimum) and are lower than those in Barnet’s current Local Plan (2012). Accordingly, using the above standards the proposed development would be required to provide 130 vehicle parking spaces. Owing to the draft nature of Barnet’s Regulation 22 Local Plan, only limited weight can be afforded to its policies, however, such weight can be afforded nonetheless. Moderate weight can also be afforded to the London Plan 2021 parking standards, which broadly align with the Regulation 22 Barnet draft Local Plan.

The scheme proposes 58 car parking spaces, inclusive of 11 disabled parking spaces and a further 5 motorcycle spaces, providing notably less than the maximum standards examined above. In addition, the proposed development will offer one car club space and one disabled car space for commercial use on Baxendale.

TfL recommend that the starting point for all developments should be ‘car-free’. Nevertheless, it is recognised that this is not suitable for all locations, especially in outer London Boroughs. The proposed parking ratio for this development is 0.22 per unit. The GLA Stage 1 review is supportive of the significant reduction in car parking spaces. TfL in their formal comments, have asked for a further reduction, however, the Highways Authority are satisfied with the proposed level of provision and would not support a further reduction beyond than what is currently proposed.

The application is supported by two parking stress surveys which have been conducted within the local vicinity of the site – a survey conducted in 2017 for the previous planning application and one conducted in late September of 2021. The Highway Authority agreed that the scope and methodology of the 2021 surveys should be the same as the 2017 survey to enable comparison, if required.

The only difference in the scope of the 2021 survey is that a single overnight observation has been made whereas two observations were made in 2017. The Highway Authority did not raise any objections to this approach and consider the latest survey to be more robust, given that COVID-19 restrictions (specifically

lockdown measures) have been lifted in England since the summer (2021), whilst also having regard for the potential impact from other recently constructed / completed developments.

Time Period	Cars Parked 2017	Cars Parked 2021	Net Change in Demand
0400	922	1,096	174
0700	1,293	1,228	-65
0900	1,566	1,343	-223
1100	1,571	1,408	-163
1400	1,498	1,399	-99
1600	1,328	1,264	64
1800	1,135	1,209	74
2000	1,123	1,305	182
0100	N/A	1,242	N/A

The latest survey, comparatively (as above) demonstrates that there is significant spare capacity in the streets surrounding the development and that there has been an increase in available daytime reserve capacity relative to historic data due to the relocation of the Council Offices. This is counterbalanced by some increase in overnight parking, possibly in relation to new developments, and changed behaviour/movement patterns due to the pandemic.

Overall, these results show that there is sufficient capacity in the surrounding streets to mitigate for any potential overspill parking from the new development.

It also is noted within the public objections, a number of concerns are raised by those residents who live within Baxendale, which is proximally situated to the development. It is understood that this is, and has been, a common place for parking overspill, given its immediate location outside of the site and limited parking restrictions. The current parking survey indicates that during the day approx. 20% of the spaces available (circa. 43 in total) within Baxendale are occupied, and during the night time hours 30% were occupied. As such, the survey indicates there is currently low demand for parking along the street.

Notwithstanding, it recognised that with the introduction of the proposed development there may be potential for this to change in Baxendale, but also in other surrounding small streets which are close to their capacity. In the interest of protecting existing residents parking provisions, this could be managed by seeking S106 contributions toward consultation on a CPZ extension and subsequent implementation secured by legal agreement. It is acknowledged by Officers and the Highways Authority that this should be required for Baxendale - given its immediate proximity in relation to the development - but may be less necessary for other nearby roads. Nonetheless, it is acknowledged that this should be determined following a Council review of the CPZs within the area, which could be funded by S.106 contributions secured for this very purpose..

Accordingly, the Highway Authority have advised that a financial contribution of £70,000.00 towards a CPZ review and Traffic Management Order amendment (fee includes consultation, draft of Traffic Management Order, design and implementation) to prevent future residents of the development from purchasing permits for controlled areas would be appropriate, to ensure that the development does not increase parking pressures / overspill within the local area. This is considered both reasonable and necessary, and thus, in the event of an allowed appeal, it would be recommended that this obligation is secured via a legal agreement.

Overall, the Highways Authority are satisfied that the overall mitigation proposed for the development along with suitable conditions/obligations will ensure that the development satisfies the parking policy objectives of DM17 of Barnet's adopted Development Management Policies DPD (2012) and the Mayor's London Plan (2021).

Electric vehicle charging points must be provided in accordance with London Plan (2021) standards for residential uses (i.e. 20% active and 80% passive). The submitted Transport Assessment and Car Park Design and Management Plan confirms that 20% of parking spaces will have active charging from occupation, with the remainder provided with passive provision. This is in line with London Plan (2021) policy T6.1 and is therefore considered to be acceptable. In the event of an allowed appeal it would be recommended that this is secured by planning condition.

In accordance with the Highway Authority's recommendation – in the event of an allowed appeal – it would be recommended that an updated parking management plan be secured by condition to set out and secure how the parking spaces within the development will be allocated and managed amongst residents; and, establish the procedure for managing visitors to the development. This would be in the interest of the efficient functioning of the development – mitigating and managing any parking associated conflict.

Healthy Streets/Vision Zero

The Healthy Streets Transport Assessment includes an Active Travel Zone (ATZ) assessment, in line with TfL Transport Assessment requirements. Key walking and cycling destinations identified in the ATZ Assessment are accessed via borough roads. In this context, TfL have provided their support to Barnet Council securing improvements identified in the ATZ Assessment in line with policies T2 (Healthy Streets) and T4 (Assessing and mitigating transport impacts) of the London Plan.

The assessment has identified that there are deficiencies in the urban realm environment surrounding the site, and especially along the key walking routes to Totteridge Station. The layout of the junction with Oakleigh High Road and Totteridge Lane also leads to convoluted access arrangements for pedestrians.

The Highway Authority therefore seeks a contribution towards all the improvement measures identified in the Transport Assessment, including:

- the full list of pedestrian footpath improvements as listed in Appendix J of the Transport Assessment,
- the full list of improvements identified in Table 8-1 of the Transport Assessment (Healthy Streets Improvements), including a contribution towards a feasibility study on options to improve the High Road/Oakleigh Road/Totteridge Lane junction layout for all users.
- A contribution towards improvements to the walking environment along Totteridge Lane and a feasibility study on benefit of a Pelican Crossing to replace the informal crossing at Totteridge & Whetstone Station.

The Highways Authority have put forward an estimated contribution requirement of £85,000.00 (£35,000.00 and £50,000.00, respectively) to cover these improvements, which in the event of an allowed appeal, would be secured by S106 agreement. Subject to conditions and suggested S.106 legal obligations it is considered that the development would satisfy the objectives of Policies T2 and T4 of the Mayor's London Plan (2021).

Cycle Parking

The development is to provide a minimum of 473 cycle parking spaces (450 long-stay and 14 short-stay). This complies with the minimum standards set out in table 10.2 of the London Plan (2021).

A long-stay cycle parking store for employees of the flexible workspace is contained within the commercial unit. The commercial area at ground floor will be allocated five long stay and 4 short stay cycle parking spaces. This is in accordance with the minimum standards set out in Table 10.2 of the London Plan (2021).

The GLA Stage 1 review and TfL raised concerns that the proposed access to the cycle parking store would increase the threat of conflict between cyclist and vehicles in the basement car park, contrary to Vision Zero – i.e. the objective of eliminating all deaths and serious injuries in London by 2041.

During the lifetime of the application, the applicant agreed to provide amendments to the plans which sought to address this issue. In response to TfL noting that the access point into the cycle store should provide more space for cyclists seeking safe refuge during peak usage times within the car park, the waiting area has been widened to provide a safer waiting zone for users of the cycle store. This would reduce the potential for cyclist-motorist collisions in this area.

In response to TfL's concern over how users of Core D would access the cycle store through a secondary route, requiring movement through the car park, Core D has been revised on the basement plan (Drawing No. A-PL(03)-099 Rev. 19) to facilitate a dedicated access into the cycle storey from this core.

Accordingly, it is considered that the issues have been addressed and no significant issues remain on these grounds. The Council's Highway Authority have also not raised any objections in this regard. The proposed development would satisfy the objectives of Vision Zero and Policy T5 (Cycling) of the Mayor's London Plan (2021).

Car Club

In addition to the above car parking provision, one car club space is proposed as part of the development. This will support the lower parking provision, whilst enabling multiple households to make infrequent trips by car. It is therefore supportive of the London Plan (2021) policy aims for well-connected and accessible sites such as the application site.

The Council's Highways Authority are satisfied with this provision and have recommended that it be secured by S.106 agreement.

Trip Generation / Travel Plan

The Transport Assessment (Doc No. D002; Dated: May 2021 - Version: 1.1 – produced by Velocity Transport Planning Ltd) submitted in support of the application identifies that the redevelopment of the site to provide 260 residential dwellings and a commercial use with a reduced floor area will result in a reduction in total person trips during the peak hours and across the day. It is suggested that the proposed development will significantly reduce the number of vehicle trips generated by the site, with a reduction of up to 1,300 less vehicle trips across a typical day forecast, and that with a car-lite focus, travel would primarily be undertaken by public transport and active modes, which will result in a reduction when compared with the existing office development. Overall, the trip generation exercise concludes that the proposed development will have a positive transport impact, reducing vehicles movement and level of parking currently occurring in residential streets.

The Highways Authority have not raised any objections with regards to the scheme on the grounds of trip generation. TfL have commented that they would usually expect trip generation to consider London Underground trips split out by direction and a gateline and line loading capacity assessment, however, they have advised that given the low level of additional demand expected to be generated, the observations and recommendations made in the assessment are acceptable.

A Framework Travel Plan (Doc No. D003; Dated: May 2021 – Version 1.1, produced by Velocity Transport Planning Ltd) has been submitted by the applicant and is considered by Highways and the Travel Plan team to be acceptable in principle. The formal submission of the travel plan and its monitoring by the Council would be secured by planning condition and a legal agreement. Travel Plan incentives (£300 per unit, equating to £78,000) would be secured by S.106, as would £30,000.00 contributions for monitoring, as estimated by the Travel Plan Team.

Access / Deliveries / Servicing

In line with Policy T7 (Deliveries, servicing and construction) of the London Plan (2021) a draft Delivery and Servicing Plan (DSP) has been submitted with the application.

Servicing is proposed from the southern boundary of the site on Baxendale through the implementation of a lay-by and turning head. TfL are satisfied that the design will allow for a place for sustainable freight through the provision of an area suitable for cargo bikes to deliver directly to the concierge and are satisfied that the delivery and servicing arrangement proposed complies with policy T7 (Deliveries, servicing and construction) of the London Plan (2021). The Council's Highway Authority also have not raised any objections in this regard.

The draft Delivery and Servicing Plan (DSP) document provides full details of the provision and efficiencies expected from the proposed development. It approximates that 46 deliveries, resulting in 93 two-way trips per day, would be generated by the residential element of the scheme. The office development would generate circa. eight delivery and servicing trips per day, resulting in 16 two-way trips daily. As such, it concludes that the proposed development would generate a total 109 two-way delivery and servicing trips on Baxendale daily. This is estimated to be a reduction of 55 service vehicle movements as generated by the existing use of the building, when operational.

Both TfL and the Highway Authority are satisfied with the details contained within the draft DSP and consider that this and a Construction Management and Logistics Plan should be secured by condition and discharged in consultation with both TfL and the Highway Authority, in line with Policy T7 of the Mayor's London Plan (2021).

Refuse & Recycling

Barnet Core Strategy DPD 2012 policy CS14 promotes waste prevention, reuse, recycling, composting and resource efficiency over landfill, and Policy SI7 (Reducing waste and supporting the circular economy) of Mayor's London Plan (2021) aligns with these principles.

The Council's Waste Management Department were approached for comment on the scheme, and raised no objections. The refuse and recycling provisions proposed are acceptable, with refuse vehicles able to reverse into the servicing area at the south gate on Baxendale to service the bins. No objections from Highways have been raised, however, for certainty on the exact collection arrangements a planning condition, in the event that the scheme is allowed on appeal, would be recommended requiring the final refuse and recycling arrangements to be agreed in writing by the Local Planning Authority

Construction Management

Details of construction site and related-traffic management typically found within a Construction Traffic Management Plan have been submitted within the Delivery and Servicing Plan and the Air Quality Assessment report. Whilst these content across these documents is generally acceptable in principle, it is considered that these details should be consolidated and finalised within a single document to ensure that the development throughout the construction phase can be monitored and assessed against its contents.

Environmental Health, the Highway Authority, TfL and the GLA have all suggested that a full Construction Traffic (Logistics) management plan should be secured by planning condition. It is therefore considered both reasonable and necessary to recommend such a condition, in the event of an allowed appeal.

Highways Conclusions:

Taking into account the areas covered above, Highways would raise no objection to the proposed development subject to the following planning obligations listed below and a number of relevant conditions:

- The full list of pedestrian footpath improvements as listed in Appendix J of the Transport Assessment
- The full list of improvements identified in Table 8-1 of the Transport Assessment (Healthy Streets Improvements), including a contribution towards a feasibility study on options to improve the High Road/Oakleigh Road/Totteridge Lane junction layout for all users.
- A contribution towards improvements to the walking environment along Totteridge Lane and a feasibility study on benefit of a Pelican Crossing to replace the informal crossing at Totteridge & Whetstone Station.
- Funding for a CPZ consultation (including before & after Monitoring surveys)
- A mechanism to be agreed to Include a planning condition / further S106 obligation that requires further consultation with specific regard to Baxendale and implementation of stand-alone parking controls (i.e. regardless of the wider area); and
- Include a S106 obligation for the implementation of parking controls on Baxendale prior to the occupation of the proposed development. These controls would then either be put in place regardless of the outcome of the wider CPZ consultation, or would be superseded / not implemented where a wider CPZ might come into force.
- The Travel Plan Contribution - secured by s.106
- The Car Club provision - secured by s.106
- Cycle parking & access modifications as proposed by TfL
- A Servicing and Delivery Plan - Required by planning condition
- A Construction Logistics Plan - Required by planning condition

- Car Park Management Plan - Required by planning condition
- Refuse & Recycling Strategy - Required by planning condition
- Electric Vehicle Charging Point provision in accordance with London Plan Standards - Condition
- Adoption / delineation of highway on Baxendale
- Prior to the commencement of the development hereby approved, details of any highways to be stopped under Section 247 of the Town and Country Planning Act shall be submitted to and agreed with the Local Planning Authority.

Drainage / 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 site is in Flood zone 1 and the West London Strategic Flood Risk Assessment mapping does not indicate that the built area of the site will be affected by surface water flooding. It does indicate a 0.1% chance of surface water flooding along the section of the High Road relevant to the scheme, however it is not considered likely that the development will have a demonstrable impact on the existing circumstances.

The application is accompanied by a Flood Risk Assessment (ref: A/MPWHETSTONE.10; dated: 13 May 2021) produced by Mayer Brown. 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 further details of the surface water drainage scheme would be recommended. This is considered both reasonable and necessary, in the interest of preventing on-site and off-site surface water flooding, in accordance with Policy C13 of the Barnet Core Strategy (2012) and Policies SI12 (Flood Risk Management), and SI13 (Sustainable Drainage) of the London Plan 2021.

Energy and Sustainability

Energy Statement

London Plan (2021) policy SI2 states that major development should be net zero-carbon. The hierarchical principles of be lean, be clean, be green, and be seen

should be implemented in order to reduce greenhouse gas emissions and minimise energy demands.

The application is accompanied by an Energy Statement (Ref: 55418; dated 02/07/2021; Rev 00) produced by chapmanbdsp, which sets out how the development will accord with the objectives of the 'lean, clean and green' objectives of the London Plan (2021) and other relevant London and Local Plan policies.

In respect of carbon dioxide emission reduction, the statement confirms that the residential element of the scheme has been designed to achieve a 63% CO₂ reduction over Part L of the Building Regulations, and the non-domestic element would achieve a 36% reduction. It proposes to achieve this through the incorporation of:

- High levels of envelope insulation, airtight construction, and minimisation of thermal bridges between building elements to prevent heat loss.
- Optimised glazing-to-solid ratios to minimise heat loss, mitigate overheating risk and limit cooling whilst maximising daylight.
- Highly efficient double glazing throughout all residential uses, with low-emissivity coatings to minimise heat loss and also prevent excessive solar gains, whilst maximising light transmittance to promote natural daylight.
- High-efficiency mechanical ventilation systems with heat recovery for occupied commercial and domestic areas alike.
- Low energy lighting throughout with occupant detection, where possible.
- Smart meters, system controls and diagnostics systems to operate the building effectively.

A carbon offset payment of £256,940.00 is also proposed, to be secured by Section 106 agreement, to contribute towards the Boroughs Carbon Zero objectives.

The GLA in their Stage 1 comments suggest that the energy strategy is generally compliant with the London Plan 2021 policies, however, additional information is required, including additional information on the Whole Life Carbon assessment of the scheme, which would be required prior to Stage 2 referral to GLA.

The issue of overheating has been considered by both the GLA and the Council's Environmental Health team. Both have suggested that more information is required – providing an overview of their overheating strategy and to clarify how it will comply with the cooling hierarchy for the residential element of the development.

The applicant has subsequently confirmed that no internal blinds are required on site and for the acoustically sensitive areas (i.e. when opening windows is not suitable), the strategy is to have increased mechanical ventilation rates to meet the CIBSE TM59 standard. The areas where these are required have been highlighted in figure 8.11 of the Acoustic Report prepared by Mayer Brown (dated July 2021). Further the applicant has confirmed that the submitted Mayer Brown report follows the

Acoustics, Ventilation and Overheating Guidance referred to by Environmental Health, but does not provide detailed calculations as a detailed design has not been developed as this stage. Officers acknowledge that the report merely establishes the feasibility of the proposed strategy to address the overheating constraints presented, but that the scheme requires further design development to provide the full detail of the system and align the approach to overheating and acoustic considerations. It is considered both reasonable and necessary, to secure the finer details of this by a planning condition.

In principle, the mitigation and stated 61.5% / 36% reductions, together with the carbon offset payment are considered to comply with the objectives of Policies DM01 and DM02 of Barnet's Local Plan Development Management Policies DPD (2012) and Policy SI2 of the Mayor's London Plan (2021). Conditions are recommended in the event of planning permission being granted, to ensure the scheme is implemented in accordance with the Energy & Sustainability Statement recommendations, but also to secure details and implementation of other mitigation with respect to overheating, which will subsequently ensure compliance with the aforementioned policies.

Circular Economy

London Plan Policy D3 states that the principles of the circular economy should be taken into account in the design of development proposals in line with the circular economy hierarchy. Further, London Plan Policy SI7 requires major applications to develop Circular Economy Statements.

A Circular Economy Statements has been submitted in support of the application, however, the GLA Stage 1 comments advise that there is outstanding information required (including further detail of the retained and proposed buildings, key commitments, bill of materials, recycling and waste reporting, operation waste and end of life strategy), and again, this will need to be provided prior to Stage 2 referral. Nevertheless, there is sufficient information submitted within the application at this stage in order for the Local Planning Authority to progress the application to a recommendation.

Water Consumption

In terms of water consumption, a condition would be recommended in the event planning permission is granted to require each unit to receive water through a water meter, and be constructed with water saving and efficiency measures to ensure a maximum of 105 litres of water is consumed per person per day, to ensure the proposal accords with Barnet's Core Strategy (2012) Policy CS13 and Policy SI5 of the London Plan (2021).

The proposed development, subject to conditions, would therefore meet the necessary sustainability and efficiency requirements of the London Plan (2021).

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. Policy D11 of the London Plan relates to safety, security and resilience to emergency. Development proposals should maximise building resilience and minimise potential physical risks, including those arising as a result of extreme weather, fire, flood and related hazards and deter terrorism.

The proposed development was subject to consultation with the Metropolitan Police Service who have raised no objections subject to a standard condition. Therefore, a condition would be recommended requiring the proposed development to achieve Secure By Design Accreditation.

Landscaping, Trees, and Ecology / Biodiversity

Landscape & Urban Greening:

The proposed development presents a well-considered approach to integrating green infrastructure and urban greening across the masterplan, which satisfactorily softens the appearance of the development and provides meaningful amenity benefits, together with satisfactory sustainability credentials. This view is supported by the Council's Tree Officer, who raises no objections to the landscaping proposals of the scheme, in principle. Notwithstanding, more information is required and they have recommended that a final hard and soft landscaping plan together with a landscape management plan should be required by condition.

Overall, subject to conditions, the proposed development would accord with the landscaping objectives of Policy DM01 of Barnet's adopted Development Management Policies DPD (2012), and Policy G1 (Green Infrastructure) of Mayor's London Plan (2021).

The applicant has calculated the Urban Greening Factor (UGF) of the proposed development as 0.46, which exceeds the target set by Policy G5 (Urban Greening) of the London Plan (2021). This will provide a range of benefits including enhanced amenity space, enhanced biodiversity, addressing the urban heat island effect, and sustainable drainage – the latter being especially important in such a densely developed part of the Borough, where traditional green space is limited. Notwithstanding the GLA Stage 1 comments advise that a drawing showing all the surface cover types must be provided prior to any Stage 2 referral.

Trees:

There are a number of existing trees and shrubs within the site which benefit from TPO. The Council's Tree Officer has considered the developments impact on the

existing trees (particularly TPO London plane trees G4 and T12 (21/TPO/011 x 6 London plane on eastern boundary) on the site and is of the view that these need to be carefully managed to avoid adverse impacts on their visual quality and the purpose they serve in softening the building's appearance. With regards to protecting the root systems of the trees, the architect has suggested the use of pile caps rotated such that they have as little impact on the Root Protection Zones as possible, and to introduce cantilever ground beams with inset pile caps, where appropriate. Notwithstanding, they have advised that the exact technical details for this methodology would need to be developed in more detail at the next stage of design. The Council's Tree Officer has advised that this is an acceptable approach in principle and has agreed with the applicant that a planning condition securing the further details of the foundation design and piling methodology, prior to commencement of piling works. Accordingly, a suitably worded condition would be recommended, should the application be allowed on appeal.

With regards to tree works, the Council's Tree Officer initially raised concerns with respect to the proposed pollarding of TPO London Plane trees G4 and T12, due to the impact that such works would have on the visual appearance and quality of the trees. The Tree Officer has advised that a tree pruning specification that maintains, as much as possible, the natural form of the trees towards to the road side is what would be appropriate in this instance. It would be both reasonable and appropriate to recommend a pre-tree works planning condition to secure the exact details of the pruning specification, and ensure that an approach could be agreed that optimises appearance and quality of the trees and consequently, the development.

The Tree Officer notes the Scots pine (T3) is protected by a TPO, and that whilst there are no objections in principle to its removal, the applicant will need to provide a suitable replacement. They have stated that it should be replaced with another Scots pine or appropriate species in another suitable location on the site. It is considered that these details could be secured through the hard and soft landscaping condition proposed above.

The Tree Officer, in consultation with the Council's Greenspaces Team, has identified the need for 20 trees to be planted along Barnet High Road, A109, Totteridge Lane and Baxendale to assist/ improve the visual setting of this very large building. This will help the scheme to satisfy the objectives of Paragraph 131 of the National Planning Policy Framework, Policies G5, G6 and G7 of the London Plan 2021; and Policy DM01 of Barnet's adopted Local Plan Development Management Policies DPD (2012). A financial contribution of £15,000.00 towards the funding of these trees would be secured by a Section 106 agreement.

Ecology / Biodiversity:

The application is accompanied by a Preliminary Ecological Appraisal (ref: 5848.1; dated: 12/05/2021, rev 1.1) produced by The Ecology Consultancy Ltd. The appraisal identifies the following ecological issues:

- habitat suitable for breeding birds is present – measures must be taken to avoid killing birds or destroying their nests;
- habitat suitable for peregrine falcon is present - measures must be taken to avoid disturbance, killing birds or destroying their nests;
- mature trees should be retained and protected wherever possible; and,
- a range of measures should be undertaken to satisfy the requirement for ecological enhancement included in planning policy.

The report makes recommendations for mitigation to minimise potential harm to protected species.

The report raises the concern that the building may be suitable for the Peregrine Falcons, however the applicant provided additional supporting information (a letter detailing correspondence with Dave Morrison, an Urban Peregrine Falcon Consultant and member of the London Peregrine Partnership; and Stuart Harrington, a local bird recorder / consultant) that demonstrates that the presence of such species is unlikely. The Council's Ecologist accept these findings but advised , if at any time following the start of works peregrines are observed as using the building, work should cease until a suitably qualified ecologist has been consulted and advice sought on how best to proceed under current legislation.

During the lifetime of the application, the applicant has submitted a Biodiversity Impact Assessment that identifies that the development will achieve a net gain in biodiversity. The report also identifies that the landscape management plan submitted provides details of landscape monitoring and management which should be adhered to in full to ensure the long term delivery of biodiversity gains.

The Council's appointed Ecologist was approached for comment on the application and in response to the findings of the appraisal they have raised no objections, subject to conditions requiring the submission of a Landscape Environmental Management Plan that incorporates the enhancement measures set out in Section 4 of the Preliminary Ecology Appraisal report, and a Construction Environment Management plan which details how pollution will be prevented from leaving the site.

Accordingly, subject to conditions requiring implementation of the development, in full accordance with the recommendations of the aforementioned reports, the development would meet the ecological and biodiversity net gain objectives of the Policy DM16 of Barnet's adopted Local Plan Development Management Policies DPD (2012) and the Policy G6 of the Mayor's London Plan (2021).

Other Matters

Utilities

In support of the application a Utilities report has been submitted in support of the application. The utility report advises that main distribution networks of Gas,

Electricity and Water, are located outside of the application site, running along the highroad and along Baxendale, with connection points inwards serving Barnet House. While these connection points would need to be closed off to allow for demolition, and new connection points created during construction, it is not considered that there are any significant constraints on the development of the site.

It is also of note that none of the utilities service providers consulted as part of the application have responded in objection to the proposed scheme.

Impact upon Local Services

Comments have been received from numerous neighbouring residents concerning the impact of the development on local services in particular GP Practices, dentists, hospitals and schools.

Officers have sought comments from the NHS North Central London Clinical Commissioning Group (CCG) who have advised that there is likely to be some impact upon services posed by the proposed development, however, none such that this could not be mitigated by CIL and S106 obligations. They have made the following recommendations:

- NHS North Central London Clinical Commissioning Group (CCG) or its successor body have first refusal on all the commercial space within the development – The CCG have 9 month response time from receiving the offer in writing
- The developer to provide the space at a Shell and Core fit-out specification
- The ability to renew the lease on the same terms i.e. Shell and Core fit-out specification
- An option to take a 25 year lease term
- The space to be offered on a lower employment / new start-up business rental rate
- 5 year rent reviews:
 - Index linked to the CPI
 - Cap 3% & Collar 1%
- An initial rent-free period while the space is being fitted out
- A parking allocation that meets health facility guidance

Due to the late receipt of these comments there was insufficient time to discuss and negotiate with the applicant and the consultee, how these could be incorporated into the scheme or the Section 106 agreement, before publication of this report for the Strategic Planning Committee. Nevertheless, these terms are not final, and it is considered likely that satisfactory terms could be agreed to avoid impact on local health services being regarded as a material planning reason for refusal

With regards to the developments impact on school places within the area, Barnet Education & Learning Services have considered the projected child yield and are

confident that there would be sufficient capacity within the surrounding school estate to accommodate children from the Barnet House proposal.

Overall, it is not considered that the potential impact of the development on local services would warrant the refusal of the application, as the impact on social infrastructure would be expected to be mitigated by CIL and S106 requirements under the planning process.

Viability, Planning Obligations & CIL

S106 obligations & viability

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

The full list of planning obligations are set out in the heads of terms to this report.

In summary the scheme includes 13.6% affordable housing by unit which will be secured by legal agreement, along with other contributions such as the proposed highway works (including safety improvements and amended Traffic Management Order), cycling improvements, travel plan incentives, off site tree planting, skills and employment contributions and funding for apprenticeships.

LB Barnet CIL

As noted in SPD para 2.2.11, the purpose of Barnet's CIL is to secure capital funding to help address the gap in funding for local infrastructure. The money raised by Barnet's CIL will be used to pay for infrastructure required to mitigate the impact of development across the Borough.

Pursuant to the LB Barnet Planning Obligations SPD, the CIL charging rate is £135 per sq.m. In the case of Barnet's CIL, ancillary car parking space is not chargeable (SPD Para 2.2.14).

Mayoral CIL

Pursuant to the Table 3: Mayoral CIL Charging Rates of the Mayor's April 2013 SPG 'Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy', a flat rate charge of £35 applies to the application, this In total approximately the applicant's supporting documents indicate that £1,268,460 (based on the larger initially submitted scheme) will be payable under both Barnet and Mayoral CIL before affordable housing relief is taken into account.

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

Overall, it is considered that the proposal does not conflict with either Barnet Council's Equalities Policy or the commitments set in the Equality Scheme and supports the Council in meeting its statutory equality responsibilities.

7. SUMMARY OF ASSESSMENT / RECOMMENDATION TO MEMBERS

In light of the above, the proposed development generally, and taken overall, accords with the relevant development plan policies, satisfying exceptions, where appropriate.

Members are advised to carefully consider the above assessment and weigh the benefits and disbenefits of the scheme accordingly – particularly in regard to design, scale, mass, height; and, tall building policy.

Should Members consider recommending refusal of the application, then, in the interest of avoiding and/or reducing the risk of costs being awarded to the appellant, given that the proposed scheme is similar in principle to the development previously refused in 2018 (Application ref: 17/5373/FUL), it would be advisable to avoid introducing reasons for refusal that are based on materially different planning considerations from those that formed reasons for refusal on the previous application.

Notwithstanding, with regards to the second reason for refusal of planning application 17/5373/FUL, which states:

“The proposed development by reason of the quantum of development and absence of appropriate secured mitigation would result in an undue strain being placed upon local services contrary to the provisions of Paragraph 7 of the NPPF, Policy 3.2 of the London Plan 2016 and Policy CS11 of Barnet Local Plan Core Strategy 2012.”

Officers consider that it would not be advisable to pursue a reason for refusal on such grounds as such matters could both feasibly and satisfactorily be mitigated against through Section 106 obligations and financial contributions.

8. PLAN NUMBERS / DOCUMENT CONSIDERED

Plans:

- PL(02)–100 Rev-01 - Location Plan
- PL(02)–101 Rev-01 – Site Plan
- PL(02)–102 Rev-01 – Site Sections (1)
- PL(02)–103 Rev-01 – Site Sections (2)
- PL(03)–099 Rev-19 – Proposed Basement Plan
- PL(03)–100 Rev-19 – Proposed Ground Floor Plan
- PL(03)–101 Rev-12 – Proposed First Floor Plan
- PL(03)–102 Rev-10 – Proposed Second Floor Plan
- PL(03)–103 Rev-11 – Proposed Third Floor Plan
- PL(03)–104 Rev-10 – Proposed Fourth Floor Plan
- PL(03)–105 Rev-14 – Proposed Fifth Floor Plan
- PL(03)–106 Rev-10 – Proposed Sixth Floor Plan
- PL(03)–107 Rev-10 – Proposed Seventh Floor Plan
- PL(03)–108 Rev-10 – Proposed Eighth Floor Plan
- PL(03)–109 Rev-10 – Proposed Ninth Floor Plan
- PL(03)–110 Rev-10 – Proposed Tenth Floor Plan
- PL(03)–111 Rev-10 – Proposed Eleventh Floor Plan
- PL(03)–112 Rev-08 – Proposed Twelfth Floor Plan
- PL(03)–113 Rev-10 – Proposed Thirteenth Floor Plan
- PL(03)–114 Rev-09 – Proposed Roof Plan
- PL(04)–101 Rev-08 – Proposed Sections (1)
- PL(04)–102 Rev-09 – Proposed Sections (2)
- PL(04)–103 Rev-08 – Proposed Sections (3)
- PL(05)–100 Rev-09 – Proposed North Elevation
- PL(05)–101 Rev-09 – Proposed South Elevation
- PL(05)–102 Rev-09 – Proposed East Elevation
- PL(05)–103 Rev-08 – Proposed West Elevation
- PL(05)–104 Rev-09 – Proposed Internal Courtyard Elevation
- PL(05)–105 Rev-05 – Proposed Internal Courtyard Elevation
- PL(72)–101A Rev-04 – Barnet House First Floor Apartment Layouts - South
- PL(72)–101B Rev-04 – Barnet House First Floor Apartment Layouts - North
- PL(72)–102A Rev-03 – Barnet House Typical Apartment Layouts - South
- PL(72)–102B Rev-03 – Barnet House Typical Apartment Layouts - North
- PL(72)–112A Rev-02 – Barnet House Twelfth Floor Apartment Layouts - South
- PL(72)–112B Rev-02 – Barnet House Twelfth Floor Apartment Layouts - North
- PL(72)–113A Rev-02 – Barnet House Thirteenth Floor Apartment Layouts - South
- PL(72)–113B Rev-02 – Barnet House Thirteenth Floor Apartment Layouts - North

- PL(72)–200A Rev-03 – Baxendale Gardens Ground Floor Apartment Layouts - South
- PL(72)–200B Rev-02 – Baxendale Gardens Ground Floor Apartment Layouts - North
- PL(72)–201A Rev-02 – Baxendale Gardens First Floor Apartment Layouts - South
- PL(72)–201B Rev-03 – Baxendale Gardens First Floor Apartment Layouts – Core D
- PL(72)–201C Rev-03 – Baxendale Gardens First Floor Apartment Layouts – Core A
- PL(72)–202A Rev-03 – Baxendale Gardens Second Floor Apartment Layouts – South
- PL(72)–202B Rev-03 – Baxendale Gardens Second Floor Apartment Layouts – North
- PL(72)–202C Rev-03 – Baxendale Gardens Second Floor Apartment Layouts – Core A
- PL(72)–203A Rev-01 – Baxendale Gardens Third Floor Apartment Layouts – South
- PL(72)–203B Rev-02 – Baxendale Gardens Third Floor Apartment Layouts – North
- PL(72)–203C Rev-02 – Baxendale Gardens Third Floor Apartment Layouts – Core A
- PL(72)–204A Rev-01 – Baxendale Gardens Fourth Floor Apartment Layouts – South
- PL(72)–204B Rev-02 – Baxendale Gardens Fourth Floor Apartment Layouts – North
- PL(72)–204C Rev-02 – Baxendale Gardens Fourth Floor Apartment Layouts – Core A
- PL(72)–205A Rev-01 – Baxendale Gardens Fifth Floor Apartment Layouts – South 1
- EX(03)–100 Rev-00 – Existing Ground Floor Plan
- EX(03)–101 Rev-00 – Existing First Floor Plan
- EX(03)–102 Rev-00 – Existing Second Floor Plan
- EX(03)–103 Rev-00 – Existing Third Floor Plan
- EX(03)–104 Rev-00 – Existing Fourth Floor Plan
- EX(03)–105 Rev-00 – Existing Fifth Floor Plan
- EX(03)–106 Rev-00 – Existing Sixth Floor Plan
- EX(03)–107 Rev-00 – Existing Seventh Floor Plan
- EX(03)–108 Rev-00 – Existing Eighth Floor Plan
- EX(03)–109 Rev-00 – Existing Ninth Floor Plan
- EX(03)–110 Rev-00 – Existing Tenth Floor Plan
- EX(03)–111 Rev-00 – Existing Eleventh Floor Plan
- DEM(03)–100 Rev-01 – Demolition Ground Floor Plan
- DEM(03)–101 Rev-01 – Demolition First Floor Plan
- DEM(03)–102 Rev-01 – Demolition Second Floor Plan
- DEM(03)–103 Rev-01 – Demolition Typical Third – Eleventh Floor Plan

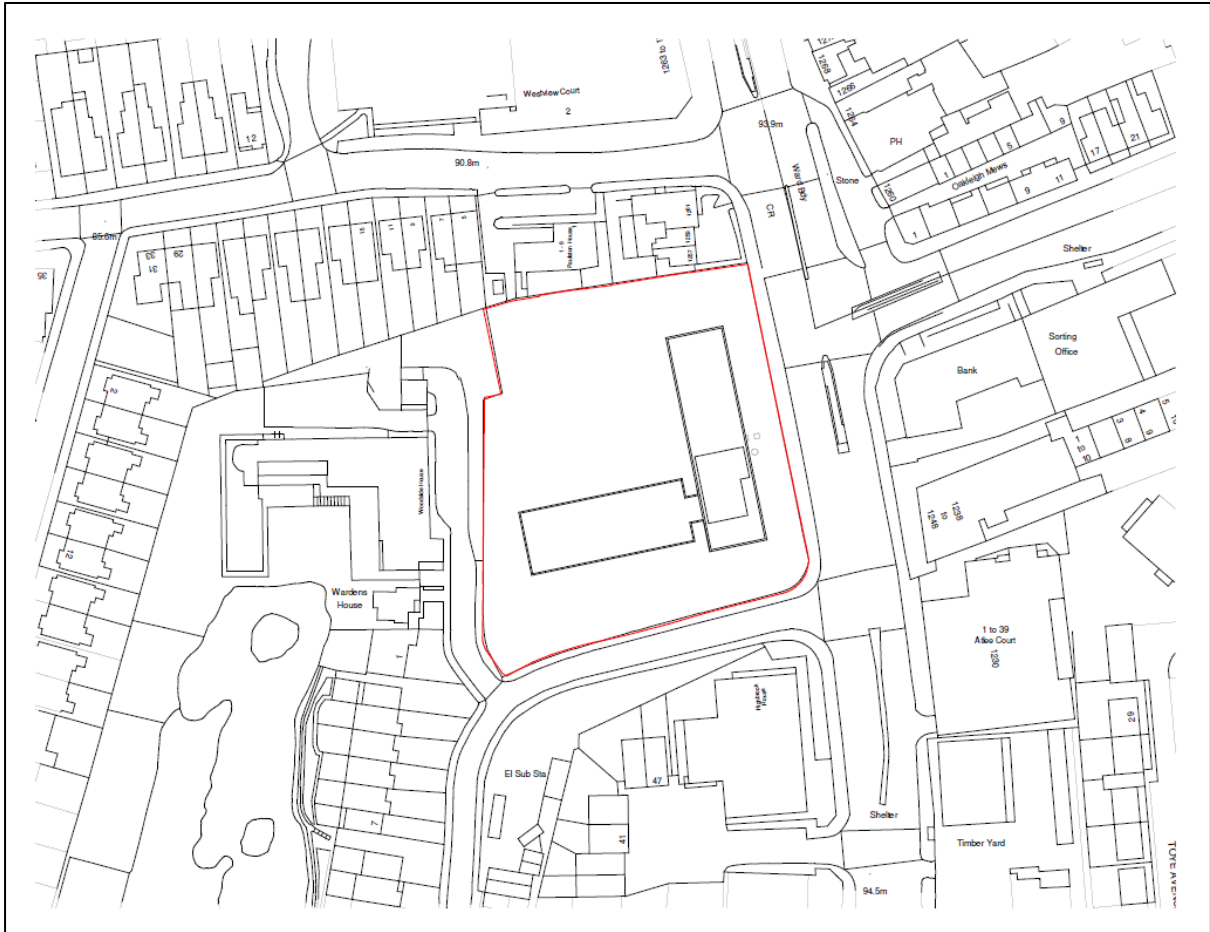
- DEM(05)–100 Rev-00 – Demolition - East Elevation
- DEM(05)–101 Rev-00 – Demolition - South Elevation
- DEM(05)–102 Rev-00 – Demolition - West Elevation
- DEM(05)–103 Rev-00 – Demolition - North Elevation
- PL(99) – 103 Rev- 00 – Proposed Third Floor Plan – Adjacency Plan
- ExA_2065_00_GF_DR_L_200 Rev-01
- ExA_2065_00_RF_DR_L_201 Rev 01
- ExA_2065_00_GF_DR_L_100 Rev 06
- ExA_2065_00_RF_DR_L_101 Rev 06
- ExA_2065_00_RF_DR_L_102 Rev 05
- ExA_2065_00_ZZ_DR_L_103 Rev 03
- 15458-A-PL(03)-100_1
- K16233- BWP-XX-XX-DR-C-0101 P01
- K16233 XX XX DR C 0200 P01

Documents:

- Planning Statement, prepared by Daniel Watney LLP (July 2021)
- Design and Access Statement, prepared by TateHindle (Doc ref: 15458_L11_001_0; dated 01/07/2021)
- Landscape Statement prepared by EXTERIOR ARCHITECTURE (Doc ref: 2065_ExA_ZZ_ZZ_RP_L_900, Rev 03; dated 01.07.2021)
- Transport Assessment (Version 1.1; PROJECT NO. 2110/1120 DOC NO. D002; dated May 2021) prepared by Velocity
- Updated Parking Beat Survey September 2021 (Ref: 28979 Totteridge), prepared by Velocity;
- Travel Plan (Version 1.1; PROJECT NO. 2110/1120 DOC NO. D003; Dated: May 2021) prepared by Velocity;
- Draft Delivery and Servicing Management Plan (Version 1.1; PROJECT NO. 2110/1120 DOC NO. D004 - Dated: May 2021) prepared by Velocity;
- Car Park Design Management Plan (Version 1.1; PROJECT NO. 2110/1120 DOC NO. D008 - Dated May 2021), prepared by Velocity;
- Waste Management Plan (Version 1.0; PROJECT NO. 2110/1120 DOC NO. D012 - Dated: May 2021) prepared by Velocity;
- Townscape and Visual Impact Assessment (Dated: April 2021), prepared by Peter Radmall Associates;
- Verified Views (February 2021), prepared by AVR;
- Energy Statement (Ref: 55418; Revision 00 - Dated: 02/07/2021), prepared by Chapman BDSP;
- Sustainability Statement (Ref: 55418; Revision 00 - Dated 02/07/2021) prepared by Chapman BDSP,
- Whole Carbon Life Cycle (Ref: 55418; Revision 00 - Dated: 02/07/2021) , prepared by Chapman BDSP;
- Circular Economy Statement (Ref: 55418; Revision 00 - Dated: 02/07/2021), prepared by Chapman BDSP;

- Utilities Statement (Ref: 55418-CBD-00-XX-RP-C-2000; Revision P02 - May 2021), prepared by Chapman BDSP;
- Fire Statement (Ref: 55418-CBD-00-ZZ-RP-F-5700; Revision P02 - Dated: May 2021), prepared by Chapman BDSP;
- Phase 1 Desk Study and Preliminary Risk Assessment (Ref: J17036; Rev 2 - Dated: 16.04.2021), prepared by GEA;
- Letter re: Contaminated Land Assessment (Ref: J17036A/KtM/2 - Dated: 18 April 2021), prepared by GEA
- Arboricultural Report (including CAVAT Assessment, Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan; dated: 25 May 2021), prepared by Arbtech;
- Statement of Community Involvement (April 2021), prepared by BECG;
- Archaeological Desk Based Assessment (Dated: August 2017) prepared by CgMS Consulting;
- Ecology Survey (Ref: 5848.1; Version 1.1 - Dated 12/05/2021), prepared by The Ecology Consultancy;
- Air Quality Assessment (Ref: MPBarnet(A)2.9; Rev 2 - Dated: April 2021), prepared by Mayer Brown;
- Daylight and Sunlight Assessment (Ref: 4696 - Dated: 2 July 2021), prepared by EB7;
- Pedestrian Level Wind Microclimate Assessment (RWDI #2102745 REV B - Dated: 11.05.2021), prepared by RWDI;
- Financial Viability Assessment (Dated: July 2021) and updated Appraisals, prepared by BNP Paribas;
- Flood Risk Assessment (Ref: A/MPWHETSTONE.10; First Issue - 13 May 2021) & Drainage Strategy (K16233 BWP XX XX DR D 0100 07 & K16233 BWP XX XX DR D 0100 08), prepared by Mayer Brown;
- Noise Impact Assessment (Ref: MPBARNET(N)2.9; Version 1.0 - Dated July 2021), prepared by Mayer Brown;
- Employment Land Review (Dated: May 2021), prepared by Grant Mills Wood; and
- Socio-Economic Assessment (Ref: 551627NC24MAY21FV02_SE; Dated: May 2021) prepared by Greengage.

Site Location Plan



LOCATION: Land Formerly Known As British Gas Works, Albert Road, New Barnet, Barnet, EN4 9SH

REFERENCE: 21/3676/FUL

Received:

02 July 2021

AGENDA ITEM 7

Accepted:

02 July 2021

WARD: East Barnet

Expiry:

16 December 2021

APPLICANT: Citystyle Fairview VQ LLP

PROPOSAL: Redevelopment of the site to provide 539 residential units (Use Class C3) within 13 buildings ranging from 4 to 7 storeys, with 267.1sqm of retail/commercial space and 112.7sqm of community space (Use Class E and F) at ground floor, new public realm with communal landscaped amenity areas, alterations and additions to existing highways arrangements plus the removal of existing elevated footbridge and creation of new pedestrian routes, 334 car parking spaces (including car club and accessible provision) with basement and surface level provision, secure cycle parking, servicing and other associated development (Amended Plans and Amended Description)

RECOMMENDATION 1:

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

RECOMMENDATION 2:

Subject to Recommendation 1 above, the applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes of seeking to secure the following, subject to any changes as considered necessary by the Service Director or Head of Development Management:

a) Legal Professional Costs Recovery

Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;

b) Enforceability

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

c) Indexation

All financial contributions listed to be subject to indexation.

d) Affordable Housing

35% of habitable rooms to be provided as affordable with a tenure split of 60.9% Affordable Rent and 39.1% Shared Ownership. This equates to a total of 149 affordable units with the following mix:

London Affordable Rent (77 units)

8 x 1B 2P
19 x 2B 4P
34 x 3B 5P
16 x 4B 6P

Shared Ownership (72 units)

21 x 1B 2P
9 x 2B 3P
19 x 2B 4P
23 x 3B 5P

All affordable housing to be secured in perpetuity and an early stage review mechanism is to be secured and to be triggered if scheme not implemented within agreed timescale. The formula for this is set out within the Mayor's Affordable Housing SPG.

e) Employment and Enterprise

i) The applicant would be required to enter into a Local Employment Agreement with the Council in order to provide an appropriate number of employment outcomes for local residents, as follows:

- Progression into Employment (<6 months) – 9
- Progression into Employment (>6 months) – 0
- Apprenticeships – 7
- Work Experience – 21
- Site Visits – 187
- Site / School Workshops – 103
- Local Labour – 10%
- Local Supplier – 2
- Number of End Use Jobs – 13

Alternatively, the applicant may wish to make a financial contribution in lieu of the employment outcomes outlined above. Such a contribution would be commensurate with the number of outcomes secured and in line with the Barnet Delivering Skills, Employment, Enterprise and Training SPD guidance.

ii) Owner to provide a dedicated workplace coordinator responsible for the Local Employment Agreement (LEA) implementation, coordination and delivery of LEA activities, during the development phase. If unable to provide a dedicated Workplace Coordinator, the Council will require payment of an equivalent cost to support alternative E&S activities.

iii) Owners to pay a financial contribution of a) £20,000 per apprenticeship and b) 5,340 per other employment outcomes if not delivered as per agreement.

iv) Employment and Training Contribution means the sum of £212,040 (Two Hundred and Twelve Thousand and Forty Pounds) (Index Linked) to be paid by the Owner to the Council and 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.

f) Off Site Highways Improvement Works

The applicant shall, at its own expense, implement the following off-site highways improvement works (including but not limited to) to mitigate the impact of the development, with agreement of the Highways Authority. These works shall be undertaken under S278 of the Highways Act 1980.

- 1) The removal of an existing elevated pedestrian bridge and replacement with improved access and public realm and further improvements to the west of site i.e. resurfacing Network Rail land including the pedestrian tunnel resurfacing and vegetation clearance
- 2) Pedestrian improvements to consist of improved signing, and lighting under the railway bridge on East Barnet Road
- 3) Provision of new zebra pedestrian crossing facility on Victoria Road (north east of mini roundabout junction)
- 4) Replacement of an existing Zebra Crossing on East Barnet Road to Puffin Pedestrian Crossing south east of East Barnet Road and Lytton Road junction
- 5) Junction Improvements to Victoria Road and East Barnet Road including carriageway and footway widening and all associated highway works
- 6) Review existing Traffic Regulation Orders and any new restrictions for Albert Road East and West, Victoria Road, East Barnet Road in the vicinity of Lytton Road
- 7) Financial contribution towards CCTV monitoring of the pedestrian link - only under s106 and not also required under s278

g) Highway Improvements

- i) The details of the highway works will consist but not limited to cover the access points off Victoria Road; the realignment of the Albert Road (East and West); Improvements to Albert Road West; Improvements to the Albert Road East and Victoria Road Priority Junction; proposed development block entrances; the proposed car parking laybys throughout the development and proposed footways/cycle ways including new footpaths (adopted, unadopted and proposed for adoption).
- ii) Albert Road East and Albert Road West:
All drawings relating to the highway layouts for Albert Road West and the adopted section of Albert Road East are for indicative purposes only. Detailed design of any improvements to the footway and carriageway as well as parking/traffic restrictions to be introduced in these areas are to be agreed as part of the s278 process.
- iii) Due to the scope of works proposed on the section of Victoria Road fronted by the development, suitable reinstatement works including resurfacing of the highways (including footways) should be undertaken and implemented by the developer at their own costs, but approved and supervised by Local Highway Authority. The approved works shall be completed at the applicant's expense based on an agreed layout with

the Council, following the formation of a combined agreement under S38 and S278 of the Highways Act 1980 between the London Borough of Barnet and the Developer.

- iv) The proposals will require the stopping-up of areas of adopted highway under s247 of the Town and Country Planning Act, 1990 and road adoption under s38 of Highways Act, 1980. Details of the areas to be stopped up or adopted as highway will be subject to approval of the Highway Authority.
- v) All proposed designs and improvements must be accompanied by acceptable Road Safety Audits statements.
- h) Feasibility Study
Financial Contribution of £25,000 towards a Feasibility Study on improvements to the Pedestrian and Cycling Environment surrounding the site, including upgrades to crossing facilities. To include all reasonably accessible Public Transport (PT) stops (Bus/Rail/LUL, and including New Barnet, Cockfosters and High Barnet stations) within a 20 minute walk or 10 minute cycle ride. The study to be based on TfL's Healthy Streets toolkit and principles.
- i) Feasibility Study Outcomes
Financial Contribution towards the implementation of the outcomes of the Feasibility Study to a capped ceiling of £100,000 and triggered for delivery prior to occupation of any unit on the site.
- j) Provision of a crossing facility in the form of a Toucan Crossing at Victoria Road north east of mini roundabout junction near Albert Road (West). This scheme should be a combination of the two schemes described above under the existing S106 requirements in order to provide and deliver a compact improved junction which has appropriate pedestrian and cycling crossing facilities. Details of the scheme should be discussed and agreed with the Local Highway Authority and implemented thereafter by the developer in accordance with the approved scheme. Trigger for delivery is prior to occupation of the 28th residential unit on the site.
- k) Section 278 Highway Works
All necessary works to the public highway under section 278 of the Highways Act to facilitate the implementation of the development in agreement with the Local Highways Authority.
- l) Travel Plan
The applicant shall enter into a strategic level Travel Plan for the residential and commercial uses on the site that seeks to reduce reliance on the use of the private car and to ensure the sustainability of the development. The Travel Plan shall include the following obligations to facilitate modal shift in the choice of transport mode available to occupiers of the residential and commercial units as follows:
 - i) Residential Travel Plan (RTP):
 - Residential TP Statement (RTPS) that meets the requirements of the 2013 TFL TP guidance and is ATTrBuTE and iTRACEs compliant and contains targets to be submitted and approved by Council at least 6 months prior to 1st occupation.
 - iTRACE compliant monitoring to be completed within 5 months of 1st occupation and updated RTPS to be submitted for approval within 6 months of occupation.

- iTRACE compliant monitoring to be completed in years 1,3,5 and then every other year until 5 years after the 1st occupation of the final unit.
- RTPS to be revised and RTPS Review submitted for approval within 2 months of monitoring being completed.
- RTPS to be re-submitted for approval prior to each phase.
- RTPS Champion to be in place at least 3 months prior to occupation and for lifespan of RTP.
- At least 4 car club space to be provided.
- Welcome pack for all first occupants.
- 2x a year for 5 years Dr Bike maintenance sessions for residents.

ii) Commercial Travel Plan (CTP):

Should the non-residential uses have more than 20 staff then the following would be required:

- CTP that meets the requirements of the 2013 TFL TP guidance and is ATTrBuTE and iTRACE compliant to be submitted and approved by the Council within 6 months of 1st occupation of any commercial unit.
- CTP to cover any travel movements by staff, users and visitors to any commercial unit.
- iTRACE compliant monitoring to be completed in years 1, 3 and 5 and a revised CTP Review to be submitted for approval.
- CTP Champion to be in place within 3 months of occupation and for the lifespan of the CTP.
- Each commercial unit to have a Travel Plan Ambassador.

If non-residential uses have less than 20 staff then the following would be required as part of the CTP:

- CTP to include travel movements to and from the commercial units and targets, measures and actions for the commercial units.
- Each commercial unit to have a Travel Plan Ambassador.

m) Residential Travel Plan Incentives Fund

£300 per unit Residential Travel Plan Incentive Fund to be used by 1st occupiers to get 2 of the 3 TP incentives of the following:

- Oyster card with £150 credit
- Cycle shop voucher to the value of £150
- Car club credit/membership to the value of £150

n) Travel Plan Monitoring Contribution

Payment of a financial contribution of £15,000 to the Council towards its costs in promoting more sustainable modes of transport and monitoring both the residential and commercial travel plans that will be submitted for the development within twenty (20) working days of commencement of development.

o) Control Parking Zone (CPZ)

Financial contribution towards Local CPZ monitoring, consultation and implementation, final sum to be agreed.

p) Traffic Management Order

A contribution of £5,000 (per phase if applicable) towards the amendment of Traffic Management Order (TMO) to ensure that the new occupants are prevented from purchasing parking permits in local CPZs.

q) Bus Service Contribution

A financial contribution to provide an additional bus service in the vicinity of the site. Amount to be agreed with TfL.

r) Tree Planting and Landscaping

The applicant shall submit a detailed landscaping and management scheme for the site; including tree planting, this will be subject to a Landscape Management Plan to be submitted to the Council prior to first occupation of a unit on the site. The strategy shall include:

(i) The provision of a mix of indigenous species and tree sizes (including semi-mature species) in suitable locations including in public open spaces provided within the site to be agreed with the local planning authority.

(ii) The maintenance of trees planted along any roads to be adopted by the Council for a period of 5 years by the applicant landowner/ successor in title or nominated management company.

(iii) A financial contribution to maintain the trees on the adopted public highway thereafter shall be provided by the applicant. This figure shall be calculated in accordance with guidance from LoTAMB Commuted sums for Highway Adoption A Guidance Note 2015 as revised.

s) Greenspaces

Parks and Open Spaces contribution sum of up to £123,656.30 index linked towards the improvement and enhancement of Victoria Recreation Ground.

t) Carbon Offset Contribution

Payment of £485,712 index linked as a contribution to ensure that the Development achieves net zero carbon dioxide emissions, in accordance with the Mayor of London's Zero Carbon target for new developments.

u) Monitoring Fee

A contribution of £5,000 towards the monitoring of the S106 agreement.

RECOMMENDATION 3:

That subject to Recommendation 1 and upon completion of the agreement specified in Recommendation 2, the Service Director of Planning and Building Control or Head of Strategic Planning to approve the planning application reference 21/3676/FUL under delegated powers, subject to the conditions as set out within this report.

That the Committee also grants delegated authority to the Service Director of Planning and Building Control or the Head of Development Management 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).

CONDITION(S) and INFORMATIVES

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:

- 01-6000 Rev P3 Existing Site Plan
- 01-6001 Rev P3 Existing Location Plan
- 01-6002 Rev P3 Proposed Site Location Plan
- 01-6003 Rev P5 Proposed Site Plan
- 02-6000 Rev P11 Tenure Plan Ground Floor
- 02-6001 Rev P7 Tenure Plan First Floor
- 02-6002 Rev P7 Tenure Plan Second Floor
- 02-6003 Rev P7 Tenure Plan Third Floor
- 02-6004 Rev P7 Tenure Plan Fourth Floor
- 02-6005 Rev P7 Tenure Plan Fifth Floor
- 02-6006 Rev P7 Tenure Plan Sixth Floor
- 02-6007 Rev P7 Tenure Plan Seventh Floor
- 03-6000 Rev P6 Basement Floor Plan
- 03-6001 Rev P11 Ground Floor Plan Part 1 of 2
- 03-6002 Rev P11 Ground Floor Plan Part 2 of 2
- 03-6011 Rev P6 First Floor Plan Part 1 of 2
- 03-6012 Rev P6 First Floor Plan Part 2 of 2
- 03-6021 Rev P6 Second Floor Plan Part 1 of 2
- 03-6022 Rev P6 Second Floor Plan Part 2 of 2
- 03-6031 Rev P6 Third Floor Plan Part 1 of 2
- 03-6032 Rev P6 Third Floor Plan Part 2 of 2
- 03-6041 Rev P6 Fourth Floor Plan Part 1 of 2
- 03-6042 Rev P6 Fourth Floor Plan Part 2 of 2
- 03-6051 Rev P6 Fifth Floor Plan Part 1 of 2
- 03-6052 Rev P6 Fifth Floor Plan Part 2 of 2
- 03-6061 Rev P6 Sixth Floor Plan Part 1 of 2
- 03-6062 Rev P6 Sixth Floor Plan Part 2 of 2
- 03-6071 Rev P7 Seventh Floor Plan Part 1 of 2
- 03-6072 Rev P5 Seventh Floor Plan Part 2 of 2
- 03-6081 Rev P3 Roof Floor 1 of 2
- 03-6082 Rev P2 Roof Floor 2 of 2
- 04-6001 Rev P2 Sitewide Elevations Part 1 of 3
- 04-6002 Rev P2 Sitewide Elevations Part 2 of 3
- 04-6003 Rev P2 Sitewide Elevations Part 3 of 3
- 04-6004 Rev P2 Block A Elevations
- 04-6005 Rev P1 Blocks B1 C1 D1 West South and North Elevations

- 04-6006 Rev P2 Blocks B C D Courtyard Elevations
- 04-6007 Rev P2 Blocks B2 C2 D2 Elevations
- 04-6008 Rev P1 Block E Elevations
- 04-6009 Rev P2 Blocks F1-3 and F4 Elevations
- 04-6010 Rev P1 Block G Elevations
- 04-6011 Rev P2 Blocks H and J Elevations
- 05-6001 Rev P5 Site Wide Sections Part 1 of 3
- 05-6002 Rev P5 Site Wide Sections Part 2 of 3
- 05-6003 Rev P5 Site Wide Sections Part 3 of 3
- 05-6010 Rev P2 Site Wide Long Sections – Height Analysis

- 41-6001 Rev P2 Bay Study Block A
- 41-6002 Rev P1 Bay Study Block B1
- 41-6003 Rev P2 Bay Study Block C2
- 41-6004 Rev P1 Bay Study Block E
- 41-6005 Rev P1 Bay Study Blocks F1-3
- 41-6006 Rev P2 Bay Study Block F4
- 41-6007 Rev P1 Bay Study Block G
- 41-6010 Rev P1 Bay Study Block A Base Detail
- 41-6011 Rev P1 Bay Study Block C2 Base Detail
- 41-6012 Rev P1 Bay Study Block J
- 41-6013 Rev P1 Bay Study Block JJ
- 41-6014 Rev P1 Bay Study Block H
- 41-6015 Rev P1 Bay Study Block HH

Landscaping

- 101 Rev P02 GA Plan
- 111 Rev P03 Landscape Plan Sheet 1 of 6
- 112 Rev P03 Landscape Plan Sheet 2 of 6
- 113 Rev P03 Landscape Plan Sheet 3 of 6
- 114 Rev P02 Landscape Plan Sheet 4 of 6
- 115 Rev P02 Landscape Plan Sheet 5 of 6
- 116 Rev P02 Landscape Plan Sheet 6 of 6
- 131 Urban Greening Plan
- 200 Rev P02 Planting Schedule and Key Plan
- 201 Rev P02 Planting Plan Sheet 1 of 6
- 202 Rev P02 Planting Plan Sheet 2 of 6
- 203 Rev P02 Planting Plan Sheet 3 of 6
- 204 Rev P02 Planting Plan Sheet 4 of 6
- 205 Rev P02 Planting Plan Sheet 5 of 6
- 206 Rev P02 Planting Plan Sheet 6 of 6
- 500 Sections 01
- 501 Sections 02
- 502 Sections 03
- 504 Eastern Boundary
- 505 Eastern Boundary
- 506 Eastern Boundary

Supporting Documents

- Planning Statement, prepared by Fairview New Homes;
- Design and Access Statement, prepared by EPR Architects;
- Verified Views Methodology; prepared by The Visualiser;
- CGI Views, prepared by The Visualiser;
- Daylight/Sunlight Impact Report, prepared by GIA;
- Daylight/Sunlight and Overshadowing Report, prepared by GIA;
- Statement of Community Involvement, prepared by BECG;
- Health Impact Assessment, prepared by Icen Projects;
- Ecological Appraisal, prepared by Aspect Ecology;
- Air Quality Assessment, prepared by Syntergra Consulting;
- Tree Impact Assessment Rev B, prepared by Keen Associates;
- Arboricultural Method Statement Rev A, prepared by Keen Associates;
- Tree Protection Plan Rev C, prepared by Keen Associates;
- CAVAT Tree Valuation Rev A, prepared by Keen Associates;
- Noise Impact Assessment, prepared by Syntergra Consulting;
- Flood Risk Statement, prepared by Stantec
- Energy Statement, prepared by Think Three;
- Sustainability Statement, prepared by Think Three;
- Circular Economy Statement, prepared by Think Three;
- Whole Life Carbon Assessment, prepared by Think Three;
- Fire Safety Reports, prepared by Ashton Fire;
- Foul and Surface Water Drainage Strategy Layout Plan, prepared by IDL;
- Land Contamination Assessment, prepared by CGL;
- Transport Assessment and Travel Plan, prepared by Vectos;
- Residential Travel Plan, prepared by Vectos;
- Delivery and Servicing Management Plan, prepared by Vectos;
- Construction Logistics Plan, prepared by Fairview Homes Ltd;
- Waste Management Report, prepared by AECOM;
- Wind Microclimate Assessment, prepared by Urban Microclimate;
- Affordable Housing Statement, prepared by Fairview Homes Limited;
- Utilities Assessment, prepared by Fairview Homes Limited; and
- Overheating Assessment prepared by Ecounico Ltd

Updated Documents

- Design and Access Statement Addendum November 2021;
- Design and Access Statement Landscape Section October 2021;
- Design and Access Statement 11.22 Urban Greening Factor;
- EXA_1961_P_131 Urban Greening Plan;
- GLA Population Yield Calculator 14.02.22;
- Victoria Quarter GLA Stage 1 energy response with updated Energy Statement;
- Victoria Quarter GLA Stage 1 drainage response with updated Drainage Strategy;
- Victoria Quarter GLA Stage 1 fire safety response with updated Fire Safety Strategy;
- Save new Barnet response;
- Daylight/Sunlight Statement of Conformity prepared by GIA;
- Wind Microclimate Statement of Conformity by Urban Microclimate;
- Retaining Wall Elements prepared by EXA;
- Victoria Quarter Design Audit prepared by Lambert Smith Hampton;

- Victoria Quarter Virtual Site Visit

Reason:

For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the application as assessed in accordance with policies CS1, CS4, CS5, DM01 and DM02 of the Barnet Local Plan and policy 1.1 of the London Plan.

3. All applications for approval of details shall be submitted for the entirety of the relevant phase in which they fall according to the phasing plan Ref FNH438-1201 Phasing Plan hereby approved or in accordance with any revised phasing plan agreed in writing in pursuance to this condition.

Reason:

For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the application as assessed in accordance with policies CS1, CS4, CS5, DM01 and DM02 of the Barnet Local Plan.

4. Notwithstanding the details submitted in the drawings otherwise herby approved the development is not to commence (other than for Demolition, Groundwork's and Site Preparation Works) unless and until details of the levels of the proposed buildings, roads, footpaths, courtyards and other landscaped areas relative to adjoining land and any other changes proposed in the levels of the site associated with the works permitted by this permission shall have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with such details as so approved before the dwellings approved are occupied.

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 amenities of the area and neighbouring occupiers and the health of any trees or vegetation in accordance with policies DM01, DM04 and DM17 of the Barnet Local Plan and policies D4, D5, D8 and G7 of the London Plan.

5. Notwithstanding the details shown on the plans hereby approved the development shall not commence (other than for site preparatory or demolition purposes) until details of samples of the materials to be used for the external surfaces of the buildings and hard surfaced areas (including bricks, balconies, external gates and external doors) submitted to and approved in writing by the Local Planning Authority. The Development shall thereafter be implemented in accordance with such details as so approved before the dwellings approved are occupied.

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 Policy CS5 of the Barnet Local Plan Core Strategy (adopted) September 2012 and DM01 of the Development Management Policies (adopted) September 2012 and Policies D4, and D8of the London Plan (2021).

6. Notwithstanding the details shown in the drawings submitted and otherwise herby approved the development is not to commence (other than for Demolition, Groundwork's and Site Preparation Works) unless and until details (necessary details specified in brackets)

of the following features and elements of the works have been submitted to the Local Planning Authority and approved in writing:

Brick bonding (annotated plans at a scale of not less than 1:10).

External windows, winter gardens and doors (annotated plans at a scale of not less than 1:10).

Balustrading to balconies (annotated plans at a scale of not less than 1:10).

Door canopies (annotated plans at a scale of not less than 1:10).

Brick detailing including arches, recessed panels, blind windows, brick aprons and window heads (annotated plans at a scale of not less than 1:10).

Rainwater goods (annotated plans at a scale of not less than 1:10).

Privacy screens (annotated plans at a scale of not less than 1:10).

Boiler flues and other external air extraction, intake and ventilation points (annotated plans at a scale of not less than 1:10).

Any roller shutters to the commercial areas (annotated plans at a scale of not less than 1:10).

Gates at the site vehicular access points (annotated plans at a scale of not less than 1:10).

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

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the development is constructed in accordance with policies CS5 and DM01 of the Barnet Local Plan and policies D4 and D6 of the London Plan.

7. Notwithstanding the details shown on the plans submitted and otherwise hereby approved, the residential blocks hereby permitted shall not be occupied until details are submitted to the Local Planning Authority and approved in writing which specify the details of the privacy screens to be installed to address privacy impacts between balconies, courtyards, amenity spaces and terraces respectively.

The development shall be implemented in full accordance with the approved details and specifications prior to the occupation of the relevant part of the development and shall be permanently retained as such thereafter.

Reason:

To safeguard the privacy and amenities of the future occupiers of the proposed residential dwellings in accordance with policies DM01 and DM02 of the Barnet Local Plan.

8. Notwithstanding the details shown on the plans submitted and otherwise hereby approved Blocks H,F1,F2,F3, B1, B2, C1, C2, D1, D2 and E hereby permitted shall not be occupied until details are submitted to the Local Planning Authority and approved in writing which specify all windows in the proposed buildings that are to be permanently glazed with obscured glass or provided with only a fanlight opening and the manner and design in which these windows are to be implemented.

Prior to the occupation of each building, the development shall be implemented in full accordance with the approved details and specifications and shall be permanently retained as such thereafter.

Reason:

To safeguard the privacy and amenities of the future occupiers of the proposed residential dwellings in accordance with policies DM01 and DM02 of the Barnet Local Plan.

9. Notwithstanding the details shown on the plans submitted and otherwise hereby approved, the relevant phase of the development shall not be occupied until details are submitted to the Local Planning Authority and approved in writing which specify the details of boundary treatments to be installed as part of the development. These details shall include materials, type and siting of all boundary treatments. The development shall be implemented in full accordance with the approved details and specifications and shall be permanently retained as such thereafter.

Reason:

To safeguard the privacy and amenities of the future occupiers of the proposed residential dwellings and in the interests of the appearance of the development, in accordance with policies DM01 and DM02 of the Barnet Local Plan.

10. Notwithstanding the details submitted with the application, prior to commencement of the relevant phase, details shall be submitted to and approved in writing by the Local Planning Authority:

- i. Enclosures, screened facilities and/or internal areas of the proposed buildings to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable;
- ii. Satisfactory points of collection; and
- iii. Details of the refuse and recycling collection arrangements

The development shall be implemented and the refuse and recycling facilities provided fully in accordance with the approved details before the relevant part of the development is occupied and the development shall be managed in accordance with the approved details.

Reason:

To ensure a satisfactory refuse and recycling facilities are provided at the development in accordance with policies CS5, CS9, CS14, DM01, DM04 and DM17 of the Barnet Local Plan.

11. Notwithstanding the details hereby approved, before the relevant phase of the permitted development commences details of the refuse and recycling collection arrangements including swept paths for refuse collection vehicles shall be submitted to and agreed by the Local Planning Authority.

Reason:

In the interest of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012

12. Upon their first occupation of the relevant development phase, the commercial units on the ground floor of the buildings hereby approved shall be occupied for uses in locations specified in the details approved under condition 2 and falling within Class A1, A2, A3, A4, D1 and D2 (sports and recreational use) of the Town and Country Planning (Use Classes) Order 1987 and for no other purpose.

Reason:

To enable flexibility for the first occupation of the commercial units hereby approved, in accordance with policies DM12 and DM13 of the Barnet Local Plan.

13. Notwithstanding the potential initial uses that are permitted to occupy the commercial units on the ground floor of the buildings hereby approved as specified under condition 12 of this consent, following the first occupation and commencement of a use within each

commercial unit, any subsequent change to an alternative use within those specified by this consent shall require the submission of a full planning application to the Local Planning Authority for express planning permission.

Reason:

To enable the Local Planning Authority to exercise control over future potential uses within the development to safeguard the amenities of occupiers of adjoining residential properties, in accordance with policy DM01 of the Barnet Local Plan.

14. The 111.3m² of floorspace in the ground floor of Block A hereby approved for purposes falling within Class D1 for crèche and D2 for gymnasium, once each of those uses commences, the floorspace will henceforth be occupied for that use only and shall not be used for any other purpose, including any other purpose within Use Class D1 and D2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification, unless otherwise agreed in writing by the council.

Reason:

To ensure the development is implemented in accordance with the permission sought and to enable the Local Planning Authority to retain control of the use of the floorspace within the Use Class specified so that occupation of the premises is for community use only and does not prejudice the amenities of future residential occupiers in accordance with policies DM01 and DM13 of the Barnet Local Plan.

15. The approved A3 and A4 Use Classes shall not be used outside of the hours of Monday to Saturday 08:00-23:00 and Sunday and Bank Holidays 10:00-18:00.

Reason:

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

16. The approved Classes A1, A2 and D1,D2 shall not be used outside of the hours of Monday to Saturday 07:00-23:00 and Sunday and Bank Holidays 10:00- 18:00.

Reason:

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

17. 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 on other days unless previously approved in writing by the Local Planning Authority.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties.

18. Access to National Grid land across the site will be maintained at all times unless otherwise agreed in writing by NG and/or its successors in title.

Reason:

To ensure access is maintained in accordance LB Barnet policies CS9 and DM17.

19. Notwithstanding the details submitted and otherwise hereby approved, prior to the commencement (notwithstanding demolition and preparatory works) of the relevant phase of development, a detailed scheme of hard and soft landscaping and means of enclosure shall be submitted to and approved in writing by the Local Planning Authority.

The details of landscaping and means of enclosure submitted shall include but not be limited to the following:

- a. The position of any existing trees and hedges to be retained or removed
- b. Details of all tree, hedge, shrub and other planting proposed as part of the scheme and all planting proposed for green walls and other soft landscaped structures, including proposed species, plant sizes and planting densities reflecting a majority of Mosaic species
- c. Means of planting, staking and tying of trees, including tree guards, planter depths and a detailed landscape maintenance schedule for regular pruning, watering and fertiliser use
- d. Existing site contours and any proposed alterations to these such as earth mounding
- e. Details of all proposed hard landscape, including proposed materials, samples and details of techniques to be used to provide conditions appropriate for new plantings
- f. Timing of planting
- g. Details of all proposed boundary treatments, fencing, gates or other means of enclosure to be erected at the site
- h. The ecological mitigations measures to be submitted and agreed.
- i. Details of lighting to be submitted agreed.

Reason:

To ensure a satisfactory appearance to the development and protect the amenities of the area and future and neighbouring occupiers in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 3.6 and G7 of the London Plan.

20. Notwithstanding the details submitted and otherwise hereby approved, prior to the commencement (notwithstanding demolition and preparatory works) of the relevant phase of development, a detailed scheme of hard and soft landscaping and means of enclosure shall be submitted to and approved in writing by the Local Planning Authority.

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 G7 of the London Plan 2021.

21. 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 G7 of the London Plan 2021).

22. Notwithstanding the details submitted and otherwise hereby approved, prior to the commencement of the relevant phase of development or any site works:

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 G7 of the London Plan 2021.

23. 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.

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 relevant part 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 G1, G5, SI 13 of the London Plan 2021.

24. Prior to occupation a Landscape and Ecological Management Plan, including a tree planting scheme, green roof details, long-term design objectives, management responsibilities and maintenance schedules, including replanting, for all landscaped areas within the application site boundary, ecological trends and constraints on site that might influence management, ongoing monitoring and remedial measures, outline the measures taken to minimise impacts on bats and their insect food, shall be submitted to and approved in writing by the local planning authority.

Reason:

This condition is necessary to ensure the protection of wildlife and the habitat which supports it and secure opportunities for the enhancement of the nature conservation value of the site in line with Policy DM16 of the Development Management Policies (adopted) September 2012.

25. 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.

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 SI1 and SI2 of the London Plan (2021).

26. 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

The measures approved under this condition shall be implemented in their entirety prior to the commencement of the use/first occupation of the relevant part 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 D14 of the London Plan 2021.

27. The level of noise emitted from the plant machinery 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 D14 of the London Plan 2021.

28. 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.

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 D14 of the London Plan 2021.

29. No development shall take place until details of 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 has been submitted to and approved in writing by the Local Planning Authority.

This sound insulation shall ensure that the levels of noise generated from the AIN; 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.

The mitigation measures as approved under 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 amenities of occupiers of the residential properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD, and D14 of the London Plan 2021.

30. Before development commences, an air quality neutral assessment report shall be written in accordance with the relevant current guidance. This report shall be submitted to and approved 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.

a) If the report shows that the site does not conform to the air quality neutral benchmark requirements then a scheme of offset measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to development.

b) The approved measures shall be implemented in its entirety in accordance with details approved under this condition before the relevant part 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 SI 1 of the London Plan 2021.

31. Development shall not begin until a scheme for protecting the proposed development from vibration, has been submitted to and approved in writing by the Local Planning Authority.

The vibration protection scheme shall include such combination of land separation, vibration control techniques and other measures, as may be approved by the Local Planning

Authority, in the light of current guidance on vibration levels. The said scheme shall include such secure provision as will ensure that it endures for so long as the development is available for use and that any and all constituents parts are repaired and maintained and replaced in whole or in part so often as occasion may require.

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.

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 not prejudiced by rail and/or road traffic vibration in the immediate surroundings.

32. No development other than demolition works shall take place until a detailed assessment for the extraction unit, which assesses the likely impacts of odour and smoke on the neighbouring properties is carried out by an approved consultant. This fully detailed assessment shall indicate the measures to be used to control and minimise odour and smoke to address its findings and should include some or all of the following: grease filters, carbon filters, odour neutralization and electrostatic precipitators (ESP). The equipment shall be installed using anti-vibration mounts. It should clearly show the scheme in a scale diagram and shall be submitted to and approved in writing by the Local Planning Authority.

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

Reason:

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

33. Before development of the relevant phase commences, a report shall be carried out by a competent acoustic consultant and submitted to the LPA for approval that assesses the likely noise impacts from the proposed community use in Block A. The report shall also clearly outline mitigation measures for the development to reduce these noise impacts to acceptable levels.

It 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 contents and recommendations. The approved measures shall be implemented in their entirety before the use commences.

Reason:

To ensure that the amenities of neighbouring premises are protected from noise from the development.

34. No development of the relevant phase 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 for the Residential Blocks 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.

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 D14 of the London Plan 2021.

Before development commences other than for investigative work:

a) A desktop study (Preliminary Risk Assessment) shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study (Preliminary Risk Assessment) and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:

- A risk assessment to be undertaken,
- Refinement of the Conceptual Model, and
- The development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

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 April 2013).

35. No site works or works in connection with the development hereby approved shall be commenced until the protective measures as identified in the Ecological Appraisal, Aspect Ecology and further studies those documents may require as approved in condition 2 are implemented for the wildlife species protected by law and the details of any mitigation measures including the timing of works and details of any special techniques has been submitted to and agreed in writing by the council. The mitigation and techniques hereby permitted shall be implemented and maintained thereafter.

Reason:

To ensure that any protected species present are not affected by the development.

36. Prior to the commencement of the development or the carrying out of any site clearance works, details comprising a scheme of measures to be put in place to ensure that the clearance of the site and construction of the development hereby approved is compliant with development plan policy and legislation on the protection of breeding birds, common toads and reptiles shall be submitted the Local Planning Authority and approved in writing. The site clearance works and construction of the approved development shall be carried out in full accordance with the scheme of measures approved under this condition.

Reason:

To ensure that the development meets the objectives of development plan policy as it relates to biodiversity in accordance with policies DM01 and DM16 of the Barnet Local Plan and policy G6 of the London Plan 2021.

37. Notwithstanding the details hereby approved in Condition 2, prior to commencement of the relevant phase of the development, details and location of bat and bird boxes shall be submitted for approval in writing by the council.

Prior to occupation the bat and bird boxes hereby approved will be installed and all reasonable measures taken to minimise disturbance to these boxes for the lifetime of the development.

Reason:

In the interests of protecting and enhancing biodiversity in accordance with policies CS7 and DM16.

38. Prior to the first occupation of the development, 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. Calculations demonstrating the additional carbon emission reductions that would be achieved through the provision of additional panels shall also be submitted. 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 of the Barnet Local Plan Core Strategy (adopted) September 2012 and DM01 of the Development Management Policies (adopted) September 2012 and Policies D4, SI2 of the London Plan (2021).

39. Notwithstanding the details shown on the plans otherwise hereby approved, prior to the first occupation of the relevant phase of the development a scheme detailing all play equipment to be installed in the communal or public amenity space as part of the development 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 prior to the first occupation of the relevant part of the development and the play space shall thereafter be retained.

Reason: To ensure that the development represents high quality design and to accord with policies DM01 and of Development Management Policies (Adopted) September 2012 and Policy S4 of the London Plan (2021).

40. Prior to the occupation of the site an External Lighting Assessment together with full details, specifications and plans of any proposed external lighting to be installed as part of the development shall be submitted and approved in writing to the Local Planning Authority. The development shall be implemented in full accordance with the approved details prior to the first occupation of the relevant part of the development and thereafter be maintained as such.

Reason:

To ensure that appropriate lighting is provided as part of the development in accordance with Policy DM01 of the Barnet Development Management Policies (adopted) September 2012.

41. No work to occur on Victoria Recreation Ground until the detailed design of connections and associated construction program and management and maintenance program are agreed in writing by the council.

Thereafter, the works shall be undertaken in accordance with the details hereby approved.

Reason:

To ensure there is no unacceptable impact to the council's asset and its continued use as well as to ensure appropriate connections and measures to protect trees and habitat, in accordance with policies LB Barnet policies CS9 and DM17.

41. Prior to the commencement of the relevant phase, details of the number, location and layout of car parking spaces within that phase shall be submitted to and approved in writing by the Local Planning Authority. The parking spaces shall be provided in accordance with the approved details prior to occupation 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 Barnet Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

42. Prior to the occupation of each of the phases hereby approved, a Car Parking Management Plan detailing the following shall be submitted to and approved in writing by the Local Planning Authority:

- i. Location and layout of car parking spaces,
- ii. The allocation of car parking spaces;
- iii. On site parking controls
- iv. The enforcement of unauthorised parking; and
- v. Disabled parking spaces
- vi. Electrical Vehicle Charging Points.

The Car Park Management Plan should include details of the proposed monitoring of EVCP and disabled parking spaces, to inform when additional spaces are required to be brought into operation.

The Car Parking Management Plan shall be implemented in accordance with the approved details before the buildings hereby permitted are occupied and maintained thereafter.

Reason:

To ensure that parking is provided and managed in line with the council's standards in the interests of highway and pedestrian 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.

43. Prior to occupation of the relevant phase of the development hereby permitted, the approved development shall make provision for cycle parking and cycle storage facilities in accordance with a scheme that shall be submitted to and approved in writing by the Local Planning Authority. Such spaces shall be permanently retained and made available for use 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.

44. Prior to commencement a full Delivery and Servicing Plan (DSP) shall be submitted to and agreed by the Local Planning Authority.

Reason:

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

45. No works on the public highway as a result of the proposed development shall be carried out until detailed design drawings have been submitted and approved by the Highways Authority and works shall only be carried out in accordance with the approved plans.

The applicant will be expected to enter into an agreement with the Highways Authority under Section 278 Agreement of the Highways Act, for works affecting the public highway including creation of new accesses, reinstatement of the existing accesses and consequential damage to public highway as a result of the proposed development.

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.

46. Prior to the commencement of the development, details of any roads within the development which are required to be stopped up to facilitate the development shall be submitted to and agreed in writing with the Local Planning Authority.

Reason:

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

47. 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 Policy D7 of the London Plan and the 2016 Mayors Housing SPG.

48. Prior to the occupation of the development, a Waiver of liability and indemnity agreement must be signed by the developer and submitted to and approved in writing by the Local Planning Authority. This is to indemnify the Council against any 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.

Reason:

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

49. Prior to carrying out above grade works of each building or part of any new 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.

Prior to the first occupation of the 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 September 2012.

50. The commercial and non-residential unit(s) hereby approved (Use Classes A1, A2, A3, A4, B1, D1 and D2) shall be constructed to achieve not less than BREEAM 'Very Good'.

Prior to occupation a Post Construction BREEAM Certificate shall be submitted to the Local Planning Authority to demonstrate that this has been achieved.

Reason:

To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan, and Policy SI2 of the London Plan (2021).

51. The residential buildings shall not be occupied until formal post construction BREEAM Certification demonstrating that the development has achieved BREEAM 'Very Good' has been submitted and approved in writing by the Local Planning Authority.

Reason:

To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan, and policy SI2 of the London Plan (2021).

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

Reason:

The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

53. Prior to the commencement of the development hereby approved a strategy setting out how the phases of the development will connect to the Energy Centre shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be implemented in accordance with the details as approved and each phase of the development shall not be occupied until it has demonstrated that the development has been connected to the Energy Centre, to be agreed in writing by the council.

Reason:

To ensure that the development is sustainable and complies with the requirements of London Plan policies SI2 and SI3.

54. Notwithstanding the details shown on the plans submitted and otherwise hereby approved, the development of the relevant phase 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 have been submitted to the Local Planning Authority and approved in writing.

The details approved by this condition shall be implemented in their entirety prior to the commencement of the use or first occupation of the relevant phase 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 D14 of the London Plan 2021.

55. No site works or other works associated with this development shall be commenced before a method statement detailing the precautions to be taken to minimise damage to trees adjacent the site, in accordance with British Standard BS5837: 2012 Trees in relation to design, demolition and construction - Recommendations, has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in full accordance with the approved details.

Reason:

To safeguard the health of existing trees which represent an amenity feature in accordance with policy DM01 of the Barnet Local Plan and policy G7 of the London Plan.

56. 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 SI 5 of the London Plan and the 2016 Mayors Housing SPG.

57. No development other than demolition, site clearance and temporary enabling works, shall commence until a Sustainable 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 have been submitted to and approved in writing by the Local Planning Authority.

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 April 2013) and Policies SI 12 and SI 13 of the London Plan 2021.

58. Prior to commencement of the development hereby permitted, a scheme for the provision of communal/centralised satellite and television reception equipment to be installed on all blocks hereby permitted shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall be implemented in accordance with the details approved and the equipment shall thereafter be retained and made available for use by all occupiers of the development.

Reason:

To ensure that the development makes appropriate provision for such equipment, so as to not impact adversely on the character of the area, in accordance with policies CS5 and DM01 Barnet Local Plan.

59. Prior to the commencement (apart from demolition and enabling works) of works on each building block, details of any roof level structures shall be submitted to and approved in writing by the Local Planning Authority for that phase. This shall include details of roof level plant, water tanks, ventilation/extraction equipment, flues, television reception equipment, solar photovoltaic panels, any other built structure.

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

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

Reason:

In the interests of good design and also to ensure that the Local Planning Authority is satisfied that any roof-level structures do not have a harmful impact on the character and appearance of the area, in accordance with Policies CS05 and DM05 of the Barnet Local Plan (2012) and Policies D1, D4 and HC1 of the London Plan (2021).

60. 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 on any part 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 Barnet Local Plan.

61. Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

Reason:

To mitigate any potential impact and disruption to Network Rail land and its operation.

62. Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Reason:

To mitigate any potential impact and disruption to Network Rail land and its operation.

63. Prior to commencement of works, full details of excavations and earthworks to be carried out within 10 metres of the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with approved details.

Reason:

To mitigate any potential impact and disruption to Network Rail land and its operation.

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 £35 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 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."
- 5 The Highway Authority will require the applicant to give an undertaking to pay additional costs of repair or maintenance of the public highway in the vicinity of the site should the highway be damaged as a result of the construction traffic. The construction traffic will be deemed "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. Under this section, the Highway Authority can recover the cost of excess expenses for maintenance of the highway resulting from excessive weight or extraordinary traffic passing along the highway. It is to be understood that

any remedial works for such damage will be included in the estimate for highway works.

- 6 A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via ww.thameswater.co.uk/wastewaterquality
- 7 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 0845 850 2777. The above is in order to ensure that the surface water discharge from the site is not detrimental to the existing sewerage system.
- 8 Refuse collection point should be located at a ground floor level and within 10m of the refuse vehicle parking bay. Levelled access should be provided for the refuse collection personnel to collect the bins. The refuse collection personnel are not expected to push the bins on an inclined surface to safeguard their Health and Safety requirements. Alternatively, the dustbins will need to be brought to the edge of the refuse vehicle route on day of collection. The applicant is advised that the Council's refuse collection department is consulted to agree a refuse collection arrangement. Turning facilities for refuse collection vehicles must be provided within the site for vehicles entering the development.

1. MATERIAL CONSIDERATIONS

1.1 Key Relevant Planning Policy

Introduction

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

Barnet's Local Plan is made up of a suite of documents, including the Core Strategy and Development Management Policies. 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.

The development proposals have been considered very carefully against the relevant policy criteria and, for the reasons set out in this report, have concluded that the development will fulfil them to a satisfactory level, subject to the conditions and planning obligations recommended. The proposed development is considered to comply with the requirements of the development plan.

National Planning Policy Framework (2021)

This document replaces the previous version of the National Planning Policy Framework (NPPF) published in February 2019. 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 at Para 126, "The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. 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."

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 2021

The new London Plan which sets out the Mayor's overarching strategic planning framework for the next 20 to 25 years was adopted on the 2nd March 2021 and now supersedes the previous Plan (2016).

The new London Plan policies (arranged by chapter) most relevant thought not exclusive to the determination of this application are:

Chapter 1

GG1 Building strong and inclusive communities

GG2 Making the best use of land

GG3 Creating a healthy city

GG4 Delivering the homes Londoners need

GG5 Growing a good economy

GG6 Increasing efficiency and resilience

Chapter 2

Policy SD6 Town centres and high streets

Chapter 3

Policy D1 London's form, character and capacity for growth
Policy D2 Infrastructure requirements for sustainable densities
Policy D3 Optimising site capacity through the design-led approach
Policy D4 Delivering good design
Policy D5 Inclusive design
Policy D6 Housing quality and standards
Policy D7 Accessible housing
Policy D8 Public realm
Policy D11 Safety, Security and resilience to emergency
Policy D12 Fire safety
Policy D14 Noise

Chapter 4

Policy H1 Increasing housing supply
Policy H4 Delivering affordable housing
Policy H5 Threshold approach to applications
Policy H6 Affordable housing tenure
Policy H7 Monitoring of affordable housing
Policy H8 Loss of existing housing and estate redevelopment
Policy H10 Housing size mix
Policy H15 Purpose-built student accommodation

Chapter 5

Policy S1 Developing London's social infrastructure
Policy S2 Health and social care facilities
Policy S4 Play and informal recreation

Chapter 6

Policy E2 Providing suitable business space
Policy E11 Skills and opportunities for all

Chapter 7

Policy HC1 Heritage conservation and growth

Chapter 8

Policy G1 Green infrastructure
Policy G5 Urban greening
Policy G6 Biodiversity and access to nature
Policy G7 Trees and woodlands

Chapter 9

Policy SI 1 Improving air quality
Policy SI 2 Minimising greenhouse gas emissions
Policy SI 3 Energy infrastructure
Policy SI 4 Managing heat risk
Policy SI 5 Water infrastructure
Policy SI 7 Reducing waste and supporting the circular economy
Policy SI 8 Waste capacity and net waste self-sufficiency
Policy SI 12 Flood risk management
Policy SI 13 Sustainable drainage

Chapter 10

Policy T1 Strategic approach to transport

Policy T2 Healthy Streets

Policy T3 Transport capacity, connectivity and safeguarding

Policy T4 Assessing and mitigating transport impacts

Policy T5 Cycling

Policy T6 Car parking

Policy T6.1 Residential parking

Policy T6.2 Office Parking

Policy T6.5 Non-residential disabled persons parking

Policy T9 Funding transport infrastructure through planning

Chapter 11

Policy DF1 Delivery of the Plan and Planning Obligations

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 Development Management Policies document provides the borough wide planning policies that implement the Core Strategy. These policies will be used for day-to-day decision making.

Although other policies are of relevance, the Local Plan development plan policies of most relevance to the determination of this application are:

Core Strategy (Adopted 2012):

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

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

CS3 (Distribution of growth in meeting housing aspirations)

CS4 (Providing quality homes and housing choice in Barnet)

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

CS6 (Promoting Barnet's Town Centres)

CS7 (Enhancing and protecting Barnet's open spaces)

CS8 (Promoting a strong and prosperous Barnet)

CS9 (Providing safe, effective and efficient travel)

CS10 (Enabling inclusive and integrated community facilities and uses)

CS11 (Improving health and well-being in Barnet)

CS12 (Making Barnet a safer place)

CS13 (Ensuring efficient use of natural resources)

CS14 (Dealing with our waste)

CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

DM01 (Protecting Barnet's character and amenity)

DM02 (Development standards)

DM03 (Accessibility and inclusive design)
DM04 (Environmental considerations for development)
DM08 (Ensuring a variety of sizes of new homes to meet housing need)
DM10 (Affordable housing contributions)
DM11 (Development Principles for Barnet's Town Centres)
DM13 (Community and education uses)
DM14 (New and existing employment space)
DM15 (Green belt and open spaces)
DM16 (Biodiversity)
DM17 (Travel impact and parking standards)

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

Local Supplementary Planning Documents:

New Barnet Town Centre Framework (2010)
Planning Obligations (April 2013)
Residential Design Guidance (April 2013)
Sustainable Design and Construction (April 2013)
Delivery Skills, Employment, Enterprise and Training from Development through S106 (October 2014)

Mayoral 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)
Shaping Neighbourhoods: Play and Informal Recreation (September 2012)
All London Green Grid (March 2012)
Housing (March 2016)
Affordable Housing and Viability (August 2017)
The Control of Dust and Emissions during Construction and Demolition (July 2014)
Mayor's Transport Strategy (2018)

Barnet's Local Plan (Reg 22) 2021

Barnet's Draft Local Plan on 26th November 2021 was submitted to the Planning Inspectorate for independent examination which will be carried out on behalf of the Secretary of State for the Department of Levelling Up, Housing and Communities. This is in accordance with Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2021 (as amended).

The Regulation 22 Local Plan sets out the Council's draft planning policy framework together with draft development proposals for 65 sites. 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 has been taken of the policies and site proposals in the draft Local Plan limited weight has been given to the draft Local Plan in the determination of this application.

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.

2. PLANNING CONSIDERATIONS

2.1 Site Description

- 2.1.1 The application site is located to the north of Victoria Road comprising of land formerly part of the British Gas Works site. The site is 3.03ha and currently vacant with the former buildings, structures and hard surfacing removed. The site has also been decontaminated and the basement car park dug out in accordance with the extant Planning Permission ref: B/04834/14, which is one of three permissions granted for the site.
- 2.1.2 The site is located on the edge of New Barnet town centre which is to the immediate south along East Barnet Road. Adjoining the site to the east is Victoria Park (aka Victoria Recreation Ground) with the New Barnet Leisure Centre located on the eastern side of the park. The Albert Road Gas Works is located to the north with a right of access provided from Albert Road running through the site. The wooded embankment to the railway line runs along much of the western boundary, with the railway line raised 10m above the site. In the south west corner are a number of two storey buildings including the Buildings Arms and The Railway Bell PH. A range of two and occasionally three storey semi-detached and terrace houses are located to the south east of the site.
- 2.1.3 Between the cleared application site and the Gas Works site to the north is an elevated, caged pedestrian walkway (approx 3-4m above ground level) which crosses the site from east to west and provides a pedestrian route via a tunnel beneath the network rail track between Victoria Park (to the east) and Cromer Road (to the west). This is a public right of way.
- 2.1.4 The site is accessed via Albert Road which in turn is accessed off East Barnet Road/Victoria Road. The present access arrangements require that vehicles entering the site use the eastern arm of Albert Road whilst those exiting may use either arm.
- 2.1.5 The site is located approximately 200m to the north east of New Barnet Station with Great Northern and Thameslink providing regular services to Kings Cross and Luton Airport. There are a range of bus services from nearby bus stops located on East Barnet Road with services to various transport hubs. Further and circa 1.6km to the east is Cockfosters Station on the Piccadilly Line and 1.4km to the west is High Barnet on the Northern Line. The majority of the site has a Public Transport Accessibility Level (PTAL) score of 3 however this drops to 1b for a section at the northern end of the site.

- 2.1.6 Within the town centre on East Barnet Road, building heights generally range from 2 to 4 storeys with the exception being the Sainsbury's store. Beyond the railway embankment is a mixture of office, retail and residential buildings varying in height from 2 to 8 storeys around the district centre. To the west of the railway bridge on Station Road the height and massing increases with a number of large blocks extending up to 11/12 storeys in height.
- 2.1.7 The site is not within a conservation area and there are no statutory or locally listed buildings on site. The application site is located within Flood Zone 1 (less than 1 in 1,000 annual probability of river or sea flooding).

2.2 Relevant Planning History

- 2.2.1 The majority of the planning history comprises of historic applications relating to the use of the site by National Grid, which are of little relevance to this current application. However there a number of planning applications which have been granted which are relevant to this proposal. These are detailed below.

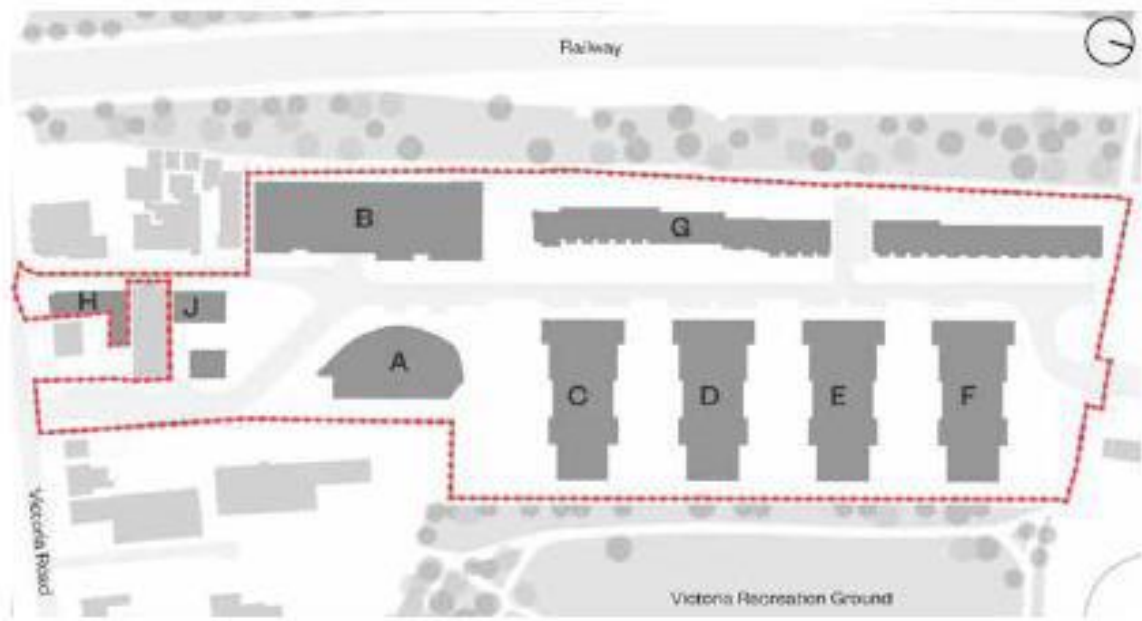
Adjoining site:

- Application Ref: 17/6422/FUL, 9 Albert Road - Redevelopment of the site to provide a five storey building comprising 9no. self-contained flats with associated basement parking, refuse and recycling store, amenity space, cycle storage. Refused 5th December 2017, reason for refusal – insufficient evidence provided to indicate that the existing employment site has been effectively marketed for at least 12 months. Allowed at Appeal, dated 20th March 2019.
- Prior approval (20/5638/PND) was granted for the demolition of redundant gasholder and associated structures at the British Gas Works site on the 17th December 2020. The site is location to the north of the application site

Application site:

- Application Ref: B/04834/14 - The first permission was granted in May 2015 (following completion of the legal agreement) for 305 residential units including 15% affordable, 674sqm mixed use commercial space. This included creation of new public open space; alteration and additions to the existing highways arrangements, the removal of the existing elevated footbridge and creation of new pedestrian routes together with associated works including landscaping, provision of basement and surface car parking, servicing and plant area.

The site boundary for this application is provided below:



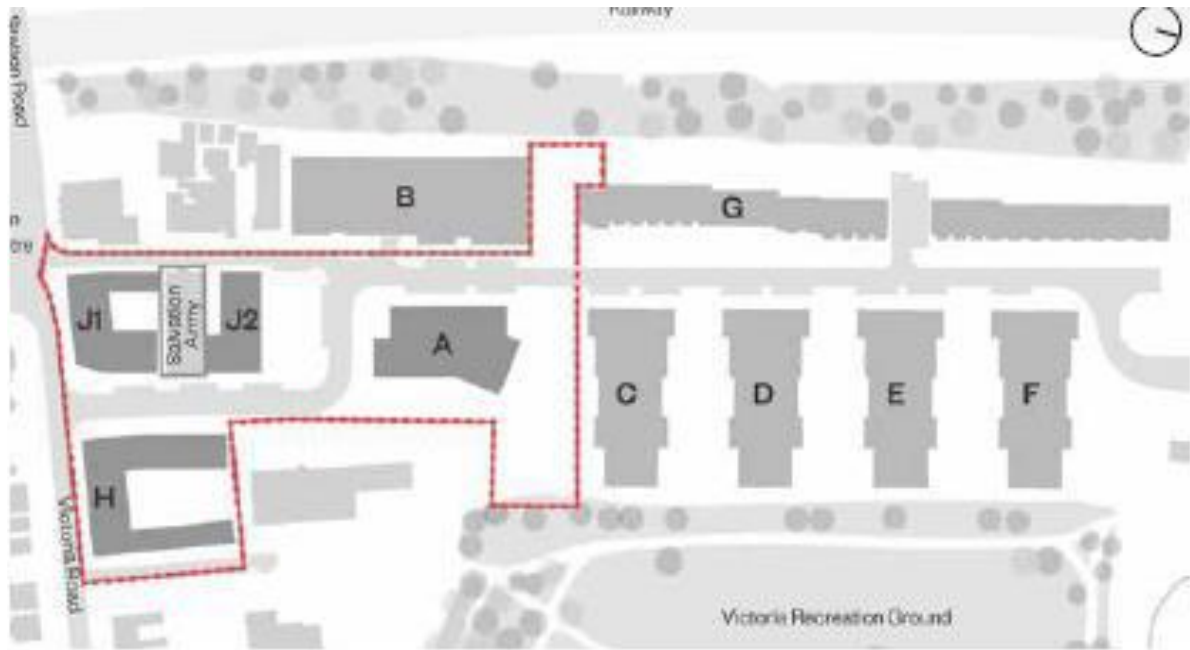
The permission has been formally implemented and the following conditions relating to the site clearance, demolition and remediation discharged:

- Condition 4 – Water Course (17/1476/CON)
- Condition 5 – Hazardous Substance Revocation (16/2195/CON)
- Condition 7 – Construction and Management (17/7160/CON)
- Condition 27 – Site Waste Management plan (16/4311/CON)
- Condition 38 – Drainage (16/3626/CON & 17/3583/CON)
- Condition 40 – Demolition & Construction Method Statement (16/4336/CON)
- Condition 41 – Remediation and Verification Strategy (16/2785/CON, 17/1476/CON & 18/3278/CON)
- Condition 57 – Air Quality Assessment (16/4887/CON)
- Condition 59 – Tree Protection (16/3459/CON & 17/2053/CON)
- Condition 60 – Tree Method Statement (16/3459/CON)
- Condition 61 – Tree Excavations (16/3459/CON, 17/2053/CON & 17/7160/CON)
- Condition 62 – Ecology Mitigation Measures (16/2193/CON)
- Condition 63 – Site Clearance Works (16/2193/CON)
- Condition 69 – Bat Boxes (16/3565/CON)
- Condition 74 – Excavations and Earthworks (16/3894/CON)

Associated works including demolition, site remediation, sewer diversion, drainage and excavation of the basement areas for the proposed car park having commenced.

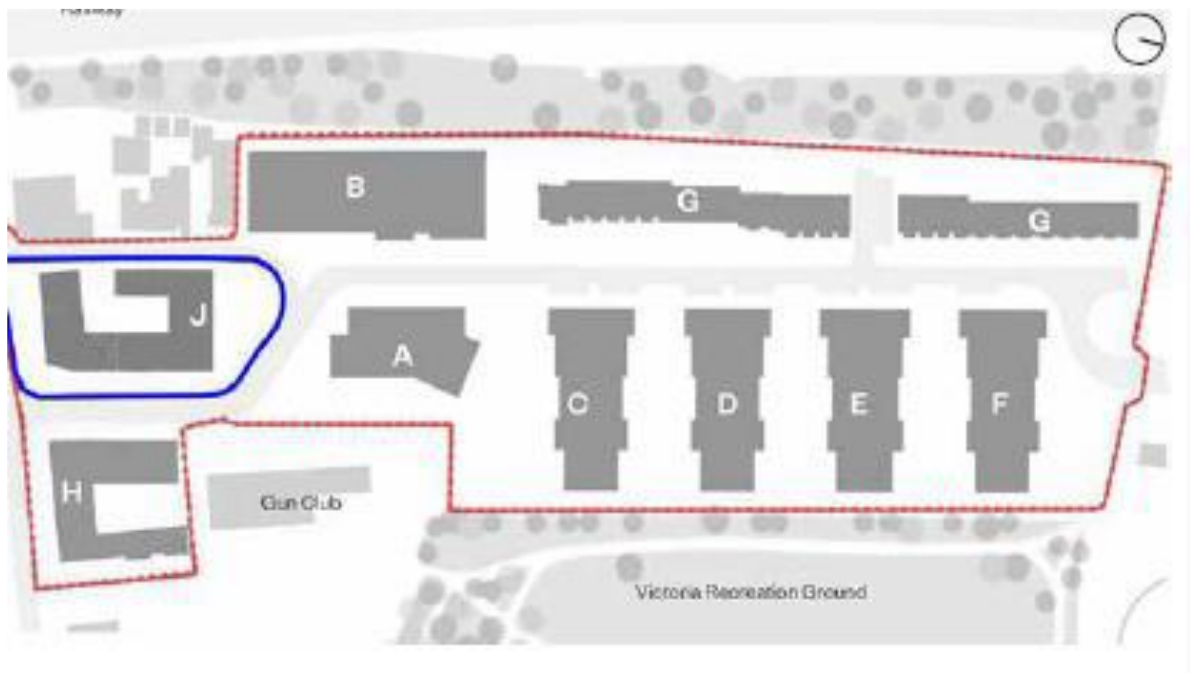
- Application Ref 16/7601/FUL: Second permission was granted in July 2020 (following completion of legal agreement) to cover an additional piece of land to the front of the site as well as part of the existing site (southern part of the site). This was for an additional 104 residential units (net increase of 52 units), 623sqm of mix use commercial floorspace (A1/B1/D1/D2), the creation of new publicly accessible open spaces, pedestrian routes and car parking, cycle parking and landscaping.

The site boundary for this application is illustrated below:



- Application Ref 17/5522/FUL: The third application was granted in July 2020 (following completion of legal agreement) relates to the southern area (front part – Block J) of the site to construct 39 residential units and 265sqm of commercial/retail/office floorspace (Use Class A1 – A4/B1/D1/D2), the creation of new publicly accessible open spaces and pedestrian routes together with associated access, servicing, car parking, cycle parking and landscaping.

The site boundary for this application is shown in blue below:



2.2.2 The extant planning permissions result in a combined scheme which provides a total of 371 units; 18% affordable by habitable rooms; 618m² of mix use commercial

floorspace; and 396 car parking spaces along with the other improvements to the surrounding area secured via legal agreement.

2.2.3 In 2020, Planning Application Ref 20/1719/FUL was submitted for 652 units and 423 sq m commercial space on the application site, a scheme which would have superseded the 317 composite applications. The scheme was refused on the 16th December 2020, with the following reasons for refusal::

- 1 The proposed development, by virtue of its excessive height, scale, massing and density would represent an over development of the site resulting in a visually obtrusive form of development that would fail to respect its local context and the pattern of development in the area, to such an extent that it would be detrimental to the character and appearance of the area. The proposal would therefore not constitute a sustainable form of development and would be contrary to the provisions of the NPPF; Policies 3.4, 7.4, 7.6 and 7.7 of the London Plan (2016); Policies CS NPPF, CS5, DM01 and DM05 of the Barnet Local Plan Core Strategy and Development Management Policies (2012).
- 2 The proposed development by reason of its density, design and layout, would provide an unsatisfactory standard of residential accommodation due to the poor layout of some of the proposed flats, inadequate separation distances, poor outlook, limited natural light and poor quality courtyard amenity spaces. The proposal would therefore represent a poor form of development to the detriment of the amenity and living conditions of future occupiers. Therefore the proposal is contrary to the provisions of the NPPF; Policies 3.5, 7.4 and 7.6 of the London Plan (2016); Policy CS5 of the Local Plan Core Strategy (2012); Policy DM01 and DM02 of the Development Management Policies (2012); the Council's Residential Design Guidance SPD (2016); and Sustainable Design and Construction SPD (2016).
- 3 The proposed development, by virtue of the unit mix being predominantly one and two bedroom units and with no provision of four bed family units, fails to provide a genuine choice for a growing and diverse population and thus fails to meet the identified housing need in Barnet, contrary to the requirements of the NPPF; Policy 3.8 of the London Plan (2016); and Policies CS4 and DM08 of the Barnet Local Plan Core Strategy (2012) and Development Management Policies (2012).
- 4 In the absence of a Section 106 Agreement, the application does not include a formal undertaking to enable an amendment to the Traffic Regulations Order and to secure the planning obligations which are necessary to make the application acceptable. The application is therefore contrary to the NPPF; London Plan Policies 3.6, 3.12, 3.13, 4.3, 4.12, 5.2, 6.3, 6.9, 6.10, 7.19, 7.21, 8.2; Policies DM02, DM04, DM10, DM14, DM16, DM17; and Policies CS4, CS7, CS8, CS9, CS15 of the Development Management Policies (2012); Barnet Local Plan Core Strategy (2012); the Barnet Planning Obligations (adopted April 2013); Affordable Housing (adopted February 2007 and August 2010) Supplementary Planning Document; the Barnet Supplementary Planning Document on Delivering Skills, Employment and Enterprise Training (SEET) (adopted October 2014); and the Mayor's Supplementary Planning Guidance on Affordable Housing and Viability (2017).

2.3 Proposed Development

2.3.1 This application seeks planning permission for the redevelopment of the site to provide 539 residential units (Use Class C3) within 13 buildings ranging from 4 to 7 storeys, with 267.1sqm of retail/commercial space and 112.7sqm of community space (Use Class E and F) at ground floor, new public realm with communal landscaped amenity areas, alterations and additions to existing highways arrangements plus the removal of existing elevated footbridge and creation of new pedestrian routes, 334 car parking spaces (including car club and accessible provision) with basement and surface level provision, secure cycle parking, servicing and other associated development (Amended Plans and Amended Description)

The proposal seeks following amendments to address the reasons for refusal for the previous scheme:

- Reduction in the quantum of residential units from 652 – 539 (-113 units);
- All blocks designed at 7 storeys or below;
- Amendments to the layout of the flats to optimise orientation;
- Separation distances between building blocks set to a minimum of 20 metres to optimise daylight and sunlight and improve outlook;
- Inclusion of 4-bedroom units;
- Increased quantum of on-site play space;
- 267.1 sq.m. of commercial floor space, 112.7sq.m. of community use; and
- 334 parking spaces

The site boundary for this application is illustrated below:



2.3.2 The proposal would provide a total of 539 units with 35% as affordable housing by habitable room equating to 149 units of both London Affordable Rented and Shared Ownership. The scheme seeks to optimise the provision of residential development on the site, providing high quality accommodation and positively responding to the site constraints.

2.3.3 The site has been laid out in a series of blocks arranged with regard to the locational characteristics and constraints including the network rail line and embankment land, Victoria Park, the National Grid depot including its right of access, culverted watercourse and surrounding trees and topography. A central spine road serves the

site and National Grid depot, connecting to the existing Albert Road East and West alignment. The 13 blocks would vary in height and are set out below:

Building	Maximum Height (Storeys)
Block A	7
Block B1	7
Block B2	6
Block C1	7
Block C2	7
Block D1	7
Block D2	7
Block E	7
Block F1-3	6
Block G	5
Block H	4
Block J	5

- 2.3.5 The development has a range of main character areas; High Street, The Gateway Garden; The Park Plaza and Approach, Courtyard Gardens and Blocks, Mansion Blocks and Spine Road and Park Edge. The Gateway buildings (Blocks H & J) along Victoria Road would connect the Town Centre to the new development with new active frontage provided at ground floor level. A wide variety of landscaping is provided across the site. The main vehicular route would have widened landscape space to provide a green defensive space and a residential active frontage. Public amenity space will be provided between the blocks, with natural surveillance provided by the surrounding residential units.
- 2.3.6 The ‘Park Plaza and Approach Building’ (Block A) is located slightly to the south of the centre of the site and would act as a visual marker providing a way-finder for pedestrian movement from the gateway into the site and through to the proposed new access to Victoria Park.
- 2.3.7 The natural surveillance of Victoria Park would be enhanced by the active frontage of the Courted Blocks (B1+2, C1+2, D1+2) facing this space. Soft landscaping will integrate the west edge of Victoria Park with clear permeability between the proposed development and the park.
- 2.3.8 The Mansion Blocks and Spine Road (E, F1-3, G) back along the wooded railway embankment and front the spine road. The widened landscape space in front of the Spine Road Buildings provides a green defensive space for the residential active frontage. The areas between the buildings allow for pocket play areas.
- 2.3.9 The scheme provides a total of 1,713 sqm of public open space on site and 5,158 sqm of communal amenity space as well as 5,583 private space in the form of terraces and balconies. The open space is provided in three areas around Block A/B1/B2 and between B1/B2, C1/C2 and D1/D2. Additionally, 1,857 sqm of play space is proposed to be provided for children ages 0-4 and 5-11 across the site in accordance with the GLA calculations.

2.3.10 The scheme would provide a total of 334 car parking spaces at a ratio of 0.6 with the majority within the basement along with some surface level parking. There would also be 994 secure cycle parking spaces.

2.3.11 As with the extant planning permissions, further connectivity improvement is proposed by removing the elevated caged pedestrian link and re-providing at surface level with a new staircase up to the network rail foot tunnel.

Revisions and additional information

2.3.12 In the course of the assessment, additional details and clarification were provided in respect of various detailed aspects of the scheme e.g. boundary treatments, drainage, energy, green spaces, park pathway realigned, and additional tree planting along the eastern boundary adjoining the park. In addition amendments have been submitted for Albert Road West to provide enhanced facilities for pedestrians and cyclists. Therefore, there has been no significant or material change to the proposed scheme.

2.4 Public Consultations

2.4.1 As part of the consultation exercise, 2160 letters were sent to neighbouring properties and residents on the 29th July 2021 given a consultation period of 42 days although this was extended to the 30th September at the request of residents. In addition the application was advertised in the local press and site notices were posted around the site. A second round of consultation was carried out on the 11 Nov 2021 as a result of the receipt of amended plans. The consultation period for the amended plans was 21 days although this was extended to the 16th December following a request from residents.. At the time of preparing this report a total of 798 objections have been received. In addition 11 letters in support and 6 letters of representation have also been received. The objections submitted following the second consultation period generally raise the same issues as previously raised with the scheme.

2.4.2 Public Objections:

The letters of objection received can be summarised as follows:

- The heights of the developments would be out of keeping with the suburban character of the area which comprises of predominantly single and two storey dwellings
- Overdevelopment of the site
- Height, density, massing and bulk of the developments would not be in keeping with the surrounding area.
- Fails to enhance local character
- Fails to optimise density and instead attempts to maximise it
- Contrary to Barnet's tall building policy – being located in the wrong place
- Overlooking and loss of privacy of neighbouring properties, gardens and public spaces.
- Reduces quality residential amenity enjoyed by existing residents/neighbours

- Harm to local views – particularly when viewed from Hadley Green through New Barnet to Central London Borough of Barnet
- In sufficient mix of flats – too many 1 and 2 bed units – lack of 3 and 4 bed family sized dwellings
- Insufficient private amenity space for proposed residential units – not family oriented.
- Public Transport Accessibility Level is overstated – the rating the scheme benefits from does not actually apply to the wider site – with most of the site having the worst rating (1a).
- A number of the units are located unsustainably away from public transport – trains, buses and underground.
- Insufficient capacity on the existing Public Transport Network to accommodate the development
- Insufficient car parking provision, leading to overspill in other roads and consequently increasing parking pressures and congestion.
- Adverse impact on local social infrastructure (e.g. GPs surgeries, dentists, and schools).
- This current scheme has not been as extensively discussed with the community and local groups and is not as carefully balanced as the previously approved scheme.
- Meaningful engagement with the public and subsequent consideration of the views raised has been inadequate/poor.
- The previously approved scheme should be built out.
- Equalities obligations have not been met by Fairview New Homes and One housing.
- Impact on the protected view from King George Playing Fields, Hadley Green, Monken Hadley.
- The local residents will have no benefit from this development.
- Should be no left turn onto Victoria Road from site as road is impassable now during peak times due to Aldi rat run and New Barnet Leisure Centre.
- Fails to meet the GLA Guidelines for Play Space providing only for 0-4-year-old.
- This development together with what is planned at Cockfoster and High Barnet stations will turn the area in an ‘overcrowded slum’ at the outskirts of London.
- New Barnet Station becoming stretched, overcrowded platforms and trains.
- Would generate huge number of vehicle movements in this area which is already at capacity.
- Missed opportunity to make public realm inspiring, could use ‘wall’ art similar to that in Euston Tower.
- Courtyard gardens would be overshadowed.
- Overlooking to the park and housing.
- The 384 bus route is being rerouted by TFL and would increase traffic during busy times of the day.
- The site was flooded earlier in the year and therefore drainage is a concern.
- Routes for construction traffic to and from the site inappropriate and unacceptable.
- Overpopulation of the area

- The amendments to the scheme a minor in the overall context of the scheme – no significant/discernible changes that improve the scheme
- Insufficient details about how the new footpath will join up with the foot tunnel through the railway embankment which is 5m above ground level. Without information on how the access will be provided it is not possible to determine whether the removal of the existing pedestrian bridge will be appropriate
- In order to build a set of steps or ramp on the embankment it would required the loss of a dense area of trees and shrubbery that the developer is also counting on to shelter the flats from sunlight and train noise.
- Lack of childrens playspace in accordance with standards
- The refuse and recycling storage and collection strategy is not functional and will lead to the bins not being serviced properly/regularly. This is likely to cause nuisance for the existing neighbours/residents.
- Scheme has not been designed cohesively to functional well.
- Lack of parking due to storage of the bins in the basement.
- Committing to a financial obligation to amend the Controlled Parking Zone is contradictory to the idea that there is sufficient parking on site.
- Overheating is an issue for some of the units which will require cooling. These units are the affordable units which will have the added expense of running the cooling units.
- The construction management plan illustrates that hoarding will be erected directly alongside the wester path in Victoria Recreation ground where there are a number of mature trees that will be harmed if construction vehicles or materials are allowed to the access/be stored in this location.
- Insufficient detail about how the pedestrian link between Cromer Road and the park, leisure centre and library will be maintained during the construction phase.
- The construction traffic routes should in the management plan are identical to those presented previously, which show intention to use narrow residential roads for access and delivery routes.
- The desk-based approach to several of the methodologies and justifications set out in a number of the documentation is inadequate and misleading/incorrect.
- The developments are not attractive in design – failing to reflect or respect local character
- The developments will create wind corridors and noise canyons.
- Extended/creation of CPZs will cost the existing residents as a consequence.
- Scheme fails to respond to the sensitive wooded ridge of Green Belt to that frames New Barnet, to the north
- Would not meet local housing need
- Insufficient dwelling sizes and amenity space
- Inadequate sound insulation
- Inadequate solar gain
- Loss of light to neighbouring properties and sites
- Overheating that requires cool will increase energy and maintenance bills for future residents
- Poor standard of accommodation – single aspect flats that overlook the railway/embankment but cannot deal with overheating without opening windows and being exposed to railway noise.

- Visually overbearing impact when viewed from outside of the site.
- Density of the development is far too high
- Viability should not be an excuse to justify overdevelopment
- Developers should not be able to leverage support for inferior overdevelopment by using previous grants of permission as justification
- Noise, disturbance and general disruption during the construction phase of the development
- Insufficient capacity for utilities services (drainage, water, electricity etc)
- The development will bring down the quality of the area – creating a slum.
- The committee should refuse the application
- People who do not live in the area, but who support the application, do not understand the impact.
- Contrary to Policies CS5, DM01, DM02, DM05, DM08 of Barnet's adopted Core Strategy and Development Management Policies DPD (2012)
- Contrary to Policy HOU02 of the emerging draft local plan (reg 22)
- Contrary to London Plan (2021) Policy D6
- Contrary to NPPF Section 12
- The applicant is attempting to wear the community down, in the interest of profit.
- The revised documents are misleading since they just re-state what was said in the original application.
- Flats facing the railway line will suffer from noise and heat which exceed WHO guidelines
- Separation distance between buildings, at 20 metres, is less than required in Barnet's Housing SPG, compromising privacy.
- Advice from the GLA to include a variety of building typologies has been ignored.
- The applicant says there is no need for a Viability Study yet a FOI has revealed that they have indeed received a grant for affordable housing.
- The Housing Density Matrix shows the proposed density equates to a city centre location
- Insufficient width/space for public spaces and roads for buildings that are 7 storeys in height – contrary to The National Modern Design Code
- Cramped form of development
- Lack of good public space / poor urban design

Officer Comment

All of the above representations have been taken into account in the relevant sections of the report, which form part of the assessment below.

2.4.3 In Support

The letters of support received can be summarised as follows:

- Provision of additional quality housing
- Provision of much needed affordable housing.
- There is a duty to provide homes for those without them
- The development is sustainably located to the local transport network.

- Opportunities for younger people to get on the housing ladder
- Appropriate redevelopment of a brownfield site, although planners need to ensure that developers do not cut corners – making sure that they create a high quality development that lasts

2.4.4 Elected Representatives:

Teresa Villiers MP, Cllr Felix Byers, Cllr Nicole Richer, Cllr David Longstaff, Cllr Sachin Rajput & Cllr Roberto Weeden-Sanz

6/12/2021

Further to my email below setting out my objections to this planning application, I understand that the developer has submitted some amendments to the original plans.

Having studied these, I wish to confirm that my objections to the proposed development still stand. I am not reassured by the changes made. They in no way address the concerns I set out in relation to the previous iteration of the application. I therefore believe that it should be refused.

Lastly, I still wish to address the Planning Committee when this application is determined.

10/09/2021

21/3676/FUL | Redevelopment of the site to provide 544 residential units (Use Class C3) within 13 buildings ranging from 4 to 8 storeys, with 267.1sqm of retail/commercial space and 112.7sqm of community space (Use Class E and F) at ground floor, new public realm with communal landscaped amenity areas, alterations and additions to existing highways arrangements plus the removal of existing elevated footbridge and creation of new pedestrian routes, 334 car parking spaces (including car club and accessible provision) with basement and surface level provision, secure cycle parking, servicing and other associated development. | Land Formerly Known As British Gas Works Albert Road New Barnet Barnet EN4 9SH

Thank you for notification of the planning application submitted by One Housing and Fairview New Homes for the Victoria Quarter site, previously known as British Gas Works, Albert Road, New Barnet, EN4 9SH. We write to submit our objections to this latest proposal. We strongly oppose it. The application is not significantly different from the 2020 plans which were rejected unanimously by the planning committee.

The 2016 and 2017 planning applications

As we mentioned in our letter of objection to the application submitted in 2020, we recognise the need for more housing and we support the principle that new homes should be built on this site. But we strongly believe that One Housing should build in accordance with the plans for which it already has consent under planning permissions granted in 2016 and 2017.

Even those earlier plans were controversial, dividing opinion because of the bulk and height of the buildings and the number of units permitted. But after much engagement in good faith between the previous owners of the site and residents, they were adopted as a compromise and received considerable local acceptance. At the time, this appeared to be a successful conclusion to many years of debates and campaigns on the future of the land. Abandoning this compromise is a betrayal of trust.

Over-development: height, massing and density

Although the height of the tallest tower blocks have been lowered, from 10 storeys to 8 storeys, building them would still amount to a massive over-development of the site and have a significant negative impact on the surrounding neighbourhood because of the height, density, massing and bulk of the buildings.

The blocks proposed would contravene policies in the Barnet Local Plan on tall buildings. Policy CS5 (Protecting and enhancing, Barnet's character to create high quality places) states that tall buildings (defined as eight storeys or more) will only be approved for certain parts of the borough. The list of strategic sites and local town centres identified as suitable for tall buildings does not include New Barnet Town Centre, nor the Victoria Quarter site.

The proposed scheme contains no houses and just 16 four bedroom properties. The number of three and four bedroom properties they are proposing makes up just 22% of the total, whereas three and four bedroom properties made up 30% of the 2017 consented scheme. The application is inconsistent with the Barnet Local Plan which states that in Policy CS3 9.2.13 to 14 that priority will be given to three and four bedroom homes (see also Development Management Policy DM08).

Design

The scheme fails to deliver good quality design, being regimental in character, lacking both a variety of building typology and design ambition. In so doing, it fails to meet National Planning Policy Framework (NPPF) Section 12, London Plan (2021) Policy D6 and Barnet Policy CS5, DM01 & DM05. As Save New Barnet put it at page 9 of their objection statement: "The scheme is typified by uniform footprints, blocky massing and repetitive building typologies".

The proposals have not been subjected to an independent expert design review, as set out in London Plan Policy D4;

Seven of the 13 blocks, (274 flats) have been identified as being at high risk of overheating including all the blocks facing the East Coast Main Line, and will require active cooling, contrary to London Environment Strategy Policy 8.4.3, when most of these issues could be addressed through more appropriate design.

The scheme's design will build in significant noise problems to such an extent that properties facing the East Coast Main Line and the spine road will require non opening windows, even though many of the flats have their balcony amenity space facing the noise source, contrary to London Plan Policy D14 and the London Environment Strategy Chapter 9.

Waste management of the site is designed to be complex and labour intensive,

risking the sustainability of the scheme, contrary to London Plan Policy D6 (B) and Table 3.2 - Qualitative design aspects to be addressed in housing developments.

Many of the flats have been designed to only just meet the absolute minimum space standards, even though the London Plan paragraph 3.6.2 states that “The space standards are minimums which applicants are encouraged to exceed”.

The Children’s Play space fails to meet the minimum requirement, in breach of London Plan Policy S4, and there are concerns around the basis of amenity space calculations which appear to include public land not owned by the applicant;

Parking, traffic congestion, and infrastructure

We note that 344 parking spaces are to be provided for a total of 554 residential units. That would leave a significant number of households without any on-site parking, almost half of households without any on-site parking at all, despite the predominance of travel by car and multi-car households in this part of London.

As acknowledged in the 2020 Draft Barnet Local Plan, there continues to be high car usage in this borough. This site is some considerable distance from tube stations. For example, the applicants concede it would take 25 minutes to walk to Cockfosters station. Although a national rail station is closer, services there are limited, in terms routes, capacity and timetabling. The trains are already crowded at peak time. Additionally, Transport for London have withdrawn the 384 bus service from local roads including East Barnet Road and Crescent Road, further reducing public transport capacity and connectivity in East Barnet ward.

There would therefore be a considerable impact on local roads both in terms of traffic congestion and parking. Overspill parking will occur in streets which are narrow and are already filled with the cars of residents whose homes cannot accommodate off-street parking.

A CPZ in the vicinity is neither wanted, nor will it be acceptable to a majority of local residents and local elected representatives. It is wrong for the developers to presume that their willingness to fund consultation and implementation of a CPZ in any way mitigates the traffic concerns arising from their proposals. Their attitude on this point illustrates the developers’ failure to listen to the local community.

A particular location of concern is the junction of Victoria Road, Albert Road and East Barnet Road, which is already under pressure because from traffic problems.

Residents have raised concerns about safety issues at the junction of Victoria Road, Albert Road and East Barnet Road. This issue was the focus of considerable controversy during previous consideration of the future of the gasworks site. This application would see hundreds more cars using this problem junction every day, with negative impacts for congestion, air pollution, and safety. We are especially concerned about the safety of cyclists using this junction.
Impact on local services.

Viability and pollution

The developers have asserted that the cost of clearing the site of pollution have proved to be much more expensive than anticipated when they received their current

planning consent in 2017. They claim that they need permission for a different denser taller scheme in order to render the project viable.

Yet they have not provided even though this was requested by a member of the planning committee when the 2020 application was considered and is a requirement where the applicant has received a public subsidy, something the applicant acknowledges on page 8 of the DAS. In addition, the London Plan identifies at page 179, footnote 59, the need to provide viability evidence where contaminated site clean up is used to justify a 35% affordable housing requirement;

There are serious concerns about the adequacy of the remediation of the site and impact on tenants, particularly those in Block E (all social housing) where the lack of a hydrocarbon barrier under part of the block may allow hydrocarbon vapours to enter the building.

The proposed protective layer of 450mm of clean soil to cover the polluted ground (Clean Cover System) will mean that any semi mature or mature trees will have to be planted in raised beds to avoid root intrusion into the polluted ground.

Access

The applicant proposes to take control of 1,680sqm of the Victoria Recreation Ground comprising a 10 metre wide strip approximately 168 metres long of grass and mature trees which will become part of the construction site and will be secured behind wooden hoardings for the five year construction period.

The public right of way from the recreation ground to the pedestrian tunnel under the East Coast Main Line will be closed for a prolonged period, potentially up to five years, with no certainty as to how the ground level path will connect with the tunnel entrance which is approximately 7 metres above ground level.

It is not acceptable for the public to be denied access to these important local routes and spaces for such a lengthy period of time.

Impact on local services

I would like to highlight the important point that the Save New Barnet group have made in their representations about the other proposed development schemes in the area:

“Cockfosters Station, 1.9 km from the proposed site, a planning application to build 351 flats on the car park has been lodged with Enfield Council. In addition, there is an extant consent to redevelop the adjacent Black Horse Tower into 200 flats.

High Barnet Station, 1.7 km from the proposed site, there are plans to build approximately 300 new flats.

Kingmaker House, 230 metres from the proposed site has planning consent for 94 units and an appeal pending for an additional 51 units, bringing the total to 145 units.

The gasholder site immediately adjacent to this development, and which is only accessible via the spine road, has been identified for development with approximately 200 homes.

North London Business Park, 2.9km from the proposed site has planning consent for 1,350 units, with a proposal to increase that number to 2,500 units.

In Whetstone, 2.3km from the proposed site there are three developments proposed or under construction. At Barnet House in Whetstone the developer has very recently submitted an application for 260 flats. In Oakleigh Rd North there are two developments, with a further 264 new flats proposed or under construction.

With the 544 units in the proposed development this means the local infrastructure will have to support an additional 4,764 homes with approximately 9,500 – 10,500 people. This does not include all the smaller infill developments that are also taking place in the local area and the three recent developments at 1201 High Road, Northway House and Sweets Way at Whetstone which amount to a further 561 homes.”

Should some or all of the proposed developments proceed, the pressure on the local infrastructure such as GP surgeries, dentists, schools and other essential local services will be very significant.

Expansion of local GP services is already needed because of rising healthcare demand, and a significant increase in the local population would see pressure on local NHS practices intensify.

Conclusion

We believe that the application should be refused because it contravenes a number of planning rules and would damage the quality of life and local environment for New Barnet residents. It would be an over-development of the site. The height, density and design of the buildings proposed are wholly inconsistent with the open suburban character of the surrounding neighbourhood.

It would also set a dangerous precedent for similarly damaging development in the constituency. Any potential merits this application might have are far outweighed by its adverse impacts. In our view, the developers should revert to the original plans for which planning permission has been granted.

We would be grateful if you could ensure that our views, and those of our constituents, are brought to the attention of the planning committee. We also wish to notify you that two of us (Cllr Byers and Theresa Villiers) would like to address the planning committee when this application is considered.

Cllr Anne Clarke AM

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

My grounds for objection are as follows;

The application contains too few family sized homes. The permitted application, which was conducted in consultation and with the support of local residents allowed for 30 4-bedroom homes, which are in dire need in this borough. The present application, despite a large increase in the number of units, reduces the number of large family homes down to 16. This is wholly inadequate to meet the challenge of

housing young and large families. Conversely, the number of 1-bedroom properties has almost doubled from 84 to 159, and 29 studio apartments have been included in the scheme.

The latest application is for flatted only development, of up to 8 storeys. The original application contained town houses and mews, as well as 4-6 story blocks, with only one being 8 storeys high. This is out of keeping with the area and provides for no properties with gardens. The proposed blocks are too tall for the area, which is characterised by low-height housing.

The original application allowed for 371 homes, whereas the latest proposal is for 554, a near 50% increase. This is a substantial increase in density, which the local area will struggle to adjust to. 183 additional homes will need additional unplanned infrastructure, such as school places and GP provision, as well as having an impact on transport capacity. Given that the Barnet Draft Local Plan suggests only 43 properties at the Shooting Range site and 201 for the gasworks site, the existing permission for 371 units is already substantially above the 244 planned. The latest application would more than double the expected density.

The overall quality of design is poor. Monolithic rectangular blocks with little architectural merit are out of place in a Victorian Suburb with its own character. In addition, the design of the blocks will create serious problems with noise and poor living spaces. The impact of the design will be overpowering to neighbouring properties and parks. In addition, the all-flatted development could lead to a lack of amenity space.

Finally, this scheme does not provide enough parking provision. The previous scheme had approximately 1 parking space per property, whereas this scheme has 0.6. Given the location, on the edge of London, and the change in lifestyles due to Covid – more working from home, more orbital travel, less radial travel, as well as the likely demand for housing here from families, indicates that there will be a higher than average car use onsite, which cannot be catered for. Neighbouring roads are already seriously over-capacity in parking provision.

In conclusion, this site already has a well-supported and functional approved plan that could be started straight away. The latest plan rips apart the strong input of the community and provides lower quality housing. It should be refused.

2.4.5 Neighbouring/Residents Associations & Local Amenity Groups

New Barnet Community Association & Save New Barnet Campaign

Two responses were received the first on 21st September 2021 from Save New Barnet followed by the second on 8th December 2021 in relation to the amendments to the scheme. These were detailed responses however the provided summary of the objections are summarised below.

21st September Objection: Save New Barnet

Executive Summary

This scheme represents exceptionally poor design and, if approved in its current format, will build in numerous problems that will make the development environmentally unsustainable and a major problem for the tenants and the community in the future. Our objections include the following:

- The scheme fails to deliver good quality design, being regimental in character, lacking both a variety of building typology and design ambition. In so doing, it fails to meet National Planning Policy Framework (NPPF) Section 12, London Plan (2021) Policy D6 and Barnet Policy CS1, CS5, DM01 & DM05. As there are so many design issues, we have detailed them in a separate design review document;
- The GLA officers noted in their pre-app advice of 7 June 2021 that they “considered that there is now scope to explore alternative layouts and architectural typologies to find an optimal design solution for the site”. This request has been ignored by the applicant;
- Just 11.7% of market homes in the scheme are 3 bedrooms (46 of 394 market homes) even though this size is the top priority as set out in Barnet’s current policies DM08 and CS4, draft policy HOU02, and supported by evidence in the SHMA;
- The children’s play space fails to meet the minimum requirement, in breach of London Plan Policy S4, and there are concerns around the basis of amenity space calculations which appear to include 1,680 sqm of public land not owned by the applicant;
- Seven of the 13 blocks, (274 flats) have been identified as being at high risk of overheating including all the blocks facing the East Coast Main Line, and will require active cooling, contrary to London Environment Strategy Policy 8.4.3, when most of these issues could be addressed through more appropriate design. The proposed active cooling system will be expensive to run and fails to integrate with the district heating system making it environmentally unsustainable and in breach of London Plan Policy SI 2 and Barnet Policy CS13;
- The scheme’s design will build in significant noise problems to such an extent that properties facing the East Coast Main Line AND the spine road will require non opening windows, even though many of the flats have their balcony amenity space facing the noise source, contrary to London Plan Policy D14 and the London Environment Strategy Chapter 9;
- The GLA noted in their pre-app advice of 7 June that “The application site is not located in an area which is identified as being appropriate for tall buildings. As such, the proposal would not comply with the locational requirements of London Plan Policy D9 (B)”. This has been ignored by the applicant;
- Waste management of the site is designed to be complex and labour intensive, risking the sustainability of the scheme, contrary to London Plan Policy D6 (B) and Table 3.2 - Qualitative design aspects to be addressed in housing developments and Barnet Policy CS14. In addition, the applicant has misrepresented Council Officers by including correspondence from a previous application and using it for the support of this scheme, even though it is fundamentally different;
- Many of the flats have been designed to meet the absolute minimum space standards, even though the London Plan paragraph 3.6.2 states that “The space standards are minimums which applicants are encouraged to exceed”;
- BRE guidelines state that an open plan living room should achieve a higher percentage value for daylight (2% ADF) if it contains a kitchen - but the applicant has used a figure of 1.5% ADF (the target for living rooms) instead, meaning that many more rooms appear to meet guidelines when, in fact they fall short. With the subsequent change to the glazing Response to Planning Application 21/3676/FUL 4

specification to address the overheating problem, this will mean that even more of the rooms fall short of the BRE guidelines;

- The scheme has not been subjected to an independent expert design review, as defined in London Plan Policy D4. A 'Design Audit' has been provided but this does not comply with the definition of a design review as detailed in the London Plan, includes no architectural input or expertise, makes unevidenced statements and gives personal opinions. The 'audit' is of such poor quality we have included a detailed analysis of its shortcoming in a separate document attached;
- The ecology assessment has only considered the land within the ownership site not the application site. No bat or habitat surveys were conducted on the 27 trees and wooded area that sit within the application site but not within the ownership site meaning that valuable habitats could unknowingly be destroyed in breach of Planning Policy DM01 j(vi) & k;
- The time between the public consultation closing and the submission of the application was less than 5 HOURS, demonstrating that the applicant had no intention of listening to, considering, or even less, implementing any public comments, negating the validity of the consultation process and contrary to paragraph 128 of the NPPF (February 2019);
- The developer's own transport consultant identifies that the reduction in on-site parking spaces will leave the site short of at least 47 spaces excluding those for any visitors. This will inevitably lead to a CPZ being introduced in New Barnet, even though this could be offset with a straightforward amendment to the design and as such is in breach of Planning Policy DM17;
- The applicant is grabbing 1,680sqm of the Victoria Recreation Ground comprising a 10 metre wide strip approximately 168 metres long of grass and mature trees which will become part of the construction site and will be secured behind wooden hoardings. We have no confidence that the trees will still be there when the hoarding is removed in 2027 and the approach to this valuable green space is in breach of Policy CS7;
- The public right of way from the recreation ground to the pedestrian tunnel under the East Coast Main Line will be closed for a prolonged period, potentially up to five years, with no certainty as to how the ground level path will connect with the tunnel entrance which is approximately 7 metres above ground level;
- There are serious concerns about the adequacy of the remediation of the site and impact on tenants, particularly those in Block E (all social housing) where the lack of a hydrocarbon barrier under part of the block may allow hydrocarbon vapours to enter the building. In addition, the proposal is to excavate 18,668 of this contaminated soil of which 16,801 tonnes will be moved off site raising serious concerns about how pollutants may be dispersed into the local community;
- The proposed protective layer of 450mm of clean soil to cover the polluted ground (Clean Cover System) will mean that any semi-mature or mature trees will have to be planted in raised beds to avoid root intrusion into the polluted ground;
- The applicant has provided information that is inaccurate, out of date and misleading, such as:
 - o False number of patients per GP (Health Assessment Report);
 - o False number of available school/ nursery places at Danegrove School and St Margaret's Nursery (Health Assessment Report);
 - o False number of car parking spaces on East Barnet Road by including the road under the railway bridge to the junction with Lytton Road where, although it is single yellow line, a car parked there would gridlock the traffic. On Tewkesbury Close it states there are 9 places when in fact there are none as this is the entrance to Sainsburys car park (Transport Assessment Report);
 - o Response to Planning Application 21/3676/FUL 5
 - o The Utilities Assessment Report, although dated June 2021, refers to scheme as having 652 flats, 392 car parking spaces with buildings up to 10 storeys, which is a description of the 2020 scheme;

The applicant also includes an email from a council officer that appears to endorse a key element of the design. However, the element the officer endorses does not exist in the submitted scheme, but was in the 2020 scheme, raising serious concerns about the why such a misleading email was included. The Circular Economy Statement also includes references to this non-existent element of the scheme; • The applicant has had more than two years to prepare a design for the ramp connecting the new ground level public right of way to the pedestrian tunnel under the railway line. They did not provide details for the 2020 application and they have still not provided it for this 2021 application, a concern raised by the GLA in their pre-app advice (paragraph 46) of 7 June 2021;

- The logistics route is still directing up to 40 HGVs daily across Hadley Common even though they have been told on repeated occasions that this route is entirely unsuitable for HGVs, demonstrating that the applicant simply is not listening.

8th December Objection: New Barnet Community Association

Further to our objection letter of 28 September, we have set out our response to the amendments submitted by the applicant in November 2021. In summary, the applicant has changed very little; a reduction of one storey on Block A and the addition of some parapets. The net overall effect is a reduction of just 5 flats. The applicant has tried to justify a number of issues raised in our previous objection document but their arguments appear weak and they simply reiterate their main application document. We have set below our specific comments in response to the new submissions, but we would note that it is a great shame that the applicant failed to engage the community in a meaningful dialogue at pre-application stage. It remains clear that the application is in breach of numerous planning policies and does not meet the requirements as set by the GLA in both their pre- application advice and their Stage 1 Report. More seriously, we are surprised that the applicant has chosen to specifically address our concerns rather than address concerns which you and your team, as the people who will provide the planning recommendation, may have advised, nor the issues raised by the GLA. For all of the reasons set out in our previous response, we urge you to reject the application.

Barnet Society

The Barnet Society objects to this application. These are our principal concerns:

1. Consultation

The Society has sought to engage with the applicant's team at every stage of this project. We commented in detail on the previous application (20/1719/FUL), on the applicant's new approach (April 2021) and on its new scheme (June 2021). Although some modifications have been made to the proposals, no real attempt has been made to respond to long-held and cogently-argued local community views.

2. Density, height and massing

We welcome the reduction in number of housing units to 554, though we still question the need for the proposed density. Although the heights of blocks have been reduced, we still believe they are excessive. In Visualisation VP_1_8 they are partly masked from Victoria Recreation Ground by existing trees, but the

viewpoint selected is close to the site; viewed from the far side of the park they would be much more obtrusive. The density considerably exceeds what is appropriate for an outer London suburban setting. This is an inner-city development imposed on an edge-of-London location.

3. Local neighbourhood character

We note some improvements in massing and design detailing, but not the radical rethinking we had hoped for. The scheme is still basically a grid of monolithic, rectilinear blocks quite out of character with both the low-rise residential streets of New Barnet and the nearby Metropolitan Open Spaces and Green Belt.

4. Connectivity to New Barnet

The offer of £125k towards improved provision for pedestrians and cyclists proposed in Vectos's Transport Assessment is welcome, but we cannot find Appendix D (Junction Improvement Plan) to verify it. We remain concerned about the substantial increase in cars on already congested streets. The proposed contribution of £120k to bus-stop enhancement will only help if local traffic and on-street parking is better controlled.

5. Housing mix

We are pleased to see four-bedroom homes, but regret that the number of three-bedroom ones has been reduced. The mix is still not sufficiently weighted towards larger family units to answer the acknowledged local housing need, nor does it meet the 10% figure that the Society suggested in April. To locate many family homes high above ground is also poor practice.

6. Domestic environments

Units must meet or improve on minimum national standards in respect of personal and communal amenity space, internal spatial standards, daylight and privacy, as well as post-Grenfell fire requirements. We share Save New Barnet's concerns about the high noise levels, solar gain and issues with regard to the units facing the railway line.

7. Amenity space

The outdoor space of three and four-bedroom homes is mean, and those at ground level have narrow, hard-paved and sometimes L-shaped terraces that are no substitute for proper gardens. Too much reliance is placed on Victoria Recreation Ground for amenity space.

8. Community space/café

The space provided would be much more versatile (and potentially income-generating) if it was not interrupted by structural columns. The notion in the Transport Assessment (3.56) that it could be used as a 24-place nursery is over-optimistic given the lack of attached and secure outdoor space.

9. Sustainability

The suite of Sustainability, Energy & Circular Economy Statements and the Whole Life Carbon Assessment are to be welcomed, but contain numerous qualifications about data assumptions and refer to Barnet design standards that are five years old. Despite heavy investment in passive design and air-source heat pumps, a carbon offset payment of over £500k would still be required. The Design & Access Statement's assertion (9.1) that the scheme "should meet the

governments ambitions for nearly zero carbon buildings by 2050” does not inspire confidence.

10. Construction traffic

Construction traffic via local main roads and residential streets is a significant concern, and also that via the narrow roads and sharp corners of Hadley Common (including the risk to the historic gates).

11. Long term management

Although the Sustainability Statement states that a management company is proposed, no detail is provided. This would be essential if the housing is not to deteriorate like some post-war estates.

12. Local infrastructure

We are concerned about the great pressure this development will impose on local medical and dental practices, schools and other services.

Clerk to the Trustees of Monken Hadley Common:

Objection to the vehicle construction route. In summary it is stated that, ‘it is impossible to use safely and efficiently the proposed construction route away from the site.’

Two fundamental points:

1) The white gate at Hadley Road is a listed structure and too narrow.

2) Camlet Way is almost impassable for large vehicles when children are arriving at and leaving the two schools.

2.4.6 Responses from External Consultees

Greater London Authority (GLA)

Strategic issues summary

Land use principles: Proposed optimisation of the brownfield site for residential-led mixed-use development is supported (paragraphs 12-26).

Housing: 35% affordable housing by habitable room, split 60%/40% affordable rent/intermediate. This offer meets the 35% threshold for the Fast Track Route and is supported. Grant funding must be investigated and further detail on the affordable rent levels and the intermediate housing income thresholds should be provided before the proposal can be considered under the Fast Track Route. An early stage review must be secured (paragraphs 28-34).

Urban design: The masterplan layout and revised massing strategy are supported. Whilst the application site would not comply with the locational requirements of Policy D9 (B), on the basis of the information submitted addressing the requirements of Part C of the policy, GLA officers are of the view that the proposed height and massing could be suitable for the site. This is subject to the Council’s

assessment and an exemplary standard of design robustly secured by condition (paragraphs 40-62).

Transport: The financial contribution towards bus improvement works and controlled parking zones must be secured within the S106 agreement. Delivery & Servicing Plan and Construction Logistics Plan to be secured by condition (paragraphs 63-68).

Further information on **energy, whole-life carbon, circular economy, water and biodiversity.**

Recommendation

That Barnet Council be advised that the application does not yet comply with the London Plan for the reasons set out in paragraph 82. Possible remedies set out in this report could address these deficiencies.

Conclusion

82. London Plan policies on housing, affordable housing, urban design, transport, sustainable development and the environment are relevant to this application. Whilst the proposal is supported in principle, the application does not fully comply with these policies, as summarised below:

- **Land use principles:** Proposed optimisation of the brownfield site for residential-led, mixed-use development is supported.
- **Housing:** 35% affordable housing by habitable room, split 60%/40% affordable rent/intermediate. This offer meets the 35% threshold for the Fast Track Route and is supported. Grant funding must be investigated and
 - further detail on the affordable rent levels and the intermediate housing income thresholds should be provided before the proposal can be considered under the Fast Track Route. An early stage review must be secured.
 - **Urban design:** The masterplan layout and revised massing strategy are supported. Whilst the application site would not comply with the locational requirements of Policy D9 (B), on the basis of the information submitted addressing the requirements of Part C of the policy, GLA officers are of the view that the proposed height and massing could be suitable for the site. This is subject to the Council's assessment and an exemplary standard of design robustly secured by condition.
 - **Transport:** The financial contribution towards bus improvement works and controlled parking zones must be secured within the S106. Delivery & Servicing Plan and Construction Logistics Plan to be secured by condition.
 - Further information required on **energy, whole-life carbon, circular economy, water and biodiversity.**

Officer Comment

The plans have been amended post submission and no longer contain any buildings which count as tall building as per Barnet or London Plan policy. As such Policy D9 of the London Plan would not apply to the amended scheme.

Environment Agency

No objections, comments are the same as previous provided for the last application.

Comments submitted for previous application 20/1719/FUL:

We have no objections to this proposal from a flood risk perspective as the main river, the Victoria Watercourse, runs off the site to the east.

Historic England

The site does not lie within an archaeological priority area and an archaeological assessment carried out as part of a previous application identified the site as having a low archaeological potential.

No further assessment or conditions are therefore necessary.

Cadent and National Grid Plant

Due to the presence of Cadent and/or National Grid apparatus in proximity to the specified area, the contractor should contact Plant Protection before any works are carried out to ensure the apparatus is not affected by any of the proposed works.

Network Rail

No objection in principle to the development, however there are some requirements which must be met given the close proximity to the development of an electrified railway.

Officer Comment: These can be secured by compliance conditions and informatives.

Highways England

Recommendation:

Given the size of the development, Highways England recommend that a Construction Management Plan (CMP) is conditioned to consider the impact of construction on the SRN and strategies to reduce the impact. This should include details of the number and frequency of construction trips, vehicle types, proposed routing, timings and how these will be managed to reduce impacts on the SRN, notably during network peak hours.

Metropolitan Police – Designing Out Crime

Thanks for inviting comments in respect of this application.

In summary, I have no objection to this proposal but would respectfully request the inclusion of an SBD planning condition upon any approval. ASB features highly in the ward and burglary figures remain high in Barnet, therefore SBD accreditation will greatly contribute towards a safer and more secure development.

Natural England

No comments to make on this application.

Thames Water

No objections, comments are:

Waste Comments

The application indicates that SURFACE WATER will NOT be discharged to the public network and as such Thames Water has no objection, however approval should be sought from the Lead Local Flood Authority. Should the applicant subsequently seek a connection to discharge surface water into the public network in the future then we would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position.

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.

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement." Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

2.4.7 Responses from Internal Consultees

Ecology

Thank you for consulting us on this application and providing the updated Ecological Appraisal (Aspect Ecology June 2020).

Comments

The site does not contain, nor is it located adjacent to any identified non-statutory ecological designations. The closest such designations to the site are Pymme's Brook Site of Borough (Grade II) Importance for Nature Conservation and Monken Hadley Common Site of Borough (Grade I) Importance for Nature Conservation. The next nearest non-statutory designation is located over 1.5km from the site boundary.

A single dusk emergence survey was undertaken in May 2021 and no bats were recorded emerging from the buildings. Therefore, no further bat surveys are required.

We are satisfied that statutory sites will not be affected by the proposal and that the evidence provided by the applicant is sufficient to address potential impacts and implications on biodiversity receptors.

Recommendations

We propose that the following issues can be addressed through ecological planning conditions.

Lighting

The lighting strategy must be designed and used to minimise impacts on bats and their insect food. All exterior lighting should follow the guidance of the Bat Conservation Trust. Current (June 2014) advice is at <http://www.bats.org.uk/>. Further details are provided in Section 6 of the ecology report.

Reptiles

It is recommended that the existing reptile fencing be maintained throughout the construction works and the existing habitats within the site (particularly associated with the western boundary) be managed (prior to completion of construction activities) to prevent significant vegetation regrowth within areas to be worked, that could otherwise provide suitable habitats for reptiles to colonise. Following the completion of construction activities, the reptile fencing can be removed, and any appropriate habitats managed to encourage use by reptiles where appropriate, which would likely benefit this group in the long term.

Breeding Birds

No clearance of suitable vegetation should be undertaken during the bird-nesting season (i.e., outside of 1st March to 31st August inclusive). If this is not practicable, any potential nesting habitat to be removed should first be checked by a competent ecologist in order to determine the location of any active nests. Any active nests identified would then need to be cordoned off (minimum 5m buffer) and protected until the end of the nesting season or until the birds have fledged. These checking

surveys would need to be carried out no more than three days in advance of vegetation clearance.

Invasive Species

it is recommended that appropriate safeguards be put in place to prevent the spread of the Schedule 9 species Japanese knotweed *Fallopia japonica* during the proposed development works. Based on the current information (including the apparent installation of a root membrane along parts of the site boundary), it appears that suitable control/eradication measures are already in place at the site regarding this species. Nonetheless, it is recommended that this position be confirmed, and suitable measures be continued, including monitoring of the existing (offsite) stands and maintenance of the root barrier to prevent colonisation of the site or potential future spread of this species because of the proposed development along with a strategy of biosecurity measures to prevent any spread to the site including checks on plant machinery.

Biodiversity Enhancement

In line with the National Planning Policy Framework (NPPF 2019) in aiming to achieve sustainable development and the obligations on public bodies to conserve and enhance biodiversity as required by the Natural Environment and Rural Communities (NERC) Act 2006 please ensure that the Ecological Enhancements in Section 6.2 (Biodiversity Net Gains) of the ecology report are carried out.

Environmental Health

Comments 27/01/2022

The design team has come up with mitigation built in, in the form of passive design measures such as shading from residential balconies, optimised solar control glazing, internal blinds and appropriate building fabric, as well as assuming measures such as efficient lighting and mechanical ventilation.

-Table 5.1 provides an assessment of apartments with fully openable windows and balcony doors and all proposed passive design measures but without noise and security restrictions.

810 rooms passed overheating criteria and 23 living rooms (with either dual S & W facades or W facades) failed marginally overheating criteria.

Main reason was high solar gains during evening hours. It is stated: 'It is considered that the overall overheating risk within the apartments with these living rooms is not significant. This is because the margin of failure is relatively low and the bedrooms in these apartments fully meet the overheating criteria therefore, can be used as cooler refuge rooms by the occupants during the hottest periods if required. In addition, apart from 4 living rooms in Block B2 of the same type within apartments 112, 119, 126 and 133, all the other living rooms are affected by the noise restrictions which would require an alternative strategy to achieve compliance with the TM59 overheating criteria applicable to predominantly mechanically ventilated homes'.

So that leaves us with living rooms of apartments 112, 119, 126 and 133 failing overheating criteria and further mitigation should be proposed. They have made some considerations but they have not concluded which one is the best for this 4 rooms and in my opinion it is not acceptable to just say that future residents will just need to use another room or a fan.

-Table 5.2 provides an assessment of apartments with fully openable windows and balcony doors, all proposed passive design measures which were assessed considering the noise and security restrictions but without any enhanced ventilation or cooling systems:

232 rooms passed overheating criteria and 601 living rooms failed overheating criteria.

It is therefore proposed that each apartment affected by the noise and/or security issues have a dedicated Zehnder ComfoCool unit operated in conjunction with the Zehnder ComfoAir mechanical ventilation with heat recovery unit which can provide enhanced ventilation rates and enables some control of the temperature and dehumidification of the supply air. Only 4 naturally ventilated living rooms in Block B2 of the same type within apartments 112, 119, 126 and 133 fail the overheating criteria by a small margin.

As mentioned above additional mitigation should be considered for these rooms.

-Table 5.3 provides a summary of apartment overheating results with DSY1 weather file (moderately warm summer) with openable and restricted windows and doors and enhanced ventilation and cooling systems. Table 5.4 provides a summary of apartment overheating results with DSY2 and DSY3 weather files (more extreme weather) with openable and restricted windows and doors and enhanced ventilation and cooling systems.

The overheating modelling results of the proposed overheating strategy demonstrate that all the modelled habitable rooms with openable windows and balcony doors, pass the overheating criteria with DSY1 weather data file except 3 naturally ventilated living rooms within Plots 119,126 and 133. These living rooms in Block B2 only fail the overheating criteria by a small margin. It is considered that the overall overheating risk within the apartments with these living rooms is not significant because the margin of failure is relatively low and the bedrooms, which fully meet the overheating criteria, can be used as cooler refuge rooms by the occupants during the hottest periods if required. All apartments with enhanced mechanical ventilation and cooling where windows are assumed to be closed also pass the overheating criteria with DSY1 weather data file. The modelling demonstrates that the proposed mitigation measures are generally adequate to achieve compliance except for these three living rooms. The overheating modelling results demonstrate that it is more difficult to achieve compliance with DSY2 and DSY3 and the more extreme weather files.

The consultants advise that these weather files represent rarer events occurring only every 7.7 and 11.1 years respectively. The consultants advise that during extreme weather conditions, it is recommended that the occupants use portable fans or coolers to reduce temperatures in occupied rooms to more acceptable levels. It is also recommended that the occupants minimise use of hobs and ovens in hot periods as well as during morning and evening hours.

I have looked at the Average high °C temperatures during summer months in London, the average high temperature in summer months is 23.5 °C so although I think that there may be more that the design team could do to deal with overheating during extreme weather, I am not sure that we could force them to do so taking into account for example that we had a hot summer last year but barely a summer this year, so I would welcome your thoughts on that. What I believe they should definitely do is provide more mitigation for the abovementioned rooms.

Summing up, I can see that an effort has been made to deal with the overheating issues in design stage.

So next step is to recommend a condition to ensure that recommendations will be adhered to, but we don't have one yet (I know Anna Cane is in discussions with planning about finalising the wording for a condition about overheating).

I have done a draft condition below which requires your input. We will need the consultants to further address the issues in the 4 rooms and I would also welcome your thoughts before we get back to the applicant.

The development shall be carried out in accordance with the mitigation proposals so agreed to prevent overheating of the dwellings and communal areas identified in the Overheating Assessment Report, prepared by Ecounico, dated 31/08/2021 and shall be retained as such thereafter.

REASON: To ensure a high standard of residential quality for future occupiers of the development, in accordance with policy XXX of the London Borough of Barnet XXX and policy xx of Local Plan XXX, and to ensure that the development is sustainable in accordance with Policies 5.3 and 5.9 of the London Plan (2016).

Comments 11/08/2021

EH Ref: SSSR/21/05573

Planning ref: 21/3676/FUL

SITE: Land Formerly Known As British Gas Works, Albert Road, New Barnet, Barnet, EN4 9SH

PROPOSAL: Redevelopment of the site to provide 544 residential units (Use Class C3) within 13 buildings ranging from 4 to 8 storeys, with 267.1sqm of retail/commercial space and 112.7sqm of community space (Use Class A1/A2/A3/A4/B1/D1/D2) at ground floor, new public realm with communal landscaped amenity areas, alterations and additions to existing highways arrangements plus the removal of existing elevated footbridge and creation of new pedestrian routes, 334 car parking spaces (including car club and accessible provision) with basement and surface level provision, secure cycle parking, servicing and other associated development

A different version of this application was submitted in 2020.

Problematic areas :

Flats along the western façade with habitable rooms facing the rail line: Noise from railway line; overheating

I have read Syntegra Noise Impact Assessment, ref 19-6526 Rev. E, dated August 2021. I have attached this report as it was not among the submitted documents. Please save on DMS. I have had lengthy discussions with the noise consultant following enquiries by a residents association who had concerns about that the report dated 2020 and the assessment along the western façade.

The following concerns were raised with Syntegra prior to resubmitting this application:

-that the 100 dB reading in the reports from 2020 are most likely to be trains running through the site, this 100dB LAMax is from monitoring position MP1 and Syntegra claimed that the LA max is probably from passing cars, emergency vehicles and activities at the adjacent club because MP1 is at the front of the site. However, we argued that although MP2 is the monitoring location closer to the

tracks, MP1 is also fairly close to the tracks so the 100 L_{Amax} could have also come from the trains not just passing cars or activities at the adjacent pub.

-The enquirers expressed concerns about monitoring noise at a closer height to the rail line when in 2020 the noise measurements were carried out at the bottom of the embankment. The enquirers noted that in terms of getting accurate noise readings at the rear of the site the noise consultants could have erected a scaffolded structure or even used a cherry picker to place the noise meter at a closer height to the railway line. Therefore I discussed with Syntegra the potential of them returning to site to carry out further monitoring at height level with the railway line. Syntegra have carried out a further noise monitoring survey and included a new section in their report (5.1 noise levels from trains) in order to further quantify noise levels from trains passing the site overnight for those proposed façades directly facing the railway line. MP4 in a free-field location at height of approximately 8m (level with the railway line) on top of an extended cherry-picker. MP4 was located approximately 10m back from the western façade of the site for safety reasons and is considered representative of the closest façades of the proposed Blocks E, F1, F2, F3 & G to the railway line at the worst-case height (level with the railway line).

-The time history graph for MP4 does not identify any very high L_{Amax} noise levels (above 90 dB), which matches MP2, accordingly it is very likely that those very high L_{Amax} noise levels present in the measurement data for MP1 are from alternative sources, such as road traffic or emergency vehicle sirens, due to the railway line being at a further distance from MP1 compared to MP2 and MP4. Although I reckon that 100dB is not usually attributed to road noise, it could be attributed to emergency vehicles but then again Barnet hospital is quite far away. The time history graph for MP4 does not indicate a regular pattern of 100 dB and during night time below 90 dB L_{Amax} are reached (several measurements in the mid- 80 dBs) . It is not unlikely that the higher L_{Amax} noise levels 90-100 dB occurring at position MP1 (generally during day time)are due to other sources rather than fast trains.

I would like to get Syntegra to advise until what time fast trains use the East coast mainline and if they have researched their speed limit.

I can see that they have recommended better glazing for the western façade following their additional survey (32 Rw index in the 2021 report as opposed to 28 Rw index in the 2020 report) but I still believe that the lower floors could benefit from better acoustic glazing in bedrooms and living rooms (>34Rw).

Finally, the public comments received show concern with regard to whether flats built alongside the railway line should have so many habitable rooms, particularly bedrooms, facing the railway line and there are arguments that developments close to New Barnet Station have a mainly blank façade facing the railway line with only small windows for kitchens and bathrooms facing the railway line, something which could be more appropriate for flats built next to the railway.

Based on the recommendations in the report, it is proposed that trickle ventilation and non opening windows for these habitable rooms will prevent noise ingress. I would say that especially in a post covid environment, building homes with non opening windows is probably not a very good idea. Not in my remit to advise on the layout but yes, having kitchens and bathrooms facing the railway line, could be a good idea. During a very hot day, trickle vents are not a good enough option for ventilation , keeping windows closed.

It will not help prevent overheating during the summer. Then again if they opened the windows of habitable rooms, especially bedrooms at night, it will cause more noise disturbance.

I think that it will be a good idea to discuss with the applicant an overheating strategy and recommend appropriate conditions. Perhaps they could have Air source heat pumps - as well as providing warmth during the colder months, air heat pumps can serve as cooling systems during the summer.

The layout and design of the development is not in my remit and neither is overheating so I cannot refuse the application on these grounds. But you have my observations and comments. If the application is approved, I would recommend the conditions below.

Land contamination

I have read CGL Supplementary Geoenvironmental Interpretative Report and Revised Remediation Strategy REV 2 dated June 2021.

The site has been largely been remediated well by J F Hunt but some additional remediation is still required. Therefore I would recommend the condition below:

Remediation works as detailed in the CGL Geoenvironmental Interpretative Report and Revised Remediation Strategy, Rev 2, dated June 2021 shall be carried out and upon completing of the remediation 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.

I400 LAND CONTAMINATION

Air Quality

I have read Syntegra Air Quality Assessment, Ref: 19-6526, dated 15 June 2021 Section 6 : the Air Quality Neutral benchmarks will not be met for transport emissions therefore the developer must undertake mitigation on site and/or make a contribution to off-setting their emissions. Therefore further work is needed on this and I would recommend conditions

C246A AIR QUALITY NEUTRAL for transport

C247 AIR POLLUTION MITIGATION MEASURES

I403 Air Quality

In addition, I would recommend the conditions below to deal with dust and emissions during construction phase as well as noise

C210 CONSTRUCTION METHOD STATEMENT

1403a Construction Method Statement

C246A NRMM

For any restaurants, licensed premises we will need

C251 ODOUR AND SMOKE CONTROL FROM KITCHEN EXTRACTION SYSTEMS

I405 Kitchen extraction consultant to be used

In commercial areas any places with amplified music or impact noise (Cinema and/or Gym) will need to be isolated from structure of attached residential premise with own noise report

C245 #INSULATION AGAINST INTERNALLY/EXTERNALLY GENERATED NOISE

I402 Acoustic Information

Noise

For all new mechanical plant a plant noise impact assessment will need to be done. We will need to see specific details of plant.

C440 *RESTRICT NOISE FROM PLANT

C243 IMPACT OF NOISE FROM VENTILATION AND EXTRACTION PLANT ON DEVELOPMENT

I402 Acoustic Information

Please add condition

C242 IMPACT OF NOISE ON DEVELOPMENT

To deal with proposed air quality mitigation for glazing, ventilation and potentially better mitigation for the habitable windows of flats along the rail line subject to further comments from the noise consultant.

Arboriculturalist

No comments received. Any comments will be reported in the Addendum.

No objections were raised to the previous application subject to the attachment of appropriate conditions.

Green Spaces

Planning App No	21/3676/FUL	Section 106 Contributions			
Case Officer	Andrew Dillon	Rate	Shortfall	Contribution	
Address	Victoria Quarter New Barnet	Play per sqm	£ 187.68	658.87	£ 123,656.30
		Open Space per sqm	£ 50.00	0.00	£ -
		Tree per 40 sqm (min 1 tree)	£ 600.00	0.00	£ -
		Other S106 Considerations			

Accommodation Schedule

	1 Bed	2 Bed	3 Bed	4 Bed
Market and Intermediates Units	164	207	80	16
Social Units	21	28	23	0
Total	185	235	103	16

Total number of units	Number of Houses in Scheme	Total number of Habitable Rooms (Flats)
539		1,589

Play Provision

	m ² per child
Play space requirement	10

Play Calculations – PTAL Rating 3-4						
	Market & Inter (No; Children)	Social (No; Children)	Total (No; Children)	Required Provision (m2)	Scheme Provision (m2)	Shortfall in Provision (m2)
Age 0-4	69.75	41.79	111.53	1,115.34	1,857.00	-741.66
Age 5-11	46.35	37.78	84.13	841.26	0.00	841.26
Age 12-15	11.44	25.16	36.59	365.95	0.00	365.95
Age 16 & 17	6.04	13.29	19.33	193.32	0.00	193.32
TOTAL	133.58	118.01	251.59	2,515.87	1,857.00	658.87

i - Provision calculated using the GLA Population Yield Calculator v3.2
ii - Overprovision is shown as a negative number

Amenity Open Space Provision

	m ² per Room	Public Spaces	Communal Spaces	Private Spaces	Total Provision
Amenity Open Space Requirement (Flats)	5				
Amenity Open Space Requirement (70sqm pe House)	70				
		1,713.00	5,158.00	5,583.00	12,454.00

Amenity Open Space			
	Required Sqm Amenity	Scheme Provision	Shortfall in Provision
TOTAL	7,945.00	12,454.00	-4,509.00

iii - Overprovision is shown as a negative number

Further Comments

Document ref	Commentary	Mitigations /Actions
SECTION 106	The development has a shortfall of 658.87 square meters of play provision, based on the councils charge rate per square meter this equates to a section 106 contribution of £123,656.30 for Victoria Recreation Ground.	Section 106 obligation as follows; Parks and Open Spaces Contribution means the sum of £123,656.30 Index Linked towards the improvement and enhancement of Victoria Recreation Ground within the London Borough of Barnet as identified by the Parks and Open Spaces Officers or such other appropriate officer to be allocated between any or all of the following objectives in such proportions as the Council in its absolute discretion considers appropriate (a) Provision of drainage to playing pitches and grounds of amenity land (b) Buildings and fencing improvement within Parks and Open Spaces (c) Project Management Consultation for improvements (d) Improvements to sports courts (e) Improvements to children's play area (f) Safety in parks including soft and hard landscape improvements (g) Disability access improvements

Affordable Housing

The mix is great as its 60% rented and 40% shared ownership, and we are happy with the sizes they have proposed.

The only concern I have is that they have 23 x 3bed units for shared ownership which may be difficult to sell but I am sure they have researched this.

Transport and Regeneration

No objections subject to appropriate conditions and heads of terms. Detailed comments incorporated in officer comments below.

Waste

The street scene collections team agree to the waste strategy of this development.

Drainage/SuDS

We have the following concerns, and require the following information for us to complete our review:

- • Evidence of third-party agreement for discharge into Shirebourne Brook culvert (in principle/ consent to discharge) at the proposed limited discharge of 28 l/sec.
- • The site falls within Critical Drainage Area (CDA), the applicant should demonstrate that SuDS will not exacerbate the existing surface water flooding of the area;
- • Calculation evidence of 50% drain down time of the proposed attenuation storage volumes for underground and blue roof devices;
- • Details of overland flood flow routes in the event of system exceedance or failure, with demonstration that such flows can be appropriately managed on site without increasing the flood risk to occupants or neighbouring properties (The submitted plans FNH438-13-3-101 Rev 1 Drainage Layout Sheet 1 of 2, FNH438-13-3-102 Rev 1 Drainage Layout Sheet 2 of 2 shows the direction of overland flows for the site but does not show how the flows can be managed on site without increasing the flood risk to occupants or neighbouring properties);
- • Details of who will be adopting the SuDS.

Typical requirements of Surface Water Drainage Strategy

Typically, we would expect the Drainage Strategy to include the following but not limited to;

- • A fully labelled SuDS network diagram showing, pipes and manholes, suds features with reference numbers etc.
- • SuDS design input data and results to support the design.
- • Infiltration site investigation results showing that infiltration systems are feasible method of discharge for this site, if SuDS infiltration method is proposed;
- • Appropriate design rainfall i.e. Flood Estimation Handbook (FEH) design rainfall 2013.

- • Assessment of the proposed drainage system during the 30-year design rainfall according to Design and Construction Guidance, March 2020;
- • Assessment of the attenuation storage volumes to cope with the 100-year rainfall event plus climate change.
- • Evidence of Thames Water (Water Company) agreement for discharge to their system (in principle/ consent to discharge) if the proposal includes connecting to a sewer system.
- • Details of overland flood flow routes in the event of system exceedance or failure, with demonstration that such flows can be appropriately managed on site without increasing the flood risk to occupants or neighbouring properties;
- • SuDS operation and maintenance plan;
- • SuDS detailed design drawings;
- • SuDS construction phasing.

Reason

To ensure that surface water runoff is managed effectively to mitigate flood risk and to ensure that SuDS are designed appropriately using industry best practice to be cost-effective to operate and maintain over the design life of the development in accordance with Policy CS13 of the Barnet Local Plan (2012), Policies 5.13 and 5.14 of the London Plan (2016), and changes to SuDS planning policy in force as of 6 April 2015 (including the Written Ministerial Statement of 18 December 2014, Planning Practice Guidance and the Non-Statutory Technical Standards for Sustainable Drainage Systems) and best practice design guidance (such as the SuDS Manual, C753).

Please refer the West London SFRA which has more guidance and checklists available for the developers for application submission.

Officer Comment

Discussions between the applicant and Capita Drainage are ongoing, nevertheless it is noted that similar comments were raised last time and it was considered that this matter could adequately be dealt with by condition.

Urban Design

No objections raised detailed comments incorporated in the relevant sections of the report below.

Employment and Skills

No objections subject to the agreement outlined within the heads of terms. Detailed comments incorporated in officer comments below.

3. PLANNING ASSESSMENT

3.1 Principle of development

- 3.1.1 The National Planning Policy Framework (NPPF) states that planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. Development that that accords with an up-to-date Local Plan should be approved.
- 3.1.2 Policy D3 of the London Plan recognises the pressing need for more homes in London and seeks to increase housing supply to in order to promote opportunity and provide real choice for all Londoners in ways that meet their needs at a price they can afford. 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.
- 3.1.3 Furthermore the principle of a residential led mixed use development at the site has already been established by the three extant planning permissions granted, B/04834/14; 16/7601/FUL; and 17/5522/FUL. The original permission (B/04834/14) has been implemented and the associated works including site remediation, drainage and excavation of the basement has already commenced.

Residential density

- 3.1.4 The London Plan 2021 was formally adopted in March 2021 and moves away from the density matrix that was included within the previous plan. The 2021 Plan takes a less prescriptive approach and Policy D6 states inter alia that the density of a development should result from a design-led approach to determine the capacity of the site with particular consideration should be given to the site context, its connectivity and accessibility by walking and cycling, and existing and planned public transport (including PTAL) and the capacity of surrounding infrastructure. Policy D6 goes on to state that proposed residential development that does not demonstrably optimise the housing density of the site in accordance with this policy should be refused.
- 3.1.6 Given the location of the site on the edge of the town centre, its proximity to New Barnet Station and GLA's advice for this and the extant permissions; the site setting for the purposes of PTAL can be regarded as 'urban'. This has been defined as an area "with predominantly dense development such as, for example, terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 metres walking distance of a District centre or, along main arterial routes."
- 3.1.7 The density of the proposed development would equate to 180 units per hectare or 530 hr/ha,. However it is noted that the Council's New Barnet Framework does not suggest a density range for 'Victoria Quarter'; and the original extant permission was also above the suggested 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.

- 3.1.8 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 D6 of the London Plan.
- 3.1.9 Furthermore, The GLA Stage 1 advice reaffirms this view, stating the proposed scheme would deliver a residential development on a brownfield site, which has the benefit of an implemented extant planning permission for residential-led development. The principle of further optimisation of the site for residential-led mixed-used development is supported in land use terms in line with London Plan Policies H1 and SD6.

Environmental Impact Assessment Regulations (2017)

- 3.1.10 The EIA Regulations 2017 requires that for certain planning applications, an EIA must be undertaken to assess the likely environmental effects (alongside social and economic factors) resulting from a proposed development. This is to ensure that when deciding whether to grant planning permission for a project, the LPA does so in the full knowledge of the likely significant effects and can therefore account for these within the decision making process. This assessment is reported in a document called an Environmental Statement ('ES').
- 3.1.11 A formal screening opinion for EIA was sought at pre-application stage on the previous application with the council advising the proposal does not constitute EIA development. Following submission, the council has re-screened the proposal to confirm that no EIA is required. No EIA screening has been formerly carrier out in relation to the current application on the grounds that the development is smaller than the previous application. It should be further noted that in pursuance to the Regulations, the proposed development does not fall within 'Schedule 1' development. Instead, the development is considered to constitute the Schedule 2 development namely, an 'urban development project' in accordance with Section 10(b) of Schedule 2 of the Regulations. The site is not located in a sensitive area as defined in the regulations.
- 3.1.13 In summary, it is considered that the proposals do not constitute an EIA development and as such an Environmental Statement is not required to be submitted with the application. Nevertheless, a full range of technical reports and assessment have been submitted in support of the application in accordance with the national and local guidance.

3.2 Housing Quality

- 3.2.1 A high quality built environment, including high quality housing in support of the needs of occupiers and the community is part of the 'sustainable development' imperative of the NPPF. It is also a relevant consideration in Barnet Core Strategy Policies CSNPPF, CS1, CS4, and CS5 Development Management DPD policies DM01, DM02 and DM03 as well as the Barnet Sustainable Design and Construction SPD, Residential Design Guidance SPD.

Unit Mix

- 3.2.2 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 (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.
- 3.2.3 The proposed development proposes the following unit mix across the application site:

Tenure	Studio & 1B2P	2B 3P	2B 4P	3B 5P	4B 6P	Total Units
London Affordable Rent (LAR)	8	0	19	34	16	77
Shared Ownership (SO)	21	9	19	23	0	72
Private	156	83	105	46	0	390
Total	185	92	143	103	16	539

- 3.2.4 In terms of dwellings types which constitute family accommodation provision, the London Housing Design Guide classifies family housing as all units upwards of 2 bedroom 3 person units. Based on this definition the proposal would provide a total of 262 family units equating to 48.6% of the total number of units on site. Given the application site's edge of town centre location and urban character, it is considered that the proposed mix is acceptable and consistent with the highlighted policy approach. Indeed, half of the overall number of proposed units are large two-bed, or three-bed units, with 111 of these provided as affordable housing units.
- 3.2.5 Overall it is considered that the proposed scheme comprises a good mix of housing types and sizes to address the housing preference and need. Officers therefore consider the proposed dwelling mix to be acceptable and in accordance with Policy DM08 of the Local Plan. Furthermore the GLA has confirmed, in strategic planning terms the mix is acceptable and note the provision of family housing has been appropriately provided within the affordable component of the mix of which (following the amendments to the scheme) 73 units are 3 bedroom properties (xx% by habitable room).

Affordable Housing

- 3.2.6 London Plan Policy H4 seeks the maximum reasonable amount of affordable housing to be negotiated. The Barnet Core Strategy (Policy CS4) seeks a borough wide target of 40% affordable homes on sites capable of accommodating ten or more dwellings. Council policies seek a tenure split of 60% social rented and 40% intermediate housing.
- 3.2.7 The Mayor of London has published the affordable housing and viability SPG, which effectively accepts schemes under a 'fast track' process which propose a minimum level of 35% onsite affordable housing by habitable room without the need to submit

a viability assessment. Schemes which provide less than this level need to be accompanied by a viability assessment. In those circumstances where the outcome of a viability review indicate that a scheme cannot viably provide more affordable housing, then a scheme can be approved with a lower level of affordable housing subject to the attachment of early and late stage viability reviews.

3.2.8 The proposal would provide 35% affordable housing by habitable rooms with a tenure split of 60.9% Affordable Rent and 39.1% Shared Ownership. The proposed mix is therefore in line with LB Barnet’s Local Plan and the Mayor’s Homes for Londoners Supplementary Planning Guidance. Following review by the Council’s Affordable Housing Officers and in view of local market conditions, the proposed unit mix and tenure split is considered acceptable. In addition, as the GLA have noted, the provision of 35% affordable housing is a marked improvement from the implemented permission of c.15% affordable housing contribution, as well as the combined offer of c.18% affordable housing contribution as part of the extant planning permissions.

Residential Internal Space Standards

3.2.9 Table 3.1 in the London Plan outlines the minimum gross internal floor area required for different dwelling sizes. The table below shows the relevant minimum floorspace standards for the unit sizes proposed:

	Dwelling Type (bedrooms/persons)	Storeys	Minimum Internal Floorspace (m2)
Flats	1 bed (2 persons)	1	50
	2 bed (3 persons)	1	61
	2 bed (4 persons)	1	70
Duplex	2 bed (4 persons)	2	79
	3 bed (5 persons)	1	86
Duplex	3 bed (5 persons)	2	93
	4 bed (6 persons)	1	99

Following a review of all proposed units, it is confirmed that they meet the minimum internal space standards outlined above.

Wheelchair Accessible Housing

3.2.10 Barnet Local Plan policy DM03 requires development proposals to meet the highest standards of accessible and inclusive design, whilst Policy DM02 sets out further specific considerations. All units should have 10% wheelchair home compliance, as per London Plan Policy D7.

3.2.11 The planning 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. The table below sets out the revised schedule of accessible units.

Wheelchair units

Tenure	Unit Reference	Unit Type	Number of units
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Private	1 BED WC	1B2P WC	7
	2 BED WC	2B3P WC	32
Private Total			39
LAR	1 BED WC	1B2P WC	4
	2 BED WC	2B4P WC	3
LAR Total			7
SO	1 BED WC	1B2P WC	6
	2 BED WC	2B3P WC	2
SO Total			8
Total			54

3.2.12 The WC units are shared evenly across all tenures with 10% WC units in each tenure.

Amenity space

3.2.13 Barnet's Sustainable Design and Construction SPD Table 2.3 outlines the minimum external amenity space standards required for new residential developments. For flats, the SPD requires 5sqm of space per habitable room for all minor, major and large-scale developments. Kitchens over 13sqm are counted as a habitable room and habitable rooms over 20sqm are counted as two habitable rooms for the purposes of calculating amenity space compliance. The minimum requirements are set out in the table below:

Outdoor Amenity Space Requirements	Development Scale
For Flats: 5m ² of space per habitable room	Minor, major and large scale
For Houses: 40m ² of space for up to four habitable rooms 55m ² of space for up to five habitable rooms 70m ² of space for up to six habitable rooms 85m ² of space for up to seven or more habitable rooms	Minor, major and large scale
Development proposals will not normally be permitted if it compromises the minimum outdoor amenity space standards.	Householder

3.2.14 The Mayor's housing SPG sets out a requirement of 5 sqm of private amenity space for 1 and 2 person dwellings with a further 1 sqm per additional person. The proposed development is required to provide 9,430 sqm of private external space.

3.2.15 All proposed units would have private amenity in the form of either balconies or terraces, totalling 5,583 sqm. In addition the scheme also provides a total of 1713 sqm of public open space on site and 5,185sqm of communal amenity space. The open space is provided in three areas around Block A/B1/B2 and between B1/B2, C1/C2 and D1/D2. Together this is a total provision of 12,454 sqm which is in excess of the 7945 sqm required by policy. In addition the previously dedicated private courtyards would now be fully accessible to all residents. The proposed communal amenity space areas will be hard and soft landscaped and will also include a

children's play space as discussed below. Full details including landscaping plans will be secured via conditions.

3.2.16 The public amenity strategy seeks to complement the adjacent Victoria Park by providing high quality transition space and a public square within the site. Given the location next to Victoria Park and the improved access created by the development ensures that the future occupiers of the development will have sufficient access to the public open space they require. There will also be benefits to the wider population with better connectivity to the park and s106 contributions to improvements to Victoria Park. Based on the above, it is considered that sufficient onsite external amenity space has been provided in compliance with the highlighted standards.

Children's Play Space

3.2.17 London Plan Policy 3.6 of the London Plan 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. London Borough of Barnet Core Strategy Policy CS7 requires improved access the children's play space from all developments that increase demand, and Policy DM02 requires development to demonstrate compliance with the London Plan.

3.2.18 The submission confirms that 1,857 sqm of playspace for children from 0 to 4 and 5-11 year olds would be provided throughout the development, which meets the requirements according to the GLA's population yield calculator. The location of the play space in the centre of the development provides for good levels of surveillance from surrounding residential units and access from the main plaza square. Exact details of the play space, including materials, play facilities providing increasing levels of challenge and associated landscaping, will be secured via condition to ensure the play space aligns with the objectives outlined within the Shaping neighbourhoods: Play and informal recreation SPG (2012).

3.2.19 The development however has a shortfall of 658.87sqm of play provision for older children, based on the council's charge rate, this equates to a s106 contribution of £123,656.30. The applicant has agreed to provide this contribution towards improvements to Victoria Park, to enable play space for all other play age ranges as required by the Play and Informal Recreation SPG. In view of the location of the site adjacent to a recreation ground, which is suitable to provide playspace for older children, the GLA have confirmed that this is an acceptable approach in this case. Furthermore the applicant has also confirmed that the private courtyards of B1 – D1 would now be fully accessible to all residents. Again all matters would be secured through conditions.

Privacy / Overlooking

3.2.20 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 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.

3.2.21 The design proposes a minimum distance of 20m between the main façades of all of the buildings. The refused scheme had pinch points of 10m between the mansion blocks, but this application achieves 20m between all buildings.

3.2.24 A key design principle of Victoria Quarter is the maximisation of façade opening and active frontage with an appropriate window-to-wall ratio. This principle, together with the achievement of 70.2% dual aspect units across the scheme, introduces a large number of windows that have been organised in all the façades of the buildings. Separation of 20m on the long side of the buildings is considered an appropriate distance to provide a good level of privacy with no issues of overlooking windows.

3.2.25 It is considered that in the context of the development and the design-led approach to optimising the site, these separation distances would not result in unacceptable harm for future occupiers. Officers are satisfied that there would be no detrimental overlooking as to justify a refusal within the proposal.

Outlook and Daylight

3.2.26 The application is accompanied by a Daylight/Sunlight report prepared by GIA Surveyors which provides an assessment of the potential impact of the development on sunlight, daylight and overshadowing to neighbouring residential properties and the proposed units and amenity space. This is based on the approach set out in the Building Research Establishment's (BRE) 'Site Layout Planning for Daylight and Sunlight: A Good Practice Guide'.

3.2.27 Daylight has been assessed in terms of Vertical Sky Component (VSC), No Sky Line (NSL) and Average Daylight Factor (ADF). Sunlight has been assessed in terms of Annual Probable Sunlight Hours (APSH) and overshadowing has been assessed against the above BRE guidelines. The methodology used within the report is considered to be robust and appropriate.

3.2.28 The BRE guidelines explain that the BRE guidelines are not mandatory and that the guide should not be seen as an instrument of planning policy; its aim to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly since natural lighting is only one of many factors in site layout design. In special circumstance the developer or planning authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings. It should also be noted that the London Plan guidance states that in view of London's context accepting VSC reductions exceeding 20% is acceptable. A reduction of under 30% is classified as minor adverse, under 40% moderate adverse and over 40% substantially adverse.

3.2.29 In regard to the proposed accommodation, the report states despite the orientation of the scheme and the provision of private amenity space, in the form of terraces and balconies, over 99% of the proposed habitable rooms will achieve or exceed the recommended level of daylight and over 83% of those flats with principal windows facing within 90° of due south will achieve or exceeded the recommended level of sunlight. In addition, all communal amenity areas will have access to the

recommended level of direct sunlight. It is therefore considered that this demonstrates that the proposals will provide the proposed accommodation with good access to daylight and sunlight.

3.2.30 The setting out of the buildings within the masterplan and the separating distances between the blocks are essential parts of the design intent to maximise natural day light penetration from sunlight throughout the day. In respect of outlook, the proposal also provides a total of 382 dual aspect units (70.2%) and there are no north facing single aspect units. On balance, and considering the site constraints and context, it is considered that the development would achieve acceptable levels of daylight and sunlight compliance.

Noise

3.2.31 In relation to the noise impacts on the proposed development, the application is accompanied by a Noise Impact Assessment by Syntegra Consulting Ltd. The report states the part of the site closest to Victoria Road has a medium risk in terms of noise during the both the daytime and at night. The majority of the site, however, has a low risk in terms of noise during the daytime and a low-medium risk in terms of noise at night.

3.2.32 Good acoustic design has been shown by the site layout in that only a very small number of flats (within Blocks H and J) are directly facing the dominant noise source at the site, Victoria Road/A110 East Barnet Road. Additionally, there are a number of communal amenity areas around the proposed development site located within courtyards between buildings where they be significantly shielded from noise.

3.2.33 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 extraction and ventilation equipment and associated noise mitigation measures.

3.2.34 The development also comprises of a mix of uses with some flexible use commercial space at ground floor level. There would therefore be scope for increased noise generation from a use falling within the range of approved uses, such as a gym. With this in mind, a condition would also be attached which would require the submission of a scheme of noise insulation for any proposed use of the floorspace under the D use class prior to the occupation of that unit.

Air Quality

3.2.35 An Air Quality Assessment including an Air Quality Neutral Assessment have been submitted in support of the application. The report concludes that the resulting air quality effect of the proposed development is considered to be 'not significant' overall. The Proposed Development does not, in air quality terms, conflict with national or local policies, or with measures set out in the London Borough of Barnet's Air Quality Action Plan. There are no constraints to the development in the context of air quality.

3.2.36 The submitted documents were reviewed by the Council's Environmental Health team who have advised that the proposed development is acceptable in view of Air Quality and Air Quality Neutral requirements. Consequently, a condition would be

attached to any permission ensuring the mitigation scheme proposed in the highlighted documents are fully implemented.

Secured by Design

- 3.2.37 Policy DM01 requires that the principles set out in the national Police initiative, 'Secured 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 Secured by Design accreditation.

3.3 Design

- 3.3.1 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.
- 3.3.2 The London Plan 2021 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.
- 3.3.3 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.
- 3.3.4 The proposed development and design has drawn from the original concepts established through the extant planning permissions and have evolved through detailed discussions with both LBB and the GLA. The site has been laid out in a series of 13 blocks arranged with regard to the locational characteristics and constraints.

The scale of the proposal is designed to respond to its surrounding context, paying close attention to the particular adjacent threshold of each block:

- Blocks H and J respond to the domestic scale of the adjacent Victoria Road.
- Medium height buildings along the spine road are screened by the railway embankment.
- The mansion blocks, adjacent to Victoria Recreation Ground, use their height to strengthen the edge condition of the park whilst interfacing with the existing tree line.

3.3.5 The buildings range from 4 to 7 storeys

Tall Building Assessment

3.3.6 Policy D9 of the London Plan 2021 state that tall buildings should be part of a planned and design-led approach, incorporating the highest standard of architecture and materials and should contribute to improving the legibility and permeability of an area, with active ground floor uses provided to ensure such buildings form an appropriate relationship with the surrounding public realm. Tall buildings should not have an unacceptably harmful impact on their surroundings in terms of their visual, functional, environmental and cumulative impacts, including wind, overshadowing, glare, strategic and local views and heritage assets. Policy D9 states that tall buildings should only be developed in locations that are identified as suitable in development plans.

3.3.7 Core Strategy Policy CS5 of the Barnet Core Strategy identifies tall buildings of 26 metres or 8 storeys or more and those areas of the borough where tall buildings will be suitable. These include the Regeneration Areas at Brent Cross and Colindale, but not the application site. Policy DM05 of the Local Plan also identifies certain criteria which tall buildings would need to adhere to. The application therefore represents a departure from development plan policy. Notwithstanding, Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 state that all applications must be determined in accordance with the development plan, unless material planning considerations dictate otherwise. The key consideration is therefore whether material planning considerations exist which justify the tall buildings in this location. In this case, officers consider that the principle of tall buildings at this location is acceptable.

3.3.8 The massing strategy for the site has been carefully considered in line with the above policies. The application was submitted with Block A at 8 storeys, in accordance with the approved scheme, however this has been reduced to 7 storeys during the application. There are no buildings that meet the definition of a 'tall building' in Barnet policy. The proposals would position the tallest building within the centre of the site and flanked with buildings of lower height.

3.3.9 The bulk, scale and massing of the scheme is broken down into a series of blocks responding to the surrounding context, including the neighbouring properties on Victoria Road, Victoria Recreation Ground and Network Rail land. It strikes a balance of optimising the density whilst providing a scheme that is appropriate in respect of character and appearance as well as achieving high quality accommodation for occupiers and maintaining amenity for neighbours. The townscape analysis demonstrates that the proposal has little impact on the neighbouring surroundings.

- 3.3.10 The blocks facing directly onto Victoria Road form the 'gateway' into the masterplan. They provide active frontages through either commercial uses which book end East Barnet Road or residential entrances further along Victoria Road at ground floor. Across the site sees the maximisation of active frontages with dedicated private access to ground floor units improves the visitor and residents experience for the site. The variety in heights, massing and visual gaps also ensure a less monolithic form which is considered to be of benefit to the surrounding urban fabric. There are no local viewing corridors or locally important views which would be adversely impacted by the development.
- 3.3.11 There are no heritage assets within the vicinity of the site. The proposed development is not considered to adversely affect its surroundings in terms of micro climate, wind turbulence and glare and would not impact the important local views. This is considered consistent with London Plan Policy D9.
- 3.3.12 The scheme has also been reviewed by the GLA and have confirmed through the formal stage 1 process that the proposed heights and massing are acceptable. The GLA states, that the proposed massing alongside the park boundary creates a frame for the park, while other frontages and adjusted massing along the high street and the spine road complements the high street character of Victoria Road. The massing of the development is supported.
- 3.3.13 there are no outright in principle objections to the overall proposed massing and height,

Character/Appearance

- 3.3.14 The proposed buildings are contemporary in style, employing a limited pallet of durable materials and finishes with an emphasis on brickwork and detailing. Within the contemporary interpretation, the classical approach of breaking buildings down into base, middle and top and using repeated fenestration elements of window/door way openings provides a balance between a consistency, differentiation and interest in the architecture.
- 3.3.15 The council's urban design team note that the main landmark in the area remains the Gasholder structure. Overall views are not seen as detrimental. The existing buffer is considered so is the local topographic changes. The development also acts successfully as a gateway with clear views into the site from the pedestrian perspective. The development is visible from the recreation ground but is a positive edge to the park. The proposal also provides another opportunity to reach the park without detracting footfall from the town centre. A robust wayfinding strategy will be agreed through the formal legal agreement and conditions where appropriate.
- 3.3.16 The development relates well to the character of the area and does not detract from the high street but provides additional retail and leisure space and publicly accessible environments, which will enhance quality of life, the local economy and complement the existing Town centre. The width of streets and open spaces respond to the human scale, such as the proposed Plaza, which is an intimate green public space at the heart of the development. Significant improvements are also proposed to Albert Road which would provide a more welcoming and accommodating environment for all.

- 3.3.17 The GLA also confirm that proposed development would create a link with Victoria Recreation Ground and create a permeable and useful open space connection through to the park for residents. The creation of a Park Plaza and direct access routes between the development and the park are supported. The public space around Block A incorporating the Park Plaza creates a welcoming public realm and accessibility from the park.
- 3.3.18 The proposed buildings would have breathing space between each block and the central courtyard space between Blocks B1 – D1 provides a north-south route through the development. Following comments received by the GLA these private courtyards would now be fully accessible to all residents. These matters would be secured through appropriate conditions and legal agreement.
- 3.3.19 In terms of the materiality of the scheme, the palette is considered to be complementary across all of the plots and would provide subtle 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. The range of proposed materials is considered to be acceptable however appropriate conditions requiring the submission of the final external materials and details for approval by the LPA would be required.
- 3.3.20 The architecture presents a consistent and high quality appearance which responds to its surroundings. It is considered that the scheme provides an attractive development which is contemporary in appearance yet employs devices of classical architecture and traditional London housing forms, creating a new character for the site that is considered appropriate and acceptable.

3.4 Amenity Impact on Neighbouring Properties

- 3.4.1 Part of the 'Sustainable development' imperative of the NPPF 2019 is pursuing improvements to amenity through the design of the built environment (para 9). Amenity is a consideration of London Plan Policy D6 Housing quality and standards. In addition Barnet Development Management Policies DPD (2012) DM01 as well as the Sustainable Design and Construction SPD provide further requirements and guidance.
- 3.4.2 The Barnet Residential Design Guidance SPD states 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.

Privacy/Overlooking and Outlook

- 3.4.3 Given the location and siting of the development the separation distances from any sensitive receptors are significant and more than adequate. Indeed there are no residential properties within the vicinity which would be adversely affected by the proposal.

Daylight and Sunlight

- 3.4.4 The application is accompanied by a Daylight/Sunlight report prepared by GIA

Surveyors which provides an assessment of the potential impact of the development on sunlight and daylight to neighbouring residential properties and the proposed units based on the approach set out in the Building Research Establishment's (BRE) 'Site Layout Planning for Daylight and Sunlight: A Good Practice Guide'.

- 3.4.5 Daylight has been assessed in terms of Vertical Sky Component (VSC), NO Sky Line (NSL) and Average Daylight Factor (ADF) and sunlight has been assessed in terms of Annual Probable Sunlight Hours (APSH) and has been assessed against the above BRE guidelines. The BRE Guidelines stipulate that there should be no real noticeable loss of daylight provided that either:
- The Vertical Sky Component (VSC) as measured at the centre point of a window is greater than 27%; or the VSC is not reduced by greater than 20% of its original value. (Skylight); or
 - The daylight distribution, as measured by the No Sky Line (NSL) test where the percentage of floor area receiving light is measured, is not reduced by greater than 20% of its original value; or
 - The daylight distribution, as assessed by the Average Daylight Factor (ADF) calculation which assesses the actual level of light received by a room rather than potential light. The ADF requires the achievement of values of 1% in bedrooms, 1.5% in living rooms and 2% in kitchens.
- 3.4.6 The BRE guidelines explain that the guidelines are not mandatory and that the guide should not be seen as an instrument of planning policy; its aim to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly since natural lighting is only one of many factors in site layout design. In special circumstance the developer or planning authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings. It should also be noted that the London Plan guidance states that in view of London's context accepting VSC reductions exceeding 20% is acceptable. A reduction of under 30% is classified as minor adverse, under 40% moderate adverse and over 40% substantial adverse.
- 3.4.7 In regards to the proposal the assessment with regard to the daylight and sunlight enjoyed by the neighbouring properties, demonstrates that in all instances the numerical values set out in the BRE guidelines, will be achieved. Where they are not, the levels would be improved when compared to the consented schemes. Accordingly, it is concluded that the proposals will not therefore have a significant effect on the daylight and sunlight enjoyed by the neighbouring residential properties.

Noise and general disturbance

- 3.4.8 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 and extending to an increased use of Victoria Recreation Ground and local streets for example, the use is consistent with the residential character of the wider area and is also appropriate in the context of the edge of town centre location. Nor is the additional non-residential floorspace considered to pose any impact to warrant refusal given the uses are appropriate and acceptable in this edge of town centre location.

- 3.4.9 However as a major development, the construction phase would involve large-scale operations. As there is the potential for significant adverse environmental effects during this phase, a Construction Logistics Plan and an Environmental Management Plan would be therefore be secured via condition. Subject to the above Officers do not consider that the development would have any significant impact on the existing residential amenity in the immediate or surrounding area.

Air quality

- 3.4.10 In respect of air pollution, no impacts are identified by the Council's Environmental Health Team. It is noted that any extraction that may be required for food premises (Class A3) would be controlled by an appropriately worded condition. In respect of traffic and parking impacts on air quality, the levels of parking are controlled and the green travel plan which will be secured as part of planning obligations will encourage transport by other modes. In respect of the design, the scheme contributed towards overall reductions in CO2 production, having regard to energy and sustainability policies.

3.5 Transport / Highways

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

Residential Car Parking

- 3.5.2 The London Plan 2021 sets out the standards for residential parking based on inner/outer London and PTAL. Outer London PTAL 2 is up to 1 space per dwelling and Outer London PTAL 3 requires 0.75 spaces per dwelling
- 3.5.3 Car parking standards for residential development are also set out in the Barnet Local Plan and recommend a range of parking provision for new dwellings based on the on a sites Public Transport Accessibility Level (PTAL) and the type of unit proposed. Policy DM17 of the Local Plan sets out the parking requirements for different types of units with the range of provision is as follows:
- four or more bedroom units - 2.0 to 1.5 parking spaces per unit
 - two and three-bedroom units - 1.5 to 1.0 parking spaces per unit
 - one-bedroom units - 1.0 to less than 1.0 parking space per unit
- 3.5.4 The development proposes a total of 334 parking spaces across the site at a ratio of 0.62 spaces per unit. The level of parking provided is therefore below what would be

expected through local planning policy. The Transport Assessment (TA) submitted in support of the application sets out justification in respect of the reduced levels of parking. It considered that the site is readily accessible by non-car modes of transport and is suitable for high density residential development. The TA states the site has a good level of access to public transport modes and on this basis a relatively low car parking provision has been proposed.

- 3.5.5 The London Plan outlines maximum car parking standards for residential developments. It sets out that developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit based on the majority of the development being one and two bedroom flats. With 80% of the flats being developed as either studio, one or two bedroom flats, this process is consistent with applying a lower parking ratio. The Stage 1 response from the GLA noted that the car parking provision was in line with the car parking ratio for outer London site with similar PTAL, set out in the London Plan
- 3.5.6 This has been reviewed by the LBB highways team and the parking provision ratio of 0.62 is considered acceptable in principle, given wider London policy framework, TfL's Healthy Streets Policy, current and emerging Borough Policy, and previous LBB approvals for schemes with similar accessibility levels. This is also on the basis of the significant improvements to the site and surrounding area which would be secured through the s106 and 278 works. With regards to the official PTAL rating for this site, it should be noted that the proximity to the gasworks skews the levels and is somewhat misleading. This is due to inherent limitations in the PTAL calculation methodology itself. However they confirm that a further reduction to 0.5 would not be acceptable.
- 3.5.7 The TA states that the Transport Classification of Londoners (TCOL) assessment revealed that Barnet residents largely fall into the categories of 'Detached Retirement' and 'Suburban Moderation', both of which are groups which rely heavily on car use. It has been determined that it is likely that these are unlikely to be the classifications which are most likely to inhabit the development, instead 'Urban Mobility', 'Students and Graduates' and 'City Living' are anticipated to be the most common future resident types. All of which are less likely to rely on private car. Travel trends particularly amongst younger generations are showing a greater tendency to utilise active and shared travel modes. It is therefore anticipated the future residents would be less car reliant than existing residents in Barnet (based upon the TCOL assessment) and thus a high proportion of commuters would travel using sustainable modes.
- 3.5.8 In evaluating the impacts of the scheme and considering future cumulative effects, a package of s106/s278 highway improvements have been established through the extant planning permissions and formally secured through the completion of their respective legal agreements. This suite of highway works and improvements will also be secured with this scheme. The details of the highway works will cover the access points off Victoria Road; the realignment of the Albert Road (East and West); Improvements to Albert Road West; Improvements to the Albert Road East and Victoria Road Priority Junction. Improvements to both the footway and carriageway Albert Road (East and West) as well as parking/traffic restrictions to be introduced and would be agreed as part of the s278 process.

- 3.5.9 Furthermore off-site improvement works which would help mitigate the impact of the development, improve the public realm and encourage sustainable modes of transport will also be secured. These include:
- The removal of an existing elevated pedestrian bridge and replacement with improved access and public realm and further improvements to the west of site i.e. resurfacing Network Rail land including the pedestrian tunnel resurfacing and vegetation clearance;
 - Pedestrian improvements to consist of improved signing, and lighting under the railway bridge on East Barnet Road;
 - Provision of new zebra pedestrian crossing facility on Victoria Road (north east of mini roundabout junction);
 - Replacement of an existing Zebra Crossing on East Barnet Road to Puffin Pedestrian Crossing south east of East Barnet Road and Lytton Road junction;
 - Junction Improvements to Victoria Road and East Barnet Road including carriageway and footway widening and all associated highway works; and
 - Review existing Traffic Regulation Orders and any new restrictions for Albert Road East and West, Victoria Road, East Barnet Road in the vicinity of Lytton Road.
- 3.5.10 With the proposed improvements associated with the development, which will further encourage sustainable mode use, it is anticipated that the development will have a sustainable mode share which exceeds the 80% target set out by the Mayor. In addition to the above the applicant has also agreed to provide a financial contribution towards a feasibility study and the outcomes of that study, to improvements to the Pedestrian and Cycling Environment surrounding the site, including upgrades to crossing facilities. Furthermore additional measures would also be secured such as the travel plan, provision of car club spaces and contributions towards the consultation and implementation of a local CPZ.
- 3.5.11 The agreed highways improvements listed above and detailed within the Heads of Terms ensures that the Healthy Streets approach is adopted. As the GLA have noted a permeable internal street network is proposed, offering new active travel routes through the site and into Victoria Park. These streets and access routes to Victoria Park will be available at all times throughout the year.
- 3.5.12 It is agreed that Albert Road West provides a key desire line for pedestrians and cyclists. Vehicular access needs to be retained in order to facilitate access to the existing properties along its length. This will be maintained as one way exit only for vehicular traffic and the wider movements to and from the development can be taken via Albert Road East. As such, whilst vehicular access needs to be retained, the volume of movements is low.
- 3.5.13 The TA shows expected demand for bus services. TfL have noted that while there are several bus routes in the area, demand will be concentrated on a small number of routes. Route 384 is expected to require a capacity uplift to cater for additional demand and have requested a financial contribution from the applicant to help provide for the capacity uplift. The applicant has agreed to provide a contribution which will be secured through the legal agreement.

Cycle parking

- 3.5.14 Taking both the residential units and the commercial/community space requirements a total of 994 cycle parking spaces are currently proposed across the site, this

provision exceeds the requirements for cycle parking standards. Full details would be secured through appropriate conditions.

Construction Management/Logistics Plans

3.5.15 These plans should include limits on times of operation for the lorries and identify a designated safe route for lorries to ensure minimal impact on the public highway and to demonstrate how the operation and construction can be done safely. Draft plans have been submitted, however these do not provide all the required information and certain elements, such as the vehicle routes are not considered acceptable. Therefore these would not form part of any approved documents under this permission and thus details will be confirmed with agreement with LBB and secured through appropriate conditions.

Delivery and Servicing

3.5.16 Each building of the scheme is provided with a refuse store at ground floor which have been sized and located in respect of the Barnet Council's guide for Architects & Developers Provision of Household Recycling and Waste Service. Refuse/recycling vehicles will require regular access upon occupation of the dwellings and for other existing users along Albert Road West. The submitted details confirm that the residential and commercial elements would be separate to avoid any conflict. Full details of the collection provision and collection point will be secured via condition.

3.6 Energy/Sustainability

3.6.1

London Plan Policy SI 2 Minimising greenhouse gas emissions 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 SI2 'Minimising Greenhouse Gas' requires all residential developments to achieve zero carbon on new residential developments of which a minimum on-site reduction of at least 35 per cent beyond Building Regulations¹⁵² is required for major development. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough through a cash in lieu contribution to the borough's carbon offset fund

3.6.3 Local Plan policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrate compliance with the Mayor's 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.

- 3.6.4 The proposed development is accompanied by an Energy Statement prepared by Think Three Ltd. 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 site will be constructed to comply with Part L 2013 (with 2016 amendments) of the Building Regulations and in line with the London Plan target to achieve a minimum 35% CO2 reduction over the Part L baseline using the new draft SAP10 carbon factors.
- 3.6.5 The development will reduce regulated CO2 emissions by incorporating a range of passive design and energy efficiency measures for all buildings, including improved building fabric standards beyond the requirements of Part L of the Building Regulations and energy efficient mechanical and electrical plants. After reduction of the energy demand, the strategy proposes implementation of an Air Source Heat Pump (ASHP) system connected to a site-wide district heating network which will supply hot water and space heating to all residential units.
- 3.6.6 The regulated CO2 savings for the residential development are expressed in terms of actual and percentage reduction after each stage of the energy hierarchy are presented in the table below. The table below shows that the proposed strategy can achieve regulated CO2 savings of circa 342 tCO2 which is equivalent to circa 64.9% reduction when compared to the baseline. To achieve the zero carbon homes standard, an off-set payment will be made for the outstanding regulated CO2 emissions. The estimated outstanding regulated CO2 emissions for the 30-year period is 8,095 tonnes which equates to circa £520,443 of carbon offset payment based on carbon offset price of £95 per tonne.

SAP 10.0 emission factors	Regulated Carbon Emissions (Residential)	
	Tonnes CO2 per annum	% Reduction
Baseline Emissions	528.1	-
Be lean savings	469.3	11.1%
Be clean savings	513.9	-8.4%
Be green savings	185.4	62.2%
Cumulative savings	342.7	64.9%
Carbon shortfall (30 yrs)	5,561.1	
Cash-in-lieu payment	£528,301	

- 3.6.7 The final calculation for the carbon offset payment will be based on the final carbon calculations of all units following completion. Therefore, this indicative carbon offset figure is likely to change once the as-built results have been calculated. This will be secured via the s106 agreement.

- 3.6.8 The GLA have confirmed in their stage 1 response that the energy strategy is considered broadly acceptable however further information is required in relation to the Be Lean target, overheating, mechanical cooling, future-proofing for connection to district heating, PV and heat pumps. Therefore these matters will be clarified and agreed in accordance with the GLA's requirements.

BREEAM

- 3.6.9 As the development is characterised as a "major" development, it is required under SPA Sustainable Design and Construction, that BREEAM standards be met. Under Council policies DM01 and DM02 it is required that non-residential developments meet a target of BREEAM 'Very Good'. This would be conditioned accordingly.

3.7 Flood Risk / SUDS

- 3.7.1 Policy CS13 of the Barnet Core Strategy states that "we will make Barnet a water efficient borough and minimise the potential for fluvial and surface water flooding by ensuring development does no cause harm to the water environment, water quality and drainage systems. Development should utilise Sustainable Urban Drainage Systems (SUDS) in order to reduce surface water run-off and ensure such run-off is managed as close to its source as possible subject to local geology and groundwater levels".
- 3.7.2 A flood risk assessment (FRA) has been prepared by Stantec in support of the proposal. The site is located within Flood Zone 1 'Low Probability' less than a 1 in 1000 (0.1%) Annual Probability of flooding from rivers. In accordance with the fundamental objectives of the National Planning Policy Framework (NPPF), the FRA demonstrates that: the development is safe through appropriate management of flood risk; does not increase flood risk; and does not detrimentally affect third parties.
- 3.7.3 Surface water from the development is proposed to be attenuated in geo-cellular crate within the site and then discharged to the Shirebourne/Pymme's Brook via the existing adopted surface water network. The scheme proposes an intensification, whilst maintaining the previously agreed discharge rates for surface water into the existing culvert. The surface water management strategy will incorporate Sustainable Drainage Systems (SuDS) measures such as permeable paving, attenuation crates and green/blue roofs to provide water quality and surface water attenuation benefits.
- 3.7.4 The applicant has submitted a Drainage Strategy in support of the application. While this is subject to ongoing dialogue, the proposals are not too dissimilar to the previous proposals which were considered acceptable subject to certain matters being that has been reviewed by all parties concerned.

3.8 Landscaping, Trees and biodiversity

- 3.8.1 The 'sustainable development' imperative of NPPF 2021 includes enhancing the natural environment and improving biodiversity (para 7). London Plan Policy G6 Biodiversity and access to nature states that developments 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.

- 3.8.2 The proposed development has been reviewed by the council's arboriculturist team and additional information was requested and revisions subsequently applied to the scheme. These include realignment of the main connection to park pathway, additional tree planting added to Eastern Boundary, recommendations on tree species; and minor changes to the pathways further along the Eastern Boundary. The submitted tree impact assessment confirms that the proposed development results in the loss of one moderate quality tree that is offset by extensive new tree planting throughout the site. To achieve access to the new site layout it is necessary to remove tree T23, a lime. The tree is of moderate quality but is not an exceptional specimen that warrants retention as a constraint to the scheme. Its loss is more than offset by the planting of new trees throughout the residential community. The development proposes extensive new planting throughout the site to result in a substantial gain of trees in the area and, as a result, a significant contribution to the amenity of the area.
- 3.8.3 The full proposal involving the detailed landscaping and management scheme for the site; including tree planting, will be subject to a Landscape Management Plan to be submitted to the Council for their review and approval and secured through the formal s106 agreement. As detailed within the head of terms. The strategy would ensure a provision of a mix of indigenous species and tree sizes (including semi-mature species) in suitable locations including in public open spaces are provided within the site. Furthermore, financial contribution to maintain the trees on the adopted public highway will also be secured.
- 3.8.4 Following a review by the council's greenspaces team, details regarding the boundary treatments and materials for the pathway network joining the development to the park, would be secured by conditions. As in the previous scheme it has been agreed that any shortage on site of play provision for older children will be compensated by a S106 contribution of £123,656.30 towards the enhancement of facilities in Victoria Recreation Ground.
- 3.8.5 The proposal has also been reviewed by the council's ecology team. They confirm the applicant has identified no European statutory sites within 5 km of the survey area. However, the site is located in close proximity to Covert Way Local Nature Reserve (LNR) at 700m from the site and the closest non-statutory site is Pymmes Brook located 400m east of the site. The survey area does fall within a SSSI Impact Risk Zone for Redwell Woods SSSI, which is located c. 7.5 km north-west of the site. However, the development does not fall into any of the categories listed by Natural England that would require consultation with them. On review, the council's ecologist are satisfied that the evidence provided by the applicant is sufficient to address potential impacts and implications on biodiversity receptors. Therefore the points raised can be appropriately addressed through suitably worded planning conditions.

4 Planning Obligations & CIL

Planning Obligations

- 4.1 Policy CS15 of the Barnet Local Plan states that where appropriate the Council will use planning obligations to support the delivery of infrastructure, facilities and services to meet the needs generated by development and mitigate the impact of development.
- 4.2 In accordance with development plan policies the list of obligations as set out in the heads of terms at the beginning of this report; are required to be secured through a legal agreement with the developer. If permission were granted it is considered that the package of planning obligations and conditions recommended would, when considered alongside the financial contributions that the development would be required to make under the Barnet CIL, mitigate the potential adverse impacts of the development and ensure the provision of the funding needed for the delivery of the infrastructure that is necessary to support the scheme.

Community Infrastructure Levy (CIL)

- 4.3 The proposed development is liable for charge under the Barnet Community Infrastructure Levy (CIL) at a rate of £135 per square metre. As noted in SPD para 2.2.11, the purpose of Barnet's CIL is to secure capital funding to help address the gap in funding for local infrastructure. The money raised by Barnet's CIL will be used to pay for infrastructure required to mitigate the impact of development across the Borough. The calculation of the Barnet CIL payment is based on the floor areas of the residential elements of the development (except for any potential undercroft car parking areas).
- 4.4 Pursuant to the Table 3: Mayoral CIL Charging Rates of the Mayor's April 2013 SPG 'Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy', a flat rate charge of £35 applies to the application. The calculation of the Mayoral CIL payment is carried out on the basis of the floor areas of the residential and other elements of the development (except for potential education and health uses).

5 Equality and Diversity Issues

- 5.1 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;
- sexual orientation.

- 5.2 In considering this application and preparing this report, Officers have 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. The site will provide 10% wheelchair adaptable units.
- 5.3 The development includes level, step-free pedestrian approaches into the building to ensure that all occupiers and visitors of the development can move freely in and around the public communal spaces. Lifts are provided to provide step-free access between the lower ground, ground and the upper levels. Dedicated parking spaces for people with a disability will be provided in locations in close proximity to the lift areas.
- 5.4 It is considered by officers that the submission adequately demonstrates that the design of the development and the approach of the applicant are acceptable with regard to equalities and diversity matters. The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities.

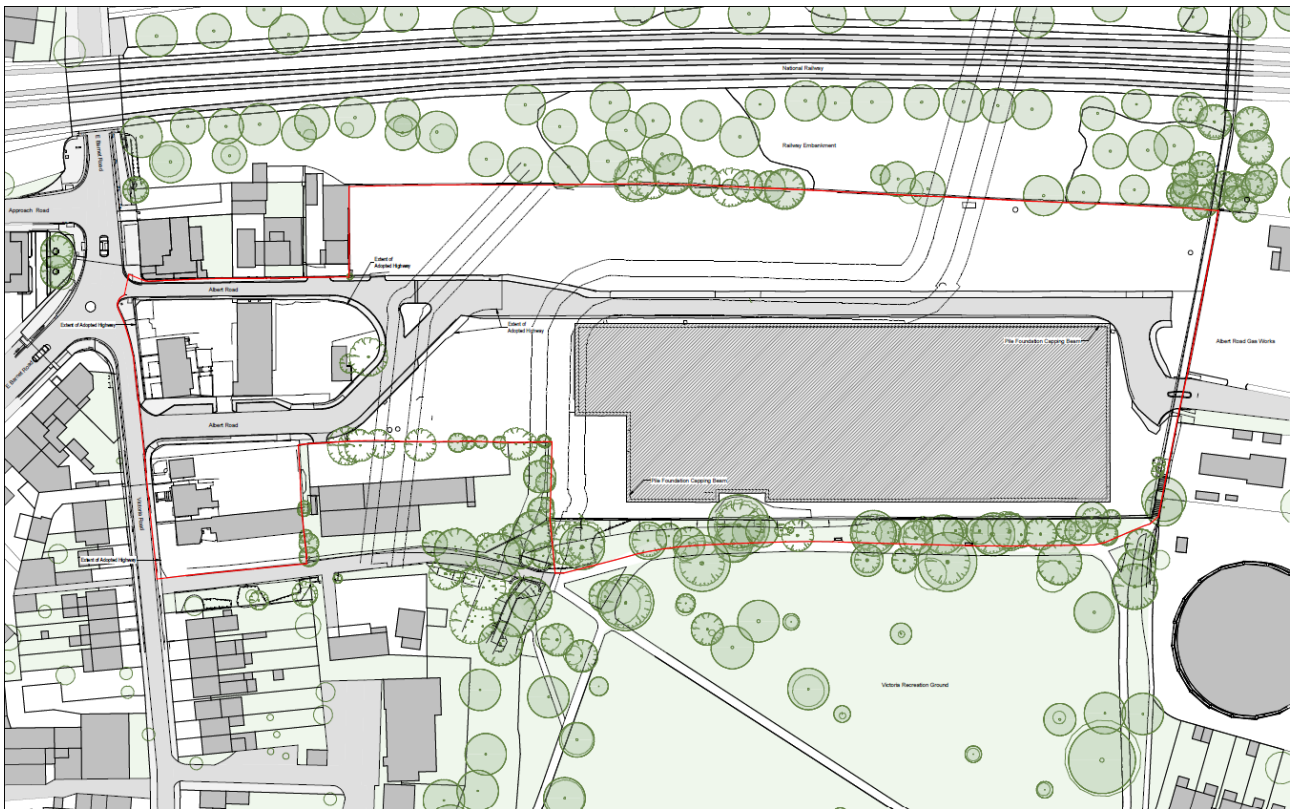
6 Conclusion

- 6.1 In conclusion officers consider that, on balance, the development is acceptable having regard to the relevant local, regional and national policies. The principle of the redevelopment of the site and the provision of a residential-led mixed use scheme is acceptable.
- 6.2 The proposed scheme would deliver an optimised residential-led mixed use scheme which is supported. Furthermore, the scheme would deliver a good level of onsite private and communal amenity, whilst providing sufficient safeguards to protect neighbouring occupier amenity. It is considered that the significant public and wider regenerative benefits of the proposed development would on balance, outweigh any concerns relating to building height and density. The scheme provides 35% affordable housing which is a significant uplift from the extant planning permissions.
- 6.3 It is considered that the previous reasons for refusal have been adequately addressed. The number of units proposed has been reduced from to 652 to 539 residential units and the scale and massing of the proposal has been reduced from a maximum height of 10 storeys to 7 storeys on the current scheme which is smaller than the extant approvals on the site.
- 6.4 In summary, a high-quality, residential-led redevelopment of the site will bring a disused and formerly contaminated brownfield site back into active use, supplying housing which is a key strategic priority in London, as well as helping to support and revitalise the town centre with complimentary uses and improving the linkages to and from it and Victoria Recreation Ground. No significant impacts are identified to neighbours and future occupiers and to the environment. Where there are impacts

such as to the functioning of the highway network, the scheme includes a comprehensive set of improvements to maintain the functioning of the network, secured through s106/s278 planning obligations. This is part of full range of planning contributions to mitigate the scheme as well as CIL charging to address infrastructure impacts. Accordingly for these reasons and on balance, the scheme is considered acceptable.

- 6.5 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 generally and taken 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.

SITE LOCATION PLAN – Reference: 21/3676/FUL



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LOCATION: Dollis Valley Estate (Phases 4A, 4B & 5) Barnet EN5 2TS

REFERENCE: 21/2407/RMA

Received: 28 April 2021

Accepted: 14 Sep 2021

WARD: Underhill

Expiry: 8 Dec 2021

AGENDA ITEM 8

APPLICANT: Mr Pearce Gunne-Jones

PROPOSAL: Reserved matters application seeking approval of landscaping, appearance, scale, access and layout pursuant for Phases 4A, 4B and 5 of the Dollis Valley Regeneration pursuant to Condition 7 of the hybrid planning permission reference B/00354/13 dated 01/10/2013 involving the erection of 223 residential dwellings (Use Class C3) comprising 105 houses and 118 apartments, including associated infrastructure, car parking and landscaping together with details to discharge the requirements of condition 89 in respect of Phases 4A, 4B and 5

APPLICATION SUMMARY

The Dollis Valley Estate is designated as one of the Council's Priority Housing Estates for Regeneration in its Local Plan (Core Strategy) Development Plan Document (2012). It forms part of Barnet's Place Shaping Strategy and the Three Strands Approach 'Protection, Enhancement and Growth' which seeks to guide regeneration in the Borough.

There is a recognised need for physical improvements to the Estate in order to tackle the poor quality built environment and the current isolation of the estate from the surrounding area as well as its ability to deliver new housing and create a new revived neighbourhood.

The redevelopment of the Estate (along with other similar housing estates within the Borough) has been a longstanding priority for the Council for many years. In 2011, following a competitive dialogue process, Countryside Properties (CP) and London and Quadrant Housing Trust (L&Q) were selected as Barnet Council's preferred development partner for the regeneration of the Dollis Valley Estate.

A hybrid planning application was granted in October 2013 under planning application B/00354/13 for the redevelopment of the Dollis Valley Estate and comprising for the redevelopment of Dollis Valley Estate to accommodate up to 631 residential units, replacement community space, new open space and infrastructure.

The application was submitted in a part outline/ part detailed form (referred to as a 'hybrid' application), with detailed permission being sought for Phase 1 of the development comprising of 108 residential units, the new community space and associated café and nursery and associated public open space, road network and parking and outline permission for Phases 2-5 comprising the balance of 523 residential units and associated road network, open space provision and parking.

The outline element of the hybrid planning permission approved a masterplan and a series of plans for the development which established the siting of the new buildings, landscaping, the points of access and road layout. The scale of the buildings, external appearance and landscaping were 'reserved' for future consideration.

Reserved Matters Approval for the development of Phase 3 of the Dollis Valley regeneration was granted under planning application reference 17/5168/RMA dated 16th January 2018 involving the erection of 117 residential dwellings (Use Class C3) comprising 61 houses and 56 apartments, including associated infrastructure, car parking and landscaping.

A Section 73 application for minor material amendments to Phase 3 of the Dollis Valley regeneration was granted under planning application reference 18/5561/S73 dated 19th March 2019. The changes authorised by this person included some changes to the unit mix and typology, design changes and an increase in the number of units within this phase from 117 to 135 units.

The current application concerns a reserved matters application for the remaining phases of the Dollis Valley Estate Regeneration namely Phases 4A, 4B and 5 involving the erection of 223 residential dwellings (Use Class C3).

RECOMMENDATION 1:

The Committee grants delegated authority to the Service Director Planning and Building Control or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions 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).

RECOMMENDATION 2: Approve Subject to Conditions

APPROVED DRAWINGS

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

CPL-DOL-400_HTA-A_DR_0001- Exiting Location Plan

CPL-DOL-400_HTA-A-DR_0002- Existing Site Plan
CPL-DOL-400_HTA-A_DR_0010- Phase 4A - Demolition Plan
CPL-DOL-400_HTA-A_DR_0011- Phase 4B - Demolition Plan
CPL-DOL-400_HTA-A_DR_0012- Phase 5 - Demolition Plan

CPL-DOL-400_HTA-A_DR_0101- Proposed Site Plan – Rev B
CPL-DOL-400_HTA-A_DR_0105- Proposed Site Plan - Level 0 – Rev C
CPL-DOL-400_HTA-A_DR_0106- Proposed Site Plan - Roof Level – Rev A
CPL-DOL-400_HTA-A_DR_0110- Proposed Masterplan – Housetypes – Rev A
CPL-DOL-400_HTA-A_DR_0120- Proposed Parking – Rev B
CPL-DOL-400_HTA-A_DR_0121- Proposed Tenure – Rev A

CPL-DOL-400_HTA-A_DR_0140 - Proposed Site Sections A-A and B-B – Rev B
CPL-DOL-400_HTA-A_DR_0141- Proposed Site Sections C-C – Rev B
CPL-DOL-400_HTA-A_DR_0142- Proposed Site Sections D-D – Rev B
CPL-DOL-400_HTA-A_DR_0143- Proposed Site Sections E-E – Rev B
CPL-DOL-400_HTA-A_DR_0144- Proposed Site Sections H-H, F-F and G-G – Rev B
CPL-DOL-400_HTA-A_DR_0145- Proposed Site Sections H-H, J-J, K-K and L-L – Rev B

CPL-DOL-400_HTA-A_DR_0200 - DV 1b House Type
CPL-DOL-400_HTA-A_DR_0201 - DV 1c House Type
CPL-DOL-400_HTA-A_DR_0205- DV7e House Type
CPL-DOL-400_HTA-A_DR_0206 - DV7e House Type
CPL-DOL-400_HTA-A_DR_0210 - DV11a House Type
CPL-DOL-400_HTA-A_DR_0211- DV11b House Type
CPL-DOL-400_HTA-A_DR_0215- DV14 House Type
CPL-DOL-400_HTA-A_DR_0220 - DV15a House Type
CPL-DOL-400_HTA-A_DR_0221- DV15a House Type

CPL-DOL-400_HTA-A_DR_0230 - Block A Level 0
CPL-DOL-400_HTA-A_DR_0231 - Block A Level 1 - 3
CPL-DOL-400_HTA-A_DR_0235 - Block A Level Roof
CPL-DOL-400_HTA-A_DR_0236 - Block A Elevations
CPL-DOL-400_HTA-A_DR_0238 - Block A Sections

CPL-DOL-400_HTA-A_DR_0240 - Block B Level 0
CPL-DOL-400_HTA-A_DR_0241 - Block B Level 1 - 3
CPL-DOL-400_HTA-A_DR_0245 - Block B Level Roof
CPL-DOL-400_HTA-A_DR_0246 - Block B Elevations
CPL-DOL-400_HTA-A_DR_0248 - Block B Sections

CPL-DOL-400_HTA-A_DR_0250 - Block C Level 0

CPL-DOL-400_HTA-A_DR_0251 - Block C Level 1-3
CPL-DOL-400_HTA-A_DR_0255 - Block C Level Roof
CPL-DOL-400_HTA-A_DR_0256 - Block C Elevations
CPL-DOL-400_HTA-A_DR_0258 - Block C Sections

CPL-DOL-400_HTA-A_DR_0260 - Block D Level 0
CPL-DOL-400_HTA-A_DR_0261 - Block D Level 1-3
CPL-DOL-400_HTA-A_DR_0265 - Block D Level Roof
CPL-DOL-400_HTA-A_DR_0266 - Block D Elevations
CPL-DOL-400_HTA-A_DR_0268 - Block D Sections

CPL-DOL-400_HTA-A_DR_0270 - Block E Level 0 – Rev A
CPL-DOL-400_HTA-A_DR_0271 - Block E Level 1-3
CPL-DOL-400_HTA-A_DR_0275 - Block E Level Roof
CPL-DOL-400_HTA-A_DR_0276 - Block E Elevations
CPL-DOL-400_HTA-A_DR_0278 - Block E Sections

Reason: For the avoidance of doubt and in the interests of proper planning.

2. Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1980 (or any Order revoking and re-enacting that Order) the building(s) hereby permitted shall not be extended in any manner whatsoever.

Reason: To ensure that the development does not prejudice the character of the locality and the enjoyment by existing and/or neighbouring occupiers of their properties in accordance with policy DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012).

3. 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) no additional windows or doors shall be inserted into any of the residential dwellings hereby approved, other than those expressly authorised by this permission.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties and to safeguard the character of the locality in accordance with policy DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012).

4. 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) no installation of any structures or apparatus for purposes relating to telecommunications shall be installed on any part the roof of the building(s) 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 townscape and character of the area and to ensure the Local Planning Authority can control the development in the area so that it accords with policy DM01 and DM18 of the Adopted Barnet Development Management Policies DPD (2012).

5. Prior to commencement of the development hereby permitted, a scheme for the provision of communal/centralised satellite and television reception equipment to be installed on the roof of all apartment blocks hereby permitted shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall be implemented in accordance with the details approved and the equipment shall thereafter be retained and made available for use by all occupiers of the development.

Reason: To ensure that the development makes appropriate provision for such equipment, so as to not impact adversely on the townscape and character of the area, so that it accords with policies CS5 and DM01 Barnet Local Plan.

6. The details required to be submitted under condition 38 (Hard and Soft Landscaping) of the Hybrid Planning Permission B/00354/13 in relation to this phase shall be in general accordance with the principles outlined in Section 12.7 Streetscape Character (page 102 amended 21/07/2014) of the Phase 2 Design and Access Statement and the indicative planting strategy illustrated on drawing SK-140716-01 dated 16.07.2014.

Reason: To ensure a satisfactory appearance to the development and protect the amenities of the area in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 3.6 and 7.21 of the London Plan.

7. Before the development hereby permitted is occupied the car parking spaces for phases 4A, 4B and 5 as shown on the drawings hereby approved 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.

8. Notwithstanding the content of the plans hereby approved. No development of the car park of Block E shall take place until such stage as an amended carparking plans have been submitted to and approved by the Local Planning Authority showing:

- 1) a scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted; The applicant is further advised to seek the retention of existing trees where possible.

- 2) location, type and materials to be used for hard landscaping including specifications, where applicable for:
 - (a) permeable paving
 - (b) tree pit design
 - (c) underground modular systems for new tree pits around car parking spaces
 - (d) sustainable urban drainage integration
 - (e) use within tree Root Protection Areas (RPAs);
- 3) a schedule detailing sizes and numbers/densities of all proposed trees/plants;
- 4) specifications for operations associated with plant establishment and maintenance that are compliant with best practise
- 5) types and dimensions of all boundary treatments;
- 6) details of tool storage and irrigation on the podiums and any roof terraces that will enable residents to interact/maintain the soft landscape areas; and
- 7) Demonstrating how there are no conflicts with any visibility splays.

There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority. Unless required by a separate landscape management condition, all soft landscaping shall have a written five-year maintenance programme following planting. Any new tree(s) that die(s), are/is removed or become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details.

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 pursuant to section 197 of the Town and Country Planning Act 1990.

1. MATERIAL CONSIDERATIONS

1.1 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.

Officers have considered the development proposals very carefully against the relevant policy criteria and have concluded that that the development will fulfil them to a satisfactory level, subject to the conditions and planning obligations recommended. The proposed development is therefore considered to comply with the requirements of the development plan.

National Planning Policy Framework 2021

This document replaces the previous version of the National Planning Policy Framework (NPPF) published in February 2019. 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 at Para 126, "The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. 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."

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 (March 2021)

The new London Plan which sets out the Mayor's overarching strategic planning framework for the next 20 to 25 years was adopted on the 2nd March 2021 and now supersedes the previous Plan (2016).

The new London Plan policies (arranged by chapter) most relevant to the determination of this application are:

Chapter 1

- GG1 Building strong and inclusive communities
- GG2 Making the best use of land
- GG3 Creating a healthy city
- GG4 Delivering the homes Londoners need
- GG5 Growing a good economy
- GG6 Increasing efficiency and resilience

Chapter 2

- Policy SD1 Opportunity Areas
- Policy SD3 Growth locations in the Wider South East and beyond
- Policy SD10 Strategic and local regeneration

Chapter 3

- Policy D1 London's form, character and capacity for growth
- Policy D2 Infrastructure requirements for sustainable densities
- Policy D3 Optimising site capacity through the design-led approach
- Policy D4 Delivering good design
- Policy D5 Inclusive design
- Policy D6 Housing quality and standards
- Policy D7 Accessible housing
- Policy D8 Public realm
- Policy D9 Tall Buildings
- Policy D11 Safety, Security and resilience to emergency
- Policy D12 Fire safety
- Policy D14 Noise

Chapter 4

- Policy H1 Increasing housing supply
- Policy H2 Small sites
- Policy H3 Meanwhile use as housing
- Policy H4 Delivering affordable housing
- Policy H5 Threshold approach to applications
- Policy H6 Affordable housing tenure
- Policy H7 Monitoring of affordable housing
- Policy H8 Loss of existing housing and estate redevelopment

Policy H10 Housing size mix

Policy H11 Build to Rent

Chapter 5

- Policy S4 Play and informal recreation
- Policy S5 Sports and recreation facilities

Chapter 7

- Policy HC3 Strategic and Local Views
- Policy HC4 London View Management Framework

Chapter 8

Policy G1 Green infrastructure

Policy G4 Open space

Policy G5 Urban greening

Policy G6 Biodiversity and access to nature

Policy G7 Trees and woodlands

Chapter 9

Policy SI 1 Improving air quality

Policy SI 2 Minimising greenhouse gas emissions

Policy SI 3 Energy infrastructure

Policy SI 4 Managing heat risk

Policy SI 5 Water infrastructure

Policy SI 6 Digital connectivity infrastructure

Policy SI 7 Reducing waste and supporting the circular economy

Policy SI 8 Waste capacity and net waste self-sufficiency

Policy SI 12 Flood risk management

Policy SI 13 Sustainable drainage

Policy SI 17 Protecting and enhancing London's waterways

Chapter 10

Policy T1 Strategic approach to transport

Policy T2 Healthy Streets

Policy T3 Transport capacity, connectivity and safeguarding

Policy T4 Assessing and mitigating transport impacts

Policy T5 Cycling

Policy T6 Car parking

Policy T6.1 Residential parking

Policy T6.2 Office parking

Policy T9 Funding transport infrastructure through planning

Chapter 11

Policy DF1 Delivery of the Plan and Planning Obligations

Barnet London Borough 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 policies are most relevance to the determination of this application are set out below.

Core Strategy (Adopted 2012):

- Policy CS NPPF - National Planning Policy Framework–Presumption in favour of sustainable development
- Policy CS1 - Barnet's Place Shaping Strategy – Protection, enhancement and consolidated growth – The three strands approach
- Policy CS3 - Distribution Of Growth In Meeting Housing Aspirations

- Policy CS4 - Providing Quality Homes and Housing Choice in Barnet
- Policy CS5 - Protecting and enhancing Barnet's character to create high quality places
- Policy CS6 - Promoting Barnet's Town Centres
- Policy CS7 - Enhancing and Protecting Barnet's Open Spaces
- Policy CS8 - Promoting a Strong and Prosperous Barnet
- Policy CS9 - Providing safe, effective and efficient travel
- Policy CS10 - Enabling inclusive integrated community facilities and uses
- Policy CS11 - Improving health and wellbeing in Barnet
- Policy CS12 - Making Barnet a Safer Place.
- Policy CS13 - Ensuring the efficient use of natural resources
- Policy CS14 - Dealing with our waste
- Policy CS15 - Delivering the Core Strategy

Development Management Policies (Adopted 2012):

- Policy DM01 - Protecting Barnet's character and amenity
- Policy DM02 - Development standards
- Policy DM03 - Accessibility and Inclusive Design
- Policy DM04 - Environmental considerations for development
- Policy DM06 - Barnet's Heritage and Conservation
- Policy DM08 - Ensuring a Variety of Sizes of New Homes to Meet Housing Need.
- Policy DM10 - Affordable Housing Contributions
- Policy DM11 - Development Principles for Barnet's Town Centres
- Policy DM13 - Community and education uses
- Policy DM14 - New and Existing Employment Space
- Policy DM15 - Green Belt and open spaces
- Policy DM16 - Biodiversity
- Policy DM17 - Travel impact and parking standards

Barnet's Local Plan (Reg 22) 2021

Barnet's Draft Local Plan on 26th November 2021 was submitted to the Planning Inspectorate for independent examination which will be carried out on behalf of the Secretary of State for the Department of Levelling Up, Housing and Communities. This is in accordance with Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2021 (as amended).

The Regulation 22 Local Plan sets out the Council's draft planning policy framework together with draft development proposals for 65 sites. 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 has been taken of the policies and site proposals in the draft Local Plan limited weight has been given to the draft Local Plan in the determination of this application.

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.

Supplementary Planning Documents and Guidance

The Council and the Greater London Authority in association with the Mayor of London have produced a number of adopted Supplementary Planning Documents (SPDs) which provide detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet including generic environmental requirements to ensure that new developments within Barnet meets sufficiently high environmental and design standards. The below provides a list of policies relevant to the scheme.

Mayoral Supplementary Guidance

Planning for Equality and Diversity in London (October 2007)

This guidance sets out some of the overarching principles that should guide planning for equality in the London context.

The Mayor's Climate Change Mitigation and Energy Strategy (October 2011)

The strategy seeks to provide cleaner air for London. This strategy focuses on reducing carbon dioxide emissions to mitigate climate change, securing a low carbon energy supply for London and moving London to a thriving low carbon capital.

All London Green Grid (March 2012)

This strategy provides guidance for designing and managing green and open spaces to bring about previously unrealised benefits. In doing so, we aim to encourage boroughs, developers, and communities to collectively increase the delivery of green infrastructure for London.

Play and Informal Recreation (September 2012)

Provides guidance to Local Authorities and development to estimate the potential child yield from a development, and the resulting requirements for play space provision.

Sustainable Design and Construction (April 2014)

The Sustainable Design and Construction (SPG) seeks to design and construct new development in ways that contribute to sustainable development.

The control of dust and emissions during construction and demolition (July 2014)

The aim of this supplementary planning guidance (SPG) is to reduce emissions of dust, PM₁₀ and PM_{2.5} from construction and demolition activities in London.

Accessible London: Achieving an Inclusive Environment (October 2014)

The strategy sets out to provide detailed advice and guidance on the policies in the London Plan in relation to achieving an inclusive environment.

Housing (March 2016)

The housing SPG provides revised guidance on how to implement the housing policies in the London Plan.

Affordable Housing and Viability (August 2017)

Set's out the Mayor's policies for assessing and delivering affordable housing and estate renewal.

Better Homes for Local People The Mayor's Good Practice Guide to Estate Regeneration

Sets out the Mayor's policies for Estate Regeneration.

Barnet Supplementary Guidance

Sustainable Design and Construction (April 2013)

Planning Obligations (April 2013)

1.2 Relevant Site History

B/00354/13: Hybrid planning application for the redevelopment of Dollis Valley Estate to accommodate up to 631 residential units, replacement community space, new open space and infrastructure comprising: Outline permission for the demolition of existing buildings and the construction of up to 523 new residential units, together with new public open spaces, junction improvements to existing access onto Mays Lane, enhanced pedestrian, cycle and public transport facilities, car parking, infrastructure and other ancillary works. Detailed element (Phase 1) for the demolition of existing buildings (including the former Barnet Hill School, 131-135 Mays Lane and Barnet South Community Association Hall) and construction of 108 new residential units and 417sqm of non-residential (class D1 use) floorspace (new community centre and nursery space), together with new public open space, creation of new vehicular access from Mays Lane and new car parking, bike storage, infrastructure and other ancillary works. Submission of Environmental Statement. – **Granted, 01/10/2013.**

17/5168/RMA:- Reserved matters application seeking approval of landscaping, appearance, scale, access and layout for Phase 3 of the Dollis Valley Regeneration pursuant to Condition 7 of the hybrid planning permission reference B/00354/13 dated 01/10/2013 involving the erection of 117 residential dwellings (Use Class C3) comprising 61 houses and 56 apartments, including associated infrastructure, car parking and landscaping, together with details to discharge the requirements of the following conditions:

6 - Phasing and Implementation Strategy

7 - Reserved Matters to be Submitted per Phase

39 - Children's Play Space

48 - Archaeology

53 - Sound Insulation

89 - Daylight, sunlight and overshadowing assessment

Granted 16/01/2018.

18/5561/S73:- Variation of Condition 1 (approved drawings) to facilitate minor changes to unit mix, numbers and other minor amendments for Phase 3 of Dollis Valley Estate in relation to Reserved Matters application, reference 17/5168/RMA, seeking approval of landscaping, appearance, scale, access and layout for Phase 3 of the Dollis Valley Regeneration pursuant to Condition 7 of the hybrid planning permission reference B/00354/13 dated 01/10/2013 involving the erection of 117 residential dwellings (Use Class C3) comprising 61 houses and 56 apartments, including associated infrastructure, car parking and landscaping, together with details to discharge the requirements of the following conditions: 6 Phasing and Implementation Strategy, 7 Reserved Matters to be submitted per Phase, 39 Children's Play Space, 48 Archaeology, 53 Sound insulation, 89 Daylight, sunlight and overshadowing assessment.

Granted 19.03.2019

1.3 Public Consultations and Views Expressed

Public Consultation

Letters were sent out to 862 addresses on the 14th September 2021. The application was also advertised by Site Notice on the 13rd September 2021 and in the Barnet Press on the 16th September 2021. As a result of this consultation, 12 letters of representation have been received of which 9 were in objection, 1 neither objecting or supporting the proposal and 2 letters of support. However it is noted that the content of one of the letter of support are

in objection, so the comments have been included in the objection comments.
A summary of the objections are as follows:

Summary of Comments made in Objection

Object to loss of trees behind properties on Barnet Lane.

Proposed 4 storey block of flats will in conjunction with the proposed balconies and the loss of trees result in loss of privacy to properties on Barnet Lane.

Deviations from approved plans with Block B changing from 6 family homes to 27 flats and Block B increased from 3 storeys to 4 storeys.

In some cases there are even more significant deviations from the original plan e.g. Block B in phase 5 :

Overshadowing surrounding and proposed properties

Restricted roadside parking and narrow streets will be carried on in new roads, adding to problems on the Estate.

Insufficient parking proposed as unrealistic to assume 1 car per household.

Speed bumps should be installed to prevent speeding motorbikes and cars.

Issues with L & Q Management in relation to properties on the existing estate.

Problems with L & Q and design of estate as built should be sorted out before new houses built

Complaints that the roads (existing estate) are privately maintained and service charge paid, yet treated as public roads by external persons.

Unfair if phases 4 & 5 freehold as phases 1 & 2 leasehold.

- There is already restricted roadside parking, with the current plans we do not see this being changed.

- Cars and Motorbike users are regularly speeding up and down Heera Avenue. Are there plans to introduce speed humps?

Overconcentration of affordable housing in blocks B & C. Should be switched to blocks A & C.

-L&Q management is not managing the ph1 and Ph2 accounts properly. Very slow response to enquires about the account, miscalculation of service charges, not giving proper answer to questions which are raised by the homeowners.

-Not enough payment parking and narrow side roads.

- On going issue with free hold and lease hold. Ph1 and ph2 are under leased hold regulations and new phases are coming with free hold regulations.

Summary of Comments made in Support

Support fantastic work already completed and being constructed on this award winning scheme.

Summary of Comments made in Representations neither for or against.

Want assurance development will be built to council standards

Desire for the Council to take over the estate from L & Q

Lack of parking and narrow width of roads in existing estate.

Want reassurance that sewage networks can handle existing and proposed development.

Officer Comment

All of the above representations have been taken into account in the officer assessment below.

The removal of the trees behind the properties on Barnet Lane have already got permission to be removed under outline planning approval B/00354/13. Notwithstanding this amended plans have been negotiated and submitted allowing the retention of the majority of the trees behind houses in Barnet Lane (This also addresses concerns about overlooking).

Issues between residents and L & Q do not constitute material planning considerations and are an issue between the residents and L & Q.

The permitted heights parameter plans for Dollis Valley Estate Regeneration allow for 4A, 4B & 5 storey apartment blocks across phases 4A 4B & 5. Whilst minor deviations to these parameters are introduced in the detailed design of phases 4A, 4B & 5 (as was the case on previous phases), the heights proposed are broadly in keeping with original design intentions. Minor deviations from the intended building heights are addressed in the report where relevant. Car parking levels are commiserate with the outline consent and provide 2 spaces for larger properties.

Elected Representatives.

No comments received from these bodies

Consultation responses from neighbouring associations other non-statutory bodies.

No comments received from these bodies.

Consultation Responses from Statutory Consultees

- **Highways England:** No objection.
- **Metropolitan Police** - no objection to this scheme but as per comments, would respectfully request the inclusion of an SBD planning condition upon any approval.
- **English Heritage Archaeology:** Recommend No Archaeological Requirement
- **Barnet Council's Environmental Health Service Comments:** No objections raised.
- **Barnet Council's Highways Officer:** No in principle objections received subject to clarifications concerning certain matters including the extent of adoption, visibility splays and swept path analysis. These matters are subject to ongoing discussion and will be responded to further in the addendum to the Committee meeting.
- **Barnet Arboricultural Officer –**

There still remains the catastrophic loss of high quality trees to facilitate this development, that was approved in 2013.

The tree report shows that the retention of the cypress trees is likely to be achievable at the rear of 77 Barnet Lane

There are 34 trees identified for removal along with 3 unmanaged Leyland cypress hedges and 2 areas of unmanaged vegetation. But this does not include the details of the hedges to the east and north of the site TG3 and TG4, these details will need to be provided. The report states that the details will be submitted as part of the phase conditions.

Officer Comment

Outline planning permission has already been granted and as such it is not possible to object in principle to the removal of trees which have already been removed. Notwithstanding this amended plans have been negotiated where possible to retain additional trees including the trees behind the properties in Barnet Lane. Details of the planting and additional tree protection measures will need to be submitted as part of a future discharge of condition application for this phase.

2. DESCRIPTION OF THE SITE, SURROUNDINGS AND PROPOSAL

2.1 Site Description and Surroundings

The application site is located in the north part of Barnet in the Underhill Ward. It lies within the valley south of Chipping/High Barnet and north of the Totteridge and the Dollis Valley Brook. It extends to an area of approximately 10.8 hectares, to the south of Mays Lane and comprises of the majority of the Dollis Valley Estate, built in 1967 on a historic sewage disposal site. It also includes Hammond Close and land to the west of the estate which was redeveloped under Phases 1 and 2.

The site is bounded by residential properties on all sides and the locality is predominantly characterised by two-storey dwellings of a modest scale. In the immediate surroundings streets are generally lined with terraced and semi-detached dwellings of a modest scale. Further north, towards the historic town centre of Chipping Barnet, larger detached and semi-detached dwellings of a diversity of sizes and ages are found.

The land referred to above as the Dollis Valley Estate originally consisted of several blocks of flats and maisonettes providing 436 units. The buildings ranged from 2-5 storeys and are/were mostly of pre-fabricated concrete construction with shallow pitched roofs. The estate's main access and egress is from Dollis Valley Drive/ Dollis Valley Way, off Mays Lane, which forms a continuous loop around the main estate and connects to the smaller residential streets of Bryant Close, Crocus Field, Meadow Close and Rossiter Fields which are excluded from the site.

In addition to the residential units on the estate there is also the Rainbow Centre, which is due to be demolished under this current Reserved Matters Application. Given the location of these facilities within the estate, they are not readily accessible to the wider community.

The levels fall from north to south. The slope is steepest in the northern part of the site and becomes gentler towards Dollis Brook. Despite the relatively wide gap in the Mays Lane street scene at the Dollis Valley Drive/ Way junction, the presence of mature trees and steepness of the slope mean there is little visual connection with the Estate from the north and pedestrian movement is secondary to the dominance of the road network.

The Dollis Valley Estate is designated as one of the Council's Priority Housing Estates for Regeneration in its Local Plan (Core Strategy) Development Plan Document (2012). The Estate is identified in the Council's 2012 adopted Local Plan - Core Strategy Development Plan Document (DPD) as one of the Priority Housing Estates for regeneration. It also forms part of the Barnet's Place Shaping Strategy, the Three Strands Approach 'Protection, Enhancement and Growth' which seeks to guide regeneration in the Borough. Therefore there is a recognised need for physical improvements to the Estate in order to tackle the poor quality built environment and the current isolation of the estate from the surrounding area as well as its ability to deliver new housing.

The redevelopment of the Estate (along with other similar housing estates within the Borough) has been a longstanding priority for the Council for many years. A development partner (Warden Housing Association) was selected in 2003 to deliver the regeneration of the site involving redevelopment to provide new homes (affordable rented, shared ownership and private sale) together with new community facilities and the rebuild and expansion of the Barnet Hill primary school.

In 2011, following a competitive dialogue process, Countryside Properties (CP) and London and Quadrant Housing Trust (L&Q) were selected as Barnet Council's preferred development partner for the regeneration of the Dollis Valley Estate. The proposals developed by CP aimed to ensure that there was no reliance on public subsidy or affordable housing grant in order to deliver the scheme and were focused around the concept of a low density 'garden suburb' layout dominated by houses with private gardens with a traditional pattern of streets and spaces.

A hybrid planning application was submitted in January 2013 for: The redevelopment of the Dollis Valley Estate and comprising of the demolition of all existing buildings (440 residential units, retail and community buildings) within the defined planning application boundary and the:

- Construction of up to 631 new residential units to be provided as a mix of houses and flats with 230 for social rent, 20 intermediate units and 381 units for private sale;
- Provision of 417sqm of community space (Use Class D1) including the provision of a nursery;
- Provision of 3 new areas of open space totalling 3,485sqm;
- New access road from Mays Lane;
- Alterations to the Dollis Valley Drive junction with Mays Lane, the existing means of access to the site;
- New internal road network;
- Provision of a maximum of 788 parking spaces;
- Pedestrian and cycle routes across the site linking into the pedestrian and cycle network in the surrounding area and the Dollis Valley Green Walk;
- Enhanced public transport facilities and provision of 3 new bus stops and;
- New street planting and landscaping.

The application was submitted in a part outline/part detailed form (referred to as a 'hybrid' application), with detailed permission being sought for phase 1 of the development comprising of 108 residential units the new community space and associated café and nursery and associated public open space, road network and parking and outline consent for phases 2-5 comprising the balance of 523 new residential units and associated road network, open space provision and parking.

The Planning and Environment Committee resolved to grant planning permission subject to the completion of an associated S106 and Direction from the Mayor of London. The S106 was signed and the planning decision issued on the 1 October 2013 following confirmation from the Mayor of London that they did not wish to direct refusal.

Phases 4A, 4B and 5, the subject of this application, represents the remaining reserved matters areas of the wider scheme covering an area of 3.37ha, covering the southern portion of the Dollis Valley Estate adjoining the earlier completed stage 1 & 2 and under construction stage 3 phases to the north and west.

2.2 Description of the Proposed Development

The application is for reserved matters approval for Phases 4a, 4b and 5 of the Dollis Valley Estate Regeneration. The description of development is as follows:

.Reserved matters application seeking approval of landscaping, appearance, scale, access and layout pursuant for Phases 4A, 4B and 5 of the Dollis Valley Regeneration pursuant to Condition 7 of the hybrid planning permission reference B/00354/13 dated 01/10/2013 involving the erection of 223 residential dwellings (Use Class C3) comprising 105 houses and 118 apartments, including associated infrastructure, car

parking and landscaping together with details to discharge the requirements of condition 89 in respect of Phases 4A, 4B and 5'

Amendments

Amendments were negotiated during the course of the application amending the car parking layout adjacent to Block E to allow for the retention of trees to the rear of properties in Barnet Lane. No consultations were carried out in relation to these amendments although the plans have been uploaded to Barnet's website.

3. PLANNING CONSIDERATIONS

The main areas for consideration are:

- Principle of Development
- Design
- Impact on Neighbouring Amenity
- Trees
- Sustainability
- Highways
- Refuse and Recycling Storage

7.1 Principle of Development

The principle of constructing 117 residential dwellings (61 houses, and 56 apartments within 2 apartment blocks) at the site and provision of landscaping is established by the hybrid/outline planning permission.

Condition 6 (Phasing and Implementation) requires a Detailed Phasing and Implementation Strategy to be submitted and approved by the Local Planning Authority (LPA) prior to the commencement of development. This was previously assessed and deemed to be acceptable under the Phase 2 reserve matters application (ref: B/029/14).

The reserved matters currently under consideration as per condition 7 of the hybrid permission are relates to details of layout, scale, landscaping and appearance:

Scale – the height, width and length of each building proposed in relation to its surroundings.

Layout – the way in which buildings, routes and open spaces are provided within the development and their relationship to buildings and spaces outside the development.

Appearance – the aspects of a building or place which determine the visual impression it makes, excluding the external built form of the development.

Landscaping – this is the treatment of private and public space to enhance or protect the site’s amenity through hard and soft measures, for example, through planting of trees or hedges or screening by fences or walls.

Access – The internal road layout was established at outline stage. This current application shows roads in the same location in compliance with the outline parameters for access.

The ‘outline’ element of the hybrid planning permission provided for a series of parameter plans which establishes a series of parameters and principles to create a clear framework of planning control and fix the quantum of development, land uses, levels and access arrangements.

The key parameter plans of relevance to the consideration of this application are:

- **Parameter Plan 2346_A_110: Development Zones**
This plan defines the extent of private space occupied by the buildings and their associated front and rear gardens and prescribes the maximum developable area per zone (the maximum Gross Internal Area). Outside of these defined zones is space belonging to the public realm comprising of roads, footpaths and public open spaces.
- **Parameter Plan 2346_A_111: Phasing**
This plan defines the phasing strategy for the redevelopment. As the redevelopment of the estate involves re-housing existing tenants the phase boundaries are defined by land availability, maintaining access and the decant requirements of each phase. These phases may in future be varied with the prior approval of the Council on the application of the developers, provided the variations are unlikely to cause significant unanticipated adverse environmental effects and/or to undermine comprehensive development in accordance with planning policy.
- **Parameter Plan 2346_A_112: Storey Numbers, Building Heights, Site Levels**
This establishes per development zone the maximum number of storeys above ground level, maximum height of buildings from ground level and sets parameters for future ground levels within the site.
- **Parameter Plan 2346_A_113: Access and Circulation**
Establishes the movement strategy for the site and the locations of primary and secondary access points to the site for vehicles, cycles and pedestrians including connections to the surrounding network as well as identifying street hierarchy, bus routes and locations for bus stops.

- Parameter Plan 2346_A_114: Land Uses
Establishes the parameters for the distribution of land uses across the site.
- Parameter Plan 2346_A_115: Strategic Landscape
Establishes the location and extent of public open spaces and associated shared surfaces together with the tree planting strategy.

These plans are read in conjunction with the Design Guidelines and Scale Threshold Tables (contained within chapters 3-8 of the Design and Access Statement) which support and expand upon the details in the Parameter Plans. Collectively these establish a series of development principles that will be used to guide the detail of future phases and the preparation of 'Reserved Matters' applications to ensure the resultant development is in accordance with the outline elements of the hybrid permission.

The application broadly accords with the agreed parameters of the outline consent with the exception of several minor differences. These differences are discussed in detail below.

7.2 Design

The National Planning Policy Framework (published 2012) 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 2021 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.

The proposals demonstrate a building layout in broad accordance with the Illustrative Masterplan and is considered to achieve the requirements of Policies CS5 and DM01. The design of the houses which form the majority of the phase utilise designs which have already been used else where in the development utilising predominately 3 storey houses with asymmetrical shaped roofs.

The proposed layout for phase 4a, 4b & 5 makes some changes to the location and setting out of apartment blocks from the original outline masterplan. These developments are intended to optimise the masterplan in order to provide a greater number of houses within the phases. The primary impact on the apartments is the relocation of blocks A & B. These blocks were originally intended to be “landmark” blocks located at the southern end of the avenues. The proposed layout looks to move block A to the western edge of the site, whilst block B has been relocated to the western edge of the eastern avenue.

In terms of scale, there are some changes from the approved parameter plans with some buildings being up to storey higher and some up to a storey lower and overall the massing of the development has not significantly changed from the approved parameters. Justification for changes in the massing have been provided in the submitted Design and Access Statement and is as result of a design led approach to the design of the Phase. Places where height has been increased are balanced by those where it has been reduced and overall it is considered that the masterplan layout and scale of the phase is broadly in line with expectations of the hybrid permission.

Archaeology

Condition 48 of the hybrid planning permission requires the implementation of a programme of archaeological mitigation with each phase. While the applicant has not formerly applied to discharge this condition Historic England have been consulted and have advised that they do not require any additional investigation and raise no objection to the proposal. As such it is considered that there is unlikely to be any impediment to the future discharge of Condition 48

Housing form

At outline planning stage it was proposed that 248 homes would be provided in phases 4a,4b & 5. Of this total there were to be 96 houses and 152 apartments. Taking account of the housing provision of phases 1 to 3 (408 homes), a reduced number of homes is proposed across phases 4a 4b & 5 to meet the final maximum target of 631 homes.

As a result the current application proposes 223 homes across phases 4a, 4b & 5. This total is made up of 105 houses and 118 apartments. The application proposes 7 different house types. Each of these have been approved and used on previous phases of the regeneration. Housetypes and sizes have been selected in relation to the site context and the updated housing needs survey and range from 3 bed 5 person to 4 bed 7 person. In addition 5 apartment blocks proposed , A to E. The blocks are all 4 storeys in height with similar layouts facilities.

The proposed housing forms, in terms of their scale and footprint has been informed by the parameter plans 2346_A_110 Rev A and 2346_A_112. The parameter plans prescribed building heights of between 1-4 storeys, however as noted above the number of units within the phase have been reduced and the number and ratio of houses as opposed to flats is increased. These changes are considered appropriate and are supported by the LPA.

Housing 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 the housing needs in Barnet (See policy DM08). The Council's Local Plan documents identify 3 and 4 bedroom units as being of the highest priority types of market housing for the Borough. The need for a diverse range of units sizes is also echoed within London Plan H10 The table below provides a breakdown of the proposed units:

	Private	Affordable	Intermediate	Total
Apartments				
1 bed 2 persons	18	21	2	41
2 bed 3 persons	1	1	0	2
2 bed 4 persons	24	36	4	64

3 bed 5 persons	3	5	0	8
3 bed 6 persons	3	0	0	3
Houses				
2 bed 4 persons	0	0	0	0
3 bed (5 and 6 persons)	59	20	0	79
4 bed (6 and 7 persons)	20	6	0	26

Under the hybrid permission an indicative housing mix was agreed to be formalised under subsequent reserve matters applications. This mix was to be informed by housing needs within the Borough identified by the Council. Although the Council has identified a lack of larger housing units of 3 or more bedrooms, the main Council housing demand is primarily family units. The London Plan considers that family units equate to properties that can house three or more persons. Based on this definition, the proposal would allow for 80+% new family units of which 52% would represent 3 bedrooms or more. Therefore the proposed housing mix is welcomed as it would address demand for family units within the Borough.

Density

The London Plan 2021 was formally adopted in March 2021 and moves away from the density matrix that was included within the previous plan. The 2021 Plan takes a less prescriptive approach and Policy D6 states *inter alia* that the density of a development should result from a design-led approach to determine the capacity of the site with particular consideration should be given to the site context, its connectivity and accessibility by walking and cycling, and existing and planned public transport (including PTAL) and the capacity of surrounding infrastructure. Policy D6 goes on to state that proposed residential development that does not demonstrably optimise the housing density of the site in accordance with this policy should be refused.

In terms of the density, up to 223 residential dwellings are proposed on a site with an area of 3.37 hectares which gives an approximate density of 66 dwellings per hectare. The location of the site is within a suburban context with predominantly low-rise development in the surrounding area. The key consideration in terms of Policy D6 is how the development manifests in terms of design and appearance and in this

case officers consider that the height, scale and massing of the development is acceptable. These matters are addressed fully in subsequent sections of this report.

Internal space Standards for future Occupiers

Housing standards are set out in the Nationally Described Space Standards (NDSS), London Plan Policy D6 and London Housing SPG and Barnet's Sustainable Design and Construction SPD.

All the dwellings in the within the development meet the minimum standards as demonstrated in the applicant's supporting documents in relation to the unit and room sizes as such the proposal is fully in accordance with the above policies.

Affordable Housing

London Plan 2021 policy H10 seeks to resist the demolition of affordable housing unless it is replaced by an equivalent amount of affordable housing floorspace, affordable housing floorspace re-provided on a like for like basis and integrated into the development to ensure mixed and inclusive communities. All estate regeneration schemes involving the demolition and replacement of affordable housing are required to follow the Viability Tested route and should seek to provide a net uplift in affordable housing in addition to minimum requirement for replacement affordable housing floorspace.

Additional guidance is provided in the Mayor's Good Practice Guide to Estate Regeneration (adopted February 2018) which require regeneration schemes to achieve the following objectives:

- like for like replacement of existing affordable housing floorspace
- an increase in affordable housing
- full rights of return for any social housing tenants
- fair deal for leaseholders/freeholders
- full and transparent consultation and involvement.

In relation to affordable housing split GLA policies allow for a minimum of 30% rented accommodation, 30% intermediate and 40% at the discretion of London Borough's as such GLA policy would allow up to 70% rented or 70% intermediate at the discretion of the borough.

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.

In relation to the current reserved matters application the application proposes 95 affordable housing units of which 89 are affordable rent and 6 intermediate. This represents a proportion of 42.6% affordable when calculated by unit. This is considered

acceptable in accordance with the outline site wide consent.

Disabled Units/Access

Policy 3.8 of the London Plan further states that 10% of new residencies within a development should be wheelchair accessible or easily adaptable for residents who are wheelchair users. Provision should also be made for affordable family housing, wheelchair accessible housing and ensure all new housing meets parts M4 (2) and (3) of the Building Regulations as follows:

Part M4(2)

- *90% of the dwellings shall be designed to be Category 2 'Accessible and adaptable'*

Part M4(3)

- *10% of the dwellings shall be designed to be Category 3 'Wheelchair user dwellings'*

Details submitted with the application demonstrate that the overall development would meet the required 10% wheelchair provision and 10% wheelchair car parking requirement in compliance with the above. This is acceptable.

Sunlight and Daylight to Proposed Units

The application is accompanied by an independent Daylight/Sunlight report prepared by PRP which provides an assessment of the potential impact of the development on sunlight, daylight and overshadowing to neighbouring residential properties and the proposed units based on the approach set out in the Building Research Establishment's (BRE) 'Site Layout Planning for Daylight and Sunlight: A Good Practice Guide'.

Daylight has been assessed in terms of Vertical Sky Component (VSC) and sunlight has been assessed in terms of Annual Probable Sunlight Hours (APSH) and overshadowing has been assessed against the above BRE guidelines. The BRE Guidelines provide numerical guidelines, however these are not mandatory and should not be seen as an instrument of planning policy, these (numerical guidelines) are to be interpreted flexibly since natural lighting is only one of many factors in site layout design.

Daylight: the BRE Guidelines stipulate that there should be no real noticeable loss of daylight provided that either:

The Vertical Sky Component (VSC) as measured at the centre point of a window is greater than 27%; or the VSC is not reduced by greater than 20% of its original value. (Skylight); or

The daylight distribution, as measured by the No Sky Line (NSL) test where the

percentage of floor area receiving light is measured, is not reduced by greater than 20% of its original value.

It should be noted that the London Plan guidance states that in view of London's context accepting VSC reductions exceeding 20% is acceptable.

Sunlight: the BRE Guidelines confirm that windows that do not enjoy an orientation within 90 degrees of due south do not warrant assessment for sunlight losses. For those windows that do warrant assessment it is considered that there would be no real noticeable loss of sunlight where:

In 1 year the centre point of the assessed window receives more than 1 quarter (25%) of annual probable sunlight hours (APSH), including at least 5% of Annual Winter Probable Sunlight Hours (WSPH) between 21 Sept and 21 March – being winter; and less than 0.8 of its former hours during either period; and In cases where these requirements are breached there will still be no real noticeable loss of sunlight where the reduction in sunlight received over the whole year is no greater than 4% of annual probable sunlight hours.

In addition to these policies condition 89 of the hybrid planning permission requires a daylight and sunlight and overshadowing assessment in accordance with the relevant BRE Guidelines to be submitted to the Local Planning Authority with each reserved matters application. An assessment has therefore been undertaken in accordance with this condition requirement and is submitted with this application.

The daylight and sunlight report shows that overall the interaction between the existing and the proposed buildings is appropriate to the location and the emerging urban grain, in consideration of the flexible approach required by BRE when considering development in urban locations. The majority of the windows achieve VSC values above 27%. While some windows achieve lower values these are limited to the lower floors of a limited number of homes, which are mostly part of the previous phases of the proposed development. Overall, more than 97% of the units tested meet or exceed the BRE recommendations. The remaining units achieve values in line with the ones described in the previous phases.

Overall, the LPA consider that the results of the assessment are acceptable and therefore meet the requirements of condition 89.

Outdoor amenity

The London Housing SPG provides further guidance in relation to the provision of dual aspect units and private amenity space. Housing SPG standard 4.10.1 states that 5m² of private amenity space should be provided for each one bedroom unit, with a further 1m² provided for each additional occupant. Standard 4.10.3 states that the minimum length and depth of areas of private amenity space should be 1.5m and that developments should avoid single aspect units which are north facing, have three or more bedrooms, or are exposed to a particularly poor external noise environment.

Barnet's Sustainable Design and Construction SPD sets the minimum standards for outdoor amenity space provision in new residential developments. Flats are expected to provide 5sqm of usable outdoor communal or private amenity space per habitable room proposed and houses considerably more as detailed in Table 2.3 below of SPD Adapted from the Sustainable Design and Construction SPD and are as per the London Plan requirements. For both houses and flats, kitchens over 13sqm are counted as a habitable room and habitable rooms over 20sqm are counted as two habitable rooms for the purposes of calculating amenity space requirements.

Table 2.3: Outdoor Amenity Space Requirements	Development Scale
For Flats: <ul style="list-style-type: none"> •5 m² of space per habitable room. 	Minor, Major and Large scale
For Houses: <ul style="list-style-type: none"> •40 m² of space for up to four habitable rooms •55 m² of space for up to five habitable rooms •70 m² of space for up to six habitable rooms •85 m² of space for up to seven or more habitable rooms 	Minor, Major and Large scale

Details submitted with the application show that in total Phases 4A, 4B and 5 will deliver 782.4sqm amenity space above LBB's requirements the houses, both affordable and private, will benefit from private gardens over and above policy standards. However there will be a shortfall in communal amenity space for the proposed apartment blocks as is illustrated by the proposed table.

Table 6: LBB amenity standard comparison table

Unit Type	LBB standard (sqm)	Phase 4A, 4B and 5 amenity space provision	Difference
Houses	6,465	8,623.9	+2,158.9
Apartments	2,210	833.5	-1,376.5
Total			+782.4

The shortfall in the Barnet communal amenity space standards needs to be considered within the wider amenity space provision across the phase and masterplan area, as well as the opportunities for residents to access amenity space in the surrounding area.

In this regard it is noted that overall the amenity space provision for the phase is in excess of the policy requirements. A conscious design decision was taken to maximise the amount of communal amenity space within the development including

Dollis Brook Green as opposed to private community space. All of the development including the apartments accord with the London Plan Amenity Space standards as illustrated below and on balance the scheme is considered acceptable in this regard.

Table 7: London Plan amenity comparison table

Unit Type	London Plan standard (sqm)	Phase 4A, 4B and 5 amenity space provision	Difference
Houses	902	8,623.9	+7,721.9
Apartments	756	833.5	+77.5
Total			+7,799.4

Play space

Under condition 39 of the original hybrid planning permission, it is required that details pertaining to children's play space be submitted for each phase of development.

London Plan Policy S4 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.

London Borough of Barnet Core Strategy Policy 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.

Play Provision Requirements	Mayor for London's SPG (10sqm/child)	Barnet Council's Unitary Development Plan (8sqm/child)
Predicted Child Yield	459 children	393 children
Minimum provision requirement for playable space	4585 m2	3144 m2

Based on the London Plan calculator, it is required that the entirety of the Dollis Valley development provides 3144sqm of play space (459 children). Details submitted with the application advises that play space provided within this phase including the proposed Locally Equipped area of play (Formal Playground for the Estate), located within the proposed Dollis Brook Green in the centre of the phase. Overall the proposed play strategy accords with the approved masterplan, with the main plain ground located within this current reserved matters application, doorstep play for younger children in the already completed Phase 2 of the redevelopment and enhancements of adjoining areas of openspace such as King George V Recreation

Ground and Dollis Brook catering for older children. The final details of the play equipment specification will be provided by means of a formal application to discharge condition 39, nevertheless the indicative plans submitted with the application show that a high quality space can be achieved and it is considered that the application shows sufficient provision for play within both this phase and the broader outline approval.

Landscaping

In accordance with the masterplan, Phases 4A, 4B and 5 incorporates a comprehensive landscaping strategy. The boundary strategy for Phases 4A, 4B and 5 is a continuation of the Phase 3 proposals with the inclusion of hedge planting to the majority of building frontages with the aim of greening the streets in accordance with the 'Garden Suburb' character of the development.

The planting strategy will continue the principles of Phases 1, 2 and 3 with front gardens to be planted with mainly evergreen shrubs and flowering perennials to provide year round interest and coverage. Amenity planting in the streets will consist of native or wildlife attracting species to maximise the biodiversity potential of the development. This is proposed to be supplemented with native climber and hedge planting along blank brick wall boundaries.

The parking courtyards for the proposed blocks will be planted with a varied palette of flowering and evergreen shrubs and climbing plants growing up trellis structures fixed to the enclosing retaining walls.

This reserved matters application also includes Dollis Brook Green, a public garden square which sits at the heart of the landscape strategy for Phases 4A, 4B and 5. The green represents the largest area of public amenity with the whole regeneration masterplan for Dollis Valley, and offers the estate residents with a valuable, multi-functional external space. Overall the proposed landscaping is considered satisfactory in accordance with the aims of the outline masterplan approval.

7.3 Impact on Neighbouring Amenity

At a national level, Chapter 11 of the NPPF has an approach based on the central principle of sustainability through the pursuit of amenity improvements, developments driven by context, long term improvements to the environment and high quality design.

Under the Local Plan, the protection of existing amenity arrangements in any area is considered to be an important aspect of determining whether a proposal is acceptable or otherwise. The protection of existing residential amenity is required through good design in new developments which intern promotes quality environments. More specifically Policy DM01 states that proposals should seek to manage the impact of new developments to ensure that there is not an excessive loss of amenity in terms of

daylight/sunlight, outlook and privacy for existing occupiers. While Policy DM04 under point 'd', states that proposals that are likely to generate an excessive level of noise close to noise sensitive uses, such as residential dwellings, will not normally be permitted.

This is further supported by Barnet's Adopted Residential Design Guidance SPD (adopted April 2013) which provides further guidance on safeguarding the amenities of neighbouring and surrounding residential occupiers.

Privacy, overlooking and outlook

The Council's Supplementary Planning Document Residential Design Guide recommends minimum distances between habitable room windows and to neighbouring gardens to protect privacy.

It was accepted during the consideration of the hybrid planning application that not all back to back or front to front distance (across streets) would accord with the Council's 21m recommended separation distance. In relation to the current application, the position of the proposed houses is broadly in accordance with the illustrated Masterplan approved as part of the Hybrid consent. Distance separations between dwellings range from 7.8m (one instance) to 17m back to back and between 12m and 17m front to front. While it is acceptable that this level is below SPD guidelines, the Council's SPD acknowledges that shorter distances between facing habitable room windows and to neighbouring gardens may be acceptable within regeneration areas where there are material justifications. It is considered in this case, that the high quality urban environment proposed and the wider regeneration benefits of the proposals justify the relaxation of these standards. The distances across streets are comparable to other historic streets in Barnet and contribute to the Mews character and feel of the development. The back to back distances still enable a good level of privacy to be achieved.

In relation to the proposed apartment blocks, while all these contain windows and balconies on the majority of elevations, sufficient space is provided around them to prevent overlooking of adjoining properties with a 17m gap maintained between apartment blocks B & C and a 37m separation distance is maintained between Block E and properties on Barnet Lane.

Overall it is considered that the development is more than compliant with the required policies governing loss of privacy, outlook, overshadowing and overlooking to any future neighbours when taken in the context of the Outline consent.

Daylight, sunlight and overshadowing

The application's Sunlight and Daylight report confirmed that overall the interaction between the existing and the proposed buildings is appropriate to the location and the emerging urban grain, in consideration of the flexible approach required by BRE when considering development in urban locations. The majority of the windows achieve VSC values above 27%. While some windows achieve lower values these are limited to the lower floors of a limited number of homes, which are mostly part of the previous phases of the proposed development. Overall, more than 97% of the units tested meet or exceed the BRE recommendations. The remaining units achieve values in line with the ones described in the previous phases.

In light of the above, the proposed sunlight and daylight impact on existing residential units is acceptable.

Noise and sound insulation

Under condition 53 of the hybrid permission it is required that details regarding sound installation be submitted for consideration by the Council. While this will be a matter for a future discharge of condition application, the Council's environmental health officer was consulted on the application and raised no objections.

7.4 Trees

Policy DM01 requires that proposals should include hard and soft landscaping that:

- Is well laid out in terms of access, car parking and landscaping.
- Considers the impact of hardstandings on character.
- Achieves a suitable visual setting for buildings.
- Provides appropriate levels of new habitat including tree and shrub planting.
- Contributes to biodiversity including the retention of existing wildlife habitat and trees.
- Adequately protects existing trees and their root systems.
- Makes a positive contribution to the surrounding area.

DM01 further states that trees should be safeguarded and when protected trees are to be felled the Council will, where appropriate, require replanting with trees of an appropriate size and species. This is also supported by the Barnet Local Plan Policy DM16, which elaborates that when considering development proposals, the Council will seek the retention, enhancement or creation of biodiversity.

The approved Masterplan Tree Strategy approved under the hybrid planning approval proposed the removal of 193 trees out of 208 trees within the Wider Dollis Valley Development. All trees which are to be removed are to be replaced on a 2 for 1 basis.

The reserved matters application as submitted for Phases 4A, 4B and 5 proposed the removal of the majority of existing trees, other than one specimen tree in the proposed park along with several street trees along Dollis Valley Way on the southern part of the site. It is noted that all of these trees already have permission to be removed under the outline planning approval. In compensation for this around 100 trees are proposed to be planted which aligns with the 2 for 1 replacement planting required under the outline permission.

The plans for the development were amended post submission to allow for the retention of the majority of the trees along the rear of properties in Barnet Lane. However it is noted that several of the amended submitted plans suggest that new trees are now proposed in this location rather than the existing trees being retained. To avoid any misunderstanding an appropriate condition is suggested preventing any works to construct the Car Park for Block E until such stage as an amended plan is submitted for this car park, showing the retention of existing trees where possible and requiring an accompanying arboricultural method statement and tree protection plan.

7.5 Sustainability

At the heart of the NPPF is the fundamental principle to build in favour of sustainability. It states that developments should reduce greenhouse gas emissions and in determining planning applications local planning authorities should expect developments to comply with local policies in terms of the layout of development, paying particular attention to create developments that would reduce energy consumption through building orientation, massing and landscape.

London Plan Policy SI 2 Minimising greenhouse gas emissions 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 SI2 'Minimising Greenhouse Gas' requires all residential developments to achieve zero carbon on new residential developments of which a minimum on-site reduction of at least 35 per cent beyond Building Regulations¹⁵² is required for major development. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough through a cash in lieu contribution to the borough's carbon offset fund.

No details have been submitted at this stage pertaining to sustainable practices. Therefore officers are unable to confirm what measures will be employed. These details are to be confirmed under a separate discharge of condition application.

7.6 Highways

Policy CS9 of the Barnet Core Strategy (Providing safe, effective and efficient travel) states that the Council will promote the delivery of appropriate transport measures to relieve pressure on the existing infrastructure and support growth, whilst maintaining the level of freedom in terms of public access to these facilities. The Council is also driven by the objective to ensure that any proposed use or development would match the current transport capacity and capabilities at the local. If necessary these will be undertaken via the use of the Community Infrastructure Levy or S106 Legal Agreements. In doing so, the following measures will be prioritised:

- The reduction congestion
- Continued investment in the highways network
- Working with TFL
- The management of parking
- Maintaining road safety
- Encouraging sustainable modes of transport

Policy DM17 states that the Council will ensure that there is safety for all road users and will refuse applications that may lead to safety concerns on the highway or increase risk to vulnerable users. In considering new developments the Council will require the submission of a Transport Assessment where the proposed development is anticipated to have significant transport implications. Developments should be located close to existing public transport links and should encourage their use and if necessary, new routes and services should be created. Cycle and parking provisions should be proposed in line with the London Plan standards.

The applicant has submitted a detailed road network with the proposal which broadly accords with the proposed access parameter plan approved under the outline planning approval. Changes concern the removal of the secondary roads SS2 & SS5 from the developed proposals and a rationalisation of Road S7 is to achieve an improved housing layout. The Council's Highway Officer has been consulted on the proposal and is broadly supportive on these proposed changes, however several queries are still under discussion concerning the extent of adoption, visibility splays and swept path analysis. These matters are subject to ongoing discussion and will be responded to further in the addendum to the Committee meeting.

In relation to parking the proposes 250 allocated and 19 non allocated car parking spaces (269 Total) to service the proposed 223 residential units. Allocation is at the rate of 1 space per 1,2 and 3 bed unit and 2 spaces for 4 bed units. The non allocated car parking spaces have been provided in order to increase the number of spaces available for 2 & 3 bed units as well as visitor parking. This is in accordance with the site wide parking strategy and accords with planning policies in place at the time the original hybrid consent was granted. The provision of additional non allocated spaces

is welcomed allowing for a limited number of visitor spaces plus additional spaces for smaller dwellings which might own more than one vehicle.

In relation to cycle parking. In relation to the proposed houses a lightweight cycle store will be provided in each rear garden providing space for 2 bicycles. In relation to the apartment blocks cycle parking will be provided in secure communal cycle stores providing the following amount of storage.

Apartment Cycle Provision		
Apartment Block	Required Number of Cycle Spaces	Number of Cycle Spaces Provided
A	30	34 (+4 Space)
B	27	30 (+3 Spaces)
C	27	32 (+5 Spaces)
D	27	32 (+5 Spaces)
E	18	20 (+2 Spaces)

Members attention is drawn to the standards which were in place at the time the original outline approval was granted which carries through to the requirements for subsequent reserved matters applications. In this instance it can be seen from the above that the quantity of cycle parking proposed exceeds the minimum numbers required in the 2011 London Plan and as such is in accordance with the approved parameters.

7.7 Refuse and Recycling Storage

Under Policy CS14 of the Local Plan Core Strategy, the Council has taken a proactive approach to dealing with waste production and disposal. It notes that a key component of dealing with waste in a more sustainable way is to find better ways of reducing the amount of waste and taking more responsibility for its disposal, instead of relying on landfill sites such as that in Bedfordshire. The London Borough of Barnet has one of the largest carbon footprints per head of population in London. However it was the first local authority to introduce compulsory recycling in March 2005. As such, it is clear that the Council employs a sustainable approach to refuse and recycling. This approach also forms part of The Mayor of London's objectives. The London Plan (see Policy 5.16 and 5.17) sets a target of working towards managing the equivalent of 100 per cent of London's waste within London by 2031. Meeting this target will require the use of new facilities and technologies.

In keeping with the above, Policy CS14 encourages sustainable waste management practices for all developments by way of waste prevention, re-use, recycling, composting and resource efficiency over landfill. All developments should seek to present waste disposal techniques which are able to meet future needs. The Sustainable Design and Construction SPD provides a detailed minimum requirement

for waste provisions stating that “*All non-residential developments should provide a minimum of 10m2 designated waste storage space for materials for recycling, such as paper, glass bottles and jars, cans, cardboard, and plastic bottles*” (p.30) and “*A minimum internal storage capacity of 60 litres per dwelling (flats and houses) should be provided which can accommodate containers for the temporary storage of materials to be recycled.*” (p.30).

Details of the proposed refuse strategy have been submitted with the planning application, the content of which appears acceptable. The final details of the refuse strategy will be subject to a future discharge of condition application.

8. 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 the above legislation.

9. 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 Mayor’s London Plan and the Barnet Local Plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority in their assessment of this application.

As conditioned, the proposal would not compromise the outline planning permission (B/00354/13) for the redevelopment of the wider site. It accords with the relevant

development plan policies, conforms to the design principles and the parameters established in the approved outline application for the Dollis Valley Estate.

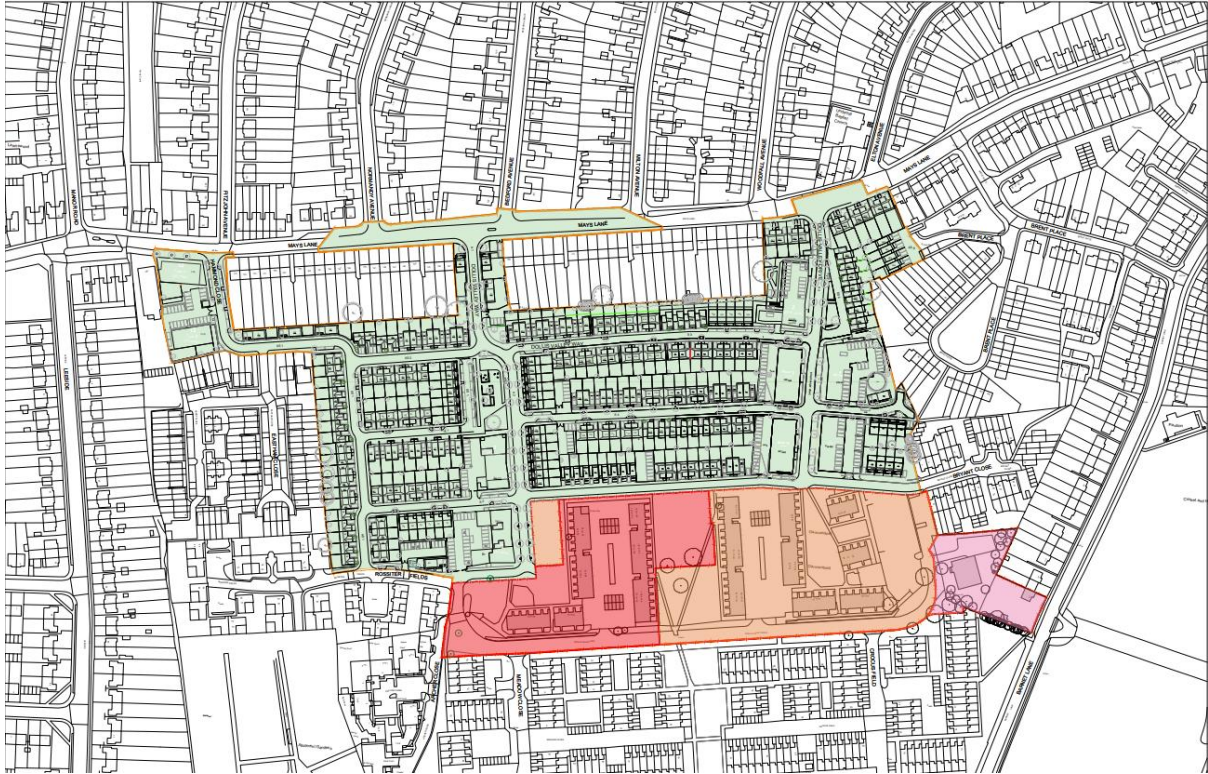
The proposal is acceptable on design, visual amenity and archaeology grounds. The proposal would not significantly affect the amenities of neighbouring residential properties. It would provide for much needed quality family housing, including 95 affordable units that would have a good standard of accommodation including outlook, privacy and access to daylight.

The design of the development is considered appropriate for its location, which also provides for variety and legibility in Built Form. The materials and form relates well to the surrounding development. The layout of the development provides permeability around the site as well as to the wider development.

It is recommended that the application be **Approved** subject to the attached conditions.

SITE LOCATION PLAN: Dollis Valley Estate (Phases 4A, 4B & 5) Barnet EN5 2TS

REFERENCE: 21/2407/RMA



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Strategic Planning Committee

22nd February 2022



Title	Brownfield Land Register
Report of	Deputy Chief Executive
Wards	All
Status	Public
Urgent	No
Key	Yes
Enclosures	<i>Appendix A – Brownfield Land Register</i>
Officer Contact Details	Nick Lynch – Planning Policy Manager 020 8359 4211 Nick.Lynch@barnet.gov.uk

Summary

The Town and Country Planning (Brownfield Land Register) Regulations 2017, requires local planning authorities to prepare, maintain and publish registers of previously, developed (brownfield) land. This provides up-to-date, digitally and publicly available information on brownfield land that is suitable for new homes, helping to provide certainty for developers and communities, encouraging investment in local areas.

Officers Recommendations

1. That the Strategic Planning Committee approves the updated 2021 Brownfield Land Register (BLR) (as set out in Appendix A) for publication.

1. WHY THIS REPORT IS NEEDED

- 1.1 The Town and Country Planning (Brownfield Land Register) Regulations 2017 (“Regulations”) introduced a new requirement on local planning authorities to prepare, maintain and publish registers of previously developed¹ (brownfield) land. The Council published its first Register in December 2017 and has updated it annually in accordance with Regulation 17.
- 1.2 Part 1 of a Brownfield Land Register (“the Register”) can include sites with extant full planning permission, outline planning permission and also sites without planning permission deemed suitable for residential development. Although not mandatory to include, any sites entered in Part 2 comprise a subset of those in Part 1 and that, by virtue of their inclusion, are granted ‘Permission in Principle’ for residential development.
- 1.3 The Council is required to include sites in the Register that it considers meet criteria in the Regulations². Sites should be at least 0.25 hectares in size or capable of supporting at least 5 dwellings and suitable, available and achievable for residential development.
- 1.4 The following methodology is used in site selection for Part 1 of the Register:
 - i) Sites with planning consent as part of the Planning London Datahub in December 2021 that have not yet been completed and meet the above criteria have been included.
 - ii) Undeveloped residential site proposals which form part of Barnet’s Housing Trajectory by virtue of allocations in Development Plan Documents (Mill Hill East and Colindale Area Action Plans) and Supplementary Planning Documents have been reviewed and where meeting the Regulations criteria, have been included. New additions in terms of site proposals reflect the adoption of the Edgware Growth Area SPD in June 2021. All of these sites are considered suitable, available and achievable.
- 1.5 This Register is in the prescribed format set out in the MHCLGs Brownfield Land Register Data Standard. For sites of 0.25 ha or more the best available information is used to ascertain if they are ‘deliverable’. The Council will continue to gather intelligence on these sites when updating the Register.
- 1.6 Smaller sites of less than 0.25 ha sites where planning permission has been granted for 5 or more residential units have also been included in the Register based on the assumption that they are likely to be completed within the next five years. Details of Part 1 sites are attached at Appendix A.
- 1.7 In order to identify and justify site proposals in the Local Plan the Council has conducted an extensive site selection process. The methodology used for selecting appropriate sites to meet identified housing and other development needs, including for employment, community and leisure, is set out in the Site Selection Background Report (2019). Barnet’s Local Plan (Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012)) underwent public consultation from June to August 2021. The Local Plan was submitted in November 2021 to the Secretary of State for the Department of Levelling Up, Housing and Communities for independent examination. The majority of sites promoted through the Local Plan are residential led proposals on

¹ As defined in annex 2 of the NPPF

² These criteria are set out in Regulation 4 of [The Town and Country Planning \(Brownfield Land Register\) Regulations 2017](#)

previously developed land. Following examination and adoption of the Local Plan these site proposals will be eligible for inclusion within the Register.

- 1.8 Part 1 of the 2021 Register contains 68 sites, all of which are in the public domain. The majority of these sites already have planning permission and a number are under construction. The largest proportion of this capacity is from Brent Cross, Colindale and Mill Hill East growth areas.

2. REASONS FOR RECOMMENDATIONS

- 2.1 As set out above it is recommended that entries included in Part 1 of the 2021 Register remain limited to those sites with an existing planning allocation and/or extant residential led planning consent.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Not to approve publication of the updated Register. Failure to update the Register within a year of its previous approval would be in breach of the Regulations³ which stipulate that the Register should be reviewed at least every 12 months.
- 3.2 To publish the Register subject to amendments. It is strongly advised not to add additional sites to the Register because of the relationship with Local Plan proposals and the robust site selection process that this necessitates.

4. POST DECISION IMPLEMENTATION

- 4.1 Publication of the initial Register in December 2017 provided the basis for applications to be submitted for Permission in Principle (PiP). Following formal notification and consultation in accordance with Regulations the Council would be able to add suitable PiP sites to Part 2 of the BLR. No applications for PiP have been submitted in Barnet since publication of the initial Register in 2017.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Brownfield Register helps to support delivery of the Corporate Plan 2021-2025 particularly the following stated corporate priority:

- Ensuring decent quality housing that buyers and renters can afford, prioritising Barnet residents
- Responsible delivery of our major regeneration schemes to create better places to live and work, whilst protecting and enhancing the borough

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 5.2.1 The cost for producing the Register will be contained within existing resources.

³ The Town and Country planning (Brownfield Land Register) regulations 2017 - Regulation 3(2) refers

5.3 Social Value

5.3.1 The Public Services (Social Value) Act 2012 requires people who commission public services to consider how they can also secure wider social, economic and environmental benefits.

5.3.2 Through the use of the Brownfield Register social and economic benefits will principally be secured through opportunities to increase housing delivery (including affordable housing) and make more efficient use of previously developed land. Focusing housing development on brownfield rather than greenfield sites will help to protect Barnet's Green Belt and Metropolitan Open Land. New homes will be energy efficient and designed in accordance with Council guidance on Sustainable Design and Construction.

5.4 Legal and Constitutional References

5.4.1 The requirement for all local planning authorities to publish a Brownfield Land Register and update at least annually is stipulated in the Regulations⁴. Details on publication of the Register are set out above.

5.4.2 Under Article 7 of the Council's Constitution the functions of the Strategic Planning Committee include: To consider additions, deletions or amendments to the entries in the Council's Brownfield Land Register, including any referrals from the Planning Committees, and conduct any other functions related to the Brownfield Land Register.

5.5 Risk Management

5.5.1 Limiting site entries in the Register to those with an extant planning permission for residential use is considered to pose the least risk of subsequent challenge. Including sites in the Register without extant planning permission could be seen as prejudicial to the consideration of residential site allocations included in the new Local Plan, and potentially result in a legal challenge. It is important therefore that the identification of sites in both the BLR and Local Plan is arrived at through a consistent and transparent process and following a robust assessment.

5.5.2 To date the Council has not received any requests to grant Permission in Principle. Any requests received must be subject to notification and consultation procedures set out in The Town and Country Planning (Permission in Principle) Order 2017 and the Regulations prior to consideration being given to entering in Part 2 of the BLR.

5.6 Equalities and Diversity

5.6.1 The 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- advance equality of opportunity between people from different groups
- foster good relations between people from different groups.

⁴ Regulation 3(2) refers

The broad purpose of this duty is to integrate considerations of equality into day business and keep them under review in decision making, the design of policies and the delivery of services.

5.6.2 Register sites are determined by regulatory criteria. Part 1 of the Register has no statutory weight in either decision taking or plan making. At present there are no sites in Part 2 of the Register (which grants PiP). Sites coming forward for planning permission may require a more detailed equalities and diversity assessment relating to the specifics of the site and development in question. Officers consider that there are no specific equality and diversity implications arising from production of this Register.

5.7 **Corporate Parenting**

5.7.1 N/A

5.8 **Consultation and Engagement**

5.8.1 There is no express statutory requirement to consult on Part 1 of the Register.

5.9 **Insight**

5.9.1 N/A

6. **BACKGROUND PAPERS**

- Strategic Planning Committee 9th December 2020 (Item 9) – Brownfield Land Register 2020
- <https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=703&MId=10132&Ver=4>

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Newly added sites for 2021 BLR update in bold

OrganisationURI	OrganisationLabel	SiteReference	SiteNameAddress	SiteplanURL	Coordinate Reference System	GeoX	GeoY	Hectares	OwnershipStatus	PlanningStatus	MinNet Dwellings	FirstAdded Date	LastUpdated Date	Ward
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	15/07932/OUT	North London Business Park	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	528030	193517	16.49	not owned by a public authority	permitted	1350	26/11/2019	16/11/2020	Brunswick Park
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	21/0519/FUL	Greenpoint (Mar House), Mar House, The Hyde,	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB41	520612	189893	0.39	not owned by a public authority	permitted	9	21/01/2022	21/01/2022	Burnt Oak
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	19/1049/FUL	100 Burnt Oak Broadway, Edgware, HA8 OBE	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB37	520183	190452	0.28	not owned by a public authority	permitted	100	16/11/2020	16/11/2020	Burnt Oak
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	19/2657/FUL	Colesworth House, Crokesley House, Curtlington House, Clare House and Kedington House, Burnt Oak Broadway, HA8	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB38	520318	190247	0.78	not owned by a public authority	permitted	18	16/11/2020	16/11/2020	Burnt Oak
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	F/04474/14	Granville Road Estate, Granville Road, Childs Hill London, NW2	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	524786	186629	2.323	not owned by a public authority	permitted	132	26/11/2019	16/11/2020	Childs Hill
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	18/4674/FUL	Hermitage Lane	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB39	525087	186393	0.25	not owned by a public authority	permitted	52	16/11/2020	16/11/2020	Childs Hill
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	18/6353/FUL	1-13 Cricklewood Lane, NW2 2DQ	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB42	523820	185776	0.37	not owned by a public authority	permitted	145	21/01/2022	21/01/2022	Childs Hill
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	14/07064/FUL	Buildings D3 To D8, Beaufort Park, Aerodrome Road, Colindale, NW9	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	522064	189874	0.81	not owned by a public authority	permitted	379	26/11/2019	16/11/2020	Colindale
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	W01731JS/04	Grahame Park Estate - Bounded By Lanacre Avenue To The West, Grahame Park Way To The South And Field Mead To The North London NW9	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	521650	190812	34	not owned by a public authority	permitted	2088	26/11/2019	16/11/2020	Colindale
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	H/04753/14	Peel Centre, Peel Drive, Colindale, London, NW9 5JE	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	521806	189735	15.961	not owned by a public authority	permitted	1750	26/11/2019	16/11/2020	Colindale
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	18/0352/FUL	Colindale Telephone Exchange, The Hyde, London, NW9 6LB	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	521633	188697	1.007	not owned by a public authority	permitted	505	26/11/2019	16/11/2020	Colindale
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	Colindale AAP 2010	McDonalds Site, 157 Colindeep Lane	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	520979	189463	0.50	not owned by a public authority	not permitted	175	26/11/2019	16/11/2020	Colindale
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	Colindale AAP 2010	Burger King/ Eycland Site NW9 5EB	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	520725	189756	0.40	not owned by a public authority	not permitted	162	26/11/2019	16/11/2020	Colindale
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	Colindale AAP 2010	Middlesex University Halls	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	522823	189360	2.66	not owned by a public authority	not permitted	190	26/11/2019	16/11/2020	Colindale
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	Colindale AAP 2010	Merit House, Edgware Road, NW9 5AB	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	520712	189804	1.00	not owned by a public authority	not permitted	180	26/11/2019	16/11/2020	Colindale
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	Colindale AAP 2010	Kwik Fit, The Hyde	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	520777	189672	0.10	not owned by a public authority	not permitted	60	26/11/2019	16/11/2020	Colindale
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	19/0859/OUT	Colindale Station Colindale Avenue NW9 5HR	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB40	521308	189957	0.76		permitted	303	16/11/2020	16/11/2020	Colindale
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	20/6277/FUL	Douglas Bader Park Estate, Clayton Field, NW9 5SE	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB43	521365	190980	3.9		permitted	553	27/01/2022	27/01/2022	Colindale
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	19/2897/FUL	Imperial House, the Hyde, NW9 5AL	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB54	520591	189944	0.4	not owned by a public authority	permitted	102	27/01/2022	27/01/2022	Colindale
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	19/4661/FUL	Sainsburys The Hyde NW9 6JX	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB45	521769	188476	3.7	not owned by a public authority	permitted	1309	27/01/2022	27/01/2022	Colindale
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	20/3906/FUL	Crown Honda, Hyde Estate Road, NW9 6JX	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB546	521644	188609	0.87	not owned by a public authority	permitted	470	27/01/2022	27/01/2022	Colindale
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	19/6786/FUL	45-47 Friern Barnet Road, N11 3EG	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB69	528487	192377	0.115	not owned by a public authority	permitted	22	16/11/2020	16/11/2020	Coppetts
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	B/04834/14 16/7601/FUL 20/1719/FUL	Land Formerly Known As British Gas Works Albert Road, Albert Road, Barnet, Herts	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	526477	196498	2.2	not owned by a public authority	permitted	371	26/11/2019	16/11/2020	East Barnet
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	19/3313/FUL	183 Victoria Road, EN4 9PA	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB70	526951	195916	0.2	not owned by a public authority	permitted	15	27/01/2022	27/01/2022	East Barnet
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	18/5822/FUL	12 - 18 High Road, N2 9PJ	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB49	527319	189211	0.14	not owned by a public authority	permitted	24	27/01/2022	27/01/2022	East Finchley
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	19/1346/FUL	Development Site North of 215 at Former 217 to 223 High Road, N2 8AN	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB50	526914	189972	0.14	not owned by a public authority	permitted	20	27/01/2022	27/01/2022	East Finchley
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	18/4221/FUL	Carmelite Friars, 63 East End Road, N2 0SE	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB51	526022	189867	0.4	not owned by a public authority	permitted	15	27/01/2022	27/01/2022	East Finchley
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	15/03137/FUL	Land At Broadfields Primary School, Roseberry Drive, Edgware, HA8 8JP	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	519584	193723	2.05		permitted	137	26/11/2019	16/11/2020	Edgware
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	16/0112/FUL	102-124 Station Road And Car Park To Rear, Edgware, Middlesex, HA8 7BJ	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	519418	191763	0.6	not owned by a public authority	permitted	123	26/11/2019	16/11/2020	Edgware
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	Edgware Growth Area SPD 2021	Edgware Town Centre	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB52	519311	191619	7.83	not owned by a public authority	not permitted	2379	27/01/2022	27/01/2022	Edgware
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	Edgware Growth Area SPD 2021	Edgware Underground & Bus Stations, HA8 7AW	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB53	519498	191921	8.17	TfL	not permitted	2317	27/01/2022	27/01/2022	Edgware
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	18/2839/FUL	Land at the Rectory, Rectory Lane, HA8 7LG	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB44	519416	192111	0.33	not owned by a public authority	permitted	51	16/11/2020	16/11/2020	Edgware
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	19/3729/PNO	Equity House, 128-136 High Street, HA8 7EL	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB55	519140	191781		not owned by a public authority	permitted	18	27/01/2022	27/01/2022	Edgware
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	21/0263/FUL	Barons Court	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB56	526750	187882	1	not owned by a public authority	permitted	108	21/01/2022	21/01/2022	Garden Suburb
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	20/6133/FUL	56 The Bishops Avenue	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB57	527279	189080	0.054	not owned by a public authority	permitted	6	21/01/2022	21/01/2022	Garden Suburb
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	20/6133/FUL	Beaumont Close, N2 0GA	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB57	527279	189080	0.054	not owned by a public authority	permitted	6	21/01/2022	21/01/2022	Garden Suburb
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	16/3806/FUL	290-294 Golders Green Road, London, NW11 9PY	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	524177	188326	0.42	not owned by a public authority	permitted	111	26/11/2019	16/11/2020	Golders Green
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	17/6662/RMA	Brent Cross - 1B (South)	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	523359	187350	0.77	not owned by a public authority	permitted	292	26/11/2019	16/11/2020	Golders Green
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	21/4063/RMA	Brent Cross Plot 25	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB58	523280	187243	0.42	not owned by a public authority	permitted	220	21/01/2022	21/01/2022	Golders Green
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	18/6409/RMA	Brent Cross - 1C (Plot 11)	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB59	523409	187328		not owned by a public authority	permitted	352	27/01/2022	27/01/2022	Golders Green
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	21/0070/RMA	Brent Cross - 2(South) (Plots) 15	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB60	523198	187156		not owned by a public authority	permitted	279	27/01/2022	27/01/2022	Golders Green
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	20/5690/RMA	Brent Cross - 2(South) (Plots) 14	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB61	523280	187243		not owned by a public authority	permitted	281	27/01/2022	27/01/2022	Golders Green
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	18/6337/RMA; 20/1209/NMA	Brent Cross - 1C (Plot 13)	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB62	523409	187328		not owned by a public authority	permitted	356	27/01/2022	27/01/2022	Golders Green
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	17/2963/RMA	Brent Cross Cricklewood Regeneration Area, London, NW4	https://data.london.gov.uk/dataset/brownfield-land-register </										

http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	H/03904/12 19/3092/RMA	Mill Hill East (Millbrook Park) Phase 8	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB68	523840	191994		not owned by a public authority	permitted	164	27/01/2022	27/01/2022	Mill Hill
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	15/06417/OUT	Millbrook Park, Mill Hill, London, NW7 1SJ	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	524204	191458	0.42	not owned by a public authority	permitted	66	26/11/2019	16/11/2020	Mill Hill
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	17/1313/PNO	Barnet House, 1255 High Road, London, N20 0EJ	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	526405	193867	0.624	not owned by a public authority	permitted	254	26/11/2019	16/11/2020	Totteridge
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	19/1950/FUL	70-84 and Land R/O Oakleigh Road North, N20 9EZ	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB47	526637	193955	0.8	not owned by a public authority	permitted	107	16/11/2020	16/11/2020	Totteridge
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	19/6833/FUL	66 Woodside Park Road, N12 8RY	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB48	525965	192561	0.06	not owned by a public authority	permitted	13	16/11/2020	16/11/2020	Totteridge
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	B/00354/13	Dollis Valley - Phase 3	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	524622	195695	10.36		permitted	135	26/11/2019	16/11/2020	Underhill
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	B/00354/13	Dollis Valley - Phase 4	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB71	525025	195489			permitted	124	27/01/2022	27/01/2022	Underhill
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	B/00354/13	Dollis Valley - Phase 5	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB72	525025	195489			permitted	99	27/01/2022	27/01/2022	Underhill
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	20/5753/FUL	High Road, N12 8LF	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB73	526311	192197		not owned by a public authority	permitted	6	21/01/2022	21/01/2022	West Finchley
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	19/0948/PNO	Rowlandson House, 289-293 Ballards Lane, N12 8NP	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB74	526188	191913		not owned by a public authority	permitted	47	27/01/2022	27/01/2022	West Finchley
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	North Finchley SPD, 2018, Site 1	Tally Ho Triangle & Artsdepot	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	526341	192018	1.15	mixed	not permitted	281	26/11/2019	16/11/2020	West Finchley
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	North Finchley SPD 2018 Site 2	307-319 Ballard's Lane North Finchley N12 8LY	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	526260	192020	0.43	not owned by a public authority	not permitted	130	26/11/2019	16/11/2020	West Finchley
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	North Finchley SPD 2018 Site 3	Finchley House, High Rd & Kingsway North Finchley N12 0BT	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	526389	191955	0.28	not owned by a public authority	not permitted	34	26/11/2019	16/11/2020	West Finchley
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	North Finchley SPD 2018 Site 6	799-811 High Rd North Finchley & Lodge Lane Carpark, N12 8JT	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	526254	192388	0.81	mixed	not permitted	132	26/11/2019	16/11/2020	West Finchley
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	H/01054/13	West Hendon Estate, West Hendon, London, NW9	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	521949	188068	12.99		permitted	1296	26/11/2019	16/11/2020	West Hendon
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	17/6434/FUL	60 West Hendon Broadway	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB75	522389	187613	0.2	not owned by a public authority	permitted	53	27/01/2022	27/01/2022	West Hendon
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	20/1898/PNO	65 Watford Way, NW4 3AQ	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB76	522742	188781		not owned by a public authority	permitted	19	27/01/2022	27/01/2022	West Hendon
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	North Finchley SPD 2018 Site 4	East Wing Building, 672-708 High Rd North Finchley N12 9PT/9QL	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	526424	192018	0.56	not owned by a public authority	not permitted	125	26/11/2019	16/11/2020	Woodhouse
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	North Finchley SPD 2018 Site 5	744-776 High Rd North Finchley N12 9QG/9QS	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB36	526364	192259	0.61	not owned by a public authority	not permitted	175	26/11/2019	16/11/2020	Woodhouse
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	20/4343/OUT	Land Adjacent to Finchley Memorial Hospital	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB77	526369	191199	1.33		permitted	130	27/01/2022	27/01/2022	Woodhouse
http://opendatacommunities.org/id/london-borough-council/barnet	Barnet London Borough Council	17/6593/FUL	Britannia House, 960 High Road, N12 9RY	https://data.london.gov.uk/dataset/brownfield-land-register	OSGB50	526361	193040	0.1	not owned by a public authority	permitted	23	16/11/2020	16/11/2020	Woodhouse