

Location **Old Barn Youth Club And Land Adjacent Corner Of Fallows Close And Tarling Road London N2 8LG**

Reference: **15/06974/FUL** Received: 24th November 2015
Accepted: 24th November 2015

Ward: East Finchley Expiry 19th January 2016

Applicant: London Borough Of Barnet

Proposal: Demolition of existing single storey community centre redevelopment of site to provide a new two storey community centre (Use D1 Non Residential Institutions) including nursery, accommodating 980sqm of floorspace, provision of 16 car parking spaces, cycle parking, refuse/recycling store, associated landscaping, external amenity space, play facilities and boundary treatment. (AMENDED DESCRIPTION AND PLANS).

Recommendation: Approve subject to conditions

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

24485/1 Location Plan; TCC CP00ZZZ DLP AR 900 001 P00 Site Location Plan; TCC CP00ZZZ DLP AR 900 002 P00 Existing Block Plan; TCC CP 00 ZZZ DSP AR 900 003 P02 Proposed Block Plan; TCC CP 00 ZZZ DEL AR 062 001 P00 Existing Site Elevations; TCC CP00ZZZ DLP AR 063 001 P00 Existing Site Sections; TCC CP 00 ZZZ DSC AR 063 002 P02 Proposed Site Sections; TCC CP00ZZZ DSP AR 900 004 P00 Existing Site Layout; TCC CP 00 ZZZ DSP AR 900 005 P02 Proposed Site Layout; TRC-CAP-ZZ-00-DR-E-PL T1 External Lighting; MSL10775-T Topographical Survey; TCC CP 00 G00 DFP AR 061 001 P01 Ground Floor General Arrangement; TCC CP 00 U01 DEFP AR 061 002 P01 First Floor General Arrangement; TCC CP 00 R00 DFP AR 061 003 P01 Roof Plan General Arrangement; TCC CP 00 ZZZ DEL AR 062 002 P02 Proposed Site Elevations; TCC CP 00 ZZZ DEL AR 062 003 P02 Proposed North and South Elevations; TCC CP 00 ZZZ DEL AR 062 004 P02 Proposed East and West Elevations; TCC CP 00 ZZZ DSC AR 063 003 P02 Proposed Building Sections; L001 P03 Landscape General Arrangement; TCC-CP-00-G00-DSP-CE-1200-001 P01 Traffic Sign and Road Markings Details; Design and Access Statement; Arboricultural Survey and Impact Assessment; Bat Survey; Reptile Survey; Ecological Survey; Utilities Survey; Air Quality Report; Contaminated Land Desktop Study; Noise Report (March 2016); Statement of Community Involvement; Transport Statement and Travel Plan (March 2016); Sustainability and Energy Strategy; Geo-Environment Report; BREEAM Preliminary Assessment Report; MEP Design Statement; Civil Engineering Report; Mechanical Specification; Structural Engineering Report; Outline Fire Strategy; Waste Strategy Report

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

- 2 This development must be begun within three years from the date of this permission.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

- 3 a) No development shall take place until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s) and any other changes proposed in the levels of the site have been submitted to and approved in writing by the Local Planning Authority.
- b) The development shall thereafter be implemented in accordance with the details as approved under this condition and retained as such thereafter.

Reason: To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies 7.4, 7.5, 7.6 and 7.21 of the London Plan 2015.

- 4 a) No development other than demolition works shall take place until details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas hereby approved have been submitted to and approved in writing by the Local Planning Authority.
- b) The development shall thereafter be implemented in accordance with the materials as approved under this condition.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2015.

- 5 a) Notwithstanding the details submitted with the application and otherwise hereby approved, no development other than demolition works shall take place until details of (i) A Refuse and Recycling Collection Strategy, which includes details of the collection arrangements and whether or not refuse and recycling collections would be carried out by the Council or an alternative service provider, (ii) Details of the enclosures, screened facilities and internal areas of the proposed building to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable, and (iii) Plans showing satisfactory points of collection for refuse and recycling, have been submitted to and approved in writing by the Local Planning Authority.

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

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy CS14 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted April 2013).

6 No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm pm on other days.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

7 a) No development other than demolition works shall take place until details of all extraction and ventilation equipment to be installed as part of the development have been submitted to and approved in writing by the Local Planning Authority. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

b) The 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 a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012) and Policy CS13 of the Local Plan Core Strategy (adopted September 2012).

8 a) No development or site works shall take place on site until a 'Demolition & Construction Method Statement' has been submitted to and approved in writing by, the Local Planning Authority.

The Statement shall provide for: access to the site; the parking of vehicles for site operatives and visitors; hours of construction, including deliveries, loading and unloading of plant and materials; the storage of plant and materials used in the construction of the development; the erection of any means of temporary enclosure or security hoarding and measures to prevent mud and debris being carried on to the public highway and ways to minimise pollution.

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

Reason: In the interests of highway safety 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 April 2013) and Policy 5.21 of the London Plan (2015).

- 9 The level of noise emitted from any plant hereby approved shall be at least 5dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

If the noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

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

- 10 a) Before development commences, a scheme of proposed air pollution mitigation measures shall be submitted to and approved in writing by the Local Planning Authority.

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

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD, and Policy 5.3 of the London Plan 2015.

- 11 Part 1

Before development commences other than for investigative work:

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.

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.

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

Part 2

Where remediation of contamination 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) and 5.21 of the London Plan 2015.

- 12 a) Notwithstanding the details shown on the plans submitted and otherwise hereby approved, the development hereby approved shall not be first occupied or brought into use until details of all acoustic walls, fencing and other acoustic barriers to be erected on the site have been submitted to the Local Planning Authority and approved in writing.

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

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

- 13 Before the development hereby permitted is first occupied, parking spaces shall be provided in accordance with Drawing No: TCC CP 00 ZZZ DSP 900 005 P02. Thereafter, the parking spaces shall be used only as agreed and not be used for any purpose other than the parking and turning of vehicles in connection with approved development.

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

- 14 Before the development hereby permitted is first occupied the disabled parking space shall be provided and permanently retained for the use of disabled persons and their vehicles and for no other purpose.

Reason: To ensure and promote easier access for disabled persons to the approved building in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 14 The applicant shall install a noise limiter of noise frequencies from 8Hz-20Khz to control amplified music and speech before commencement of use of the Community Centre. The Noise limiter will cut out amplified noise at a level to ensure residents are not disturbed by amplified music as agreed by the Environmental Health Department. The Noise limiter will be electrically connected to all electrical sockets in the community centre where amplified noise is to be made. The windows in the rooms where amplified noise is produced will be electrically connected to the noise limiter with cut out switches fitted to open able windows so if they are opened the amplified noise automatically cuts out.

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

- 15 a) Notwithstanding the details shown on the plans submitted and otherwise hereby approved, before the development hereby permitted is first occupied full details of the electric vehicle charging points to be installed in the development shall have been submitted to the Local Planning Authority and approved in writing. These details shall include provision for not less than 20% of the approved parking spaces to be provided with active and 20% passive electric vehicle charging facilities.

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

Reason:

To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with policy 6.13 of the London Plan.

- 16 a) Notwithstanding the details shown on the plans submitted and otherwise hereby approved, before the development hereby permitted is first occupied, details of cycle parking shall be submitted to and approved in writing by the Local Planning Authority and be provided in accordance with London Plan cycle parking standards and that area shall not thereafter be used for any purpose other than for the parking of cycles associated with the development.

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

Reason: To ensure and promote easier access to the approved building in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core

Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012 which in turn refers to London Plan Parking Standards.

- 17 a) Notwithstanding the details shown on the plans submitted and otherwise hereby approved, before the permitted development is first occupied a full Delivery and Servicing Plan (DSP) shall be submitted to and agreed by the Local Planning Authority.

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

Reason: 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.

- 18 At no time shall the total number of users of the community centre hereby approved exceed 400.

Reason:

To ensure that the proposed development does not exceed the parameters assessed under this application or prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies from the London Plan, CS1 and CS5 of the Core Strategy (Adopted) September 2012 and DM01, DM04 and DM17 of the of Development Management Policies (Adopted) September 2012.

- 19 The nursery play space to the north of the site, hereby permitted shall only be occupied or in use between the hours of 7.30am and 7.00pm on a Monday, Tuesday, Wednesday, Thursday or Friday and between the hours of 9.00am and 5.00pm on a Saturday, Sunday or Bank Holiday.

Reason:

To protect the amenities of occupiers of neighbouring residential properties in accordance with policies DM01 and DM04 of the Development Management Policies (Adopted) September 2012.

- 20 The development hereby approved shall be constructed to achieve not less than a standard of 'Very Good' when assessed against a suitable and up to date (not prior to 2014) scheme under the Building Research Establishment Environmental Assessment Method (BREEAM) measure of sustainability for development. The development shall not be occupied until formal certification from a suitably qualified party has been issued confirming that not less than a standard of 'Very Good' has been achieved (under the relevant BREEAM methodology) and this certification has been submitted to the Local Planning Authority.

Reason: To ensure that the development is sustainable and in accordance with policy DM02 of the Barnet Local Plan 2012 and policy 5.3 of the London Plan.

- 21 The community centre play space to the south of the new building hereby permitted shall only be occupied or in use between the hours of 8.30am and 10.00pm.

Reason:

To protect the amenities of occupiers of neighbouring residential properties in accordance with policies DM01 and DM04 of Development Management Policies (Adopted) September 2012.

- 22 The community centre use hereby permitted shall only be occupied or in use by pupils and visiting members of the public between the hours of 8.30am and 11.00pm.

Reason:

To protect the amenities of occupiers of neighbouring residential properties in accordance with policies DM01 and DM04 of Development Management Policies (Adopted) September 2012.

- 23 a) No development other than demolition works shall take place until details of the materials to be used for the external surfaces of the nursery play space hereby approved have been submitted to and approved in writing by the Local Planning Authority.

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

Reason: To protect the amenities of occupiers of neighbouring residential properties in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 and DM04 of the Development Management Policies DPD (adopted September 2012) and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2015.

- 24 No part of the development hereby approved shall be first occupied until a full Community Travel Plan and a Nursery Travel Plan that meet the relevant Transport for London travel plan criteria and standardised approach to monitoring, along with the mechanism to secure the relevant monitoring costs has been submitted to and approved in writing by the Local Planning Authority. The travel plans will include agreed objectives and targets and a package of measures with the aim of reducing reliance on car travel and promoting sustainable travel and increased use of public transport, walking and cycling for occupiers and visitors to the development, and its obligations shall be implemented in full thereafter for at least 5 years. The Community TP will be reviewed and updated and a Community TP Review submitted for approval in years 1, 3 and 5 following appropriate monitoring. The Nursery Travel Plan will be reviewed and a Nursery TP Review submitted for approval annually for at least 5 years following appropriate monitoring.

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

- 25 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 as well as details of the biodiversity area, shall be submitted to and agreed in writing by the Local Planning Authority before the development hereby permitted is commenced.

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 April 2013) and 7.21 of the London Plan 2015.

- 26 The applicant shall install a noise limiter of noise frequencies from 8Hz-20Khz to control amplified music and speech before commencement of use of the Community Centre. The Noise limiter will cut out amplified noise at a level to ensure residents are not disturbed by amplified music as agreed by the Environmental Health Department. The Noise limiter will be electrically connected to all electrical sockets in the community centre where amplified noise is to be made. The windows in the rooms where amplified noise is produced will be electrically connected to the noise limiter with cut out switches fitted to open able windows so if they are opened the amplified noise automatically cuts out.

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

- 27 Before the development is first occupied details of Bird and Bat boxes to be provided on site must be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with these details and permanently maintained thereafter.

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 7.19 of the London Plan.

- 28 Notwithstanding the details shown in the plans submitted and otherwise hereby approved, prior to the first occupation of the development hereby approved a scheme of measures that the development will incorporate to achieve the standards necessary for a proposal of this nature to achieve accreditation under the national Police initiative 'Secured By Design New Schools 2014' shall have been submitted to the Local Planning Authority and approved in writing (in consultation with the

Metropolitan Police). The development shall be implemented in full accordance with the scheme of measure approved under this condition prior to its occupation.

Reason:

To ensure that the development has a suitable design in respect of safety and security and to accord with policies DM01 and DM02 of the Barnet Local Plan.

Informative(s):

- 1 In accordance with paragraphs 186 and 187 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.

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

For developments that require an Air Quality report; the report should have regard to the air quality predictions and monitoring results from the Stage Four of the Authority's Review and Assessment available from the LPA web site and the London Air Quality Network. The report should be written in accordance with the following guidance: 1) Environmental Protection UK Guidance: Development Control: Planning for Air Quality (2010); 2) Environment Act 1995 Air Quality Regulations; 3) Local Air Quality Management Technical Guidance LAQM.TG(09); 4) London Councils Air Quality and Planning Guidance (2007).

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

- 3 In complying with the contaminated land condition parts 1 and 2, reference should be made at all stages to appropriate current guidance and codes of practice. This would include:
 - 1) The Environment Agency CLR & SR Guidance documents (including CLR11 'Model Procedures for the Management of Land Contamination');
 - 2) National Planning Policy Framework (2012) / National Planning Practice Guidance (2014);

- 3) BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice;
- 4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH;
- 5) CIRIA report C665 - Assessing risks posed by hazardous ground gases to buildings;
- 6) CIRIA report C733 - Asbestos in soil and made ground: a guide to understanding and managing risks.

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

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

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

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

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

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

- 1) BS 7445(2003) Pt 1, BS7445 (1991) Pts 2 & 3 - Description and measurement of environmental noise;
- 2) BS 4142:1997 - Method for rating industrial noise affecting mixed residential and industrial areas;
- 3) BS 8223: 2014 - Guidance on sound insulation and noise reduction for buildings: code of practice;
- 4) Department of Transport: Calculation of road traffic noise (1988);
- 5) Department of Transport: Calculation of railway noise (1995);
- 6) National Planning Policy Framework (2012)/ National Planning Policy Guidance (2014).

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

- 5 If the development is carried out it will be necessary for any existing redundant vehicular crossover(s) to be reinstated to footway level by the Highway Authority at the applicant's expense. You may obtain an estimate for this work from the

Environment, Planning and Regeneration Directorate, Barnet House 11th Floor,
1255 High Road N20 0EJ

- 6 The applicant must submit an application under Section 184 of the Highways Act (1980) for the proposed vehicular access. The proposed access design details, construction and location will be reviewed by the Development Team as part of the application. Any related costs for alterations to the public highway layout that may become necessary, due to the design of the onsite development, will be borne by the applicant. This may involve relocation of any existing street furniture and would need to be done by the Highway Authority at the applicant's expense. Estimate for this and any associated work on public highway may be obtained from the Development and Regulatory Services, Barnet House 11th Floor, 1255 High Road N20 0EJ.

To receive a copy of our Guidelines for Developers and an application form please contact: Traffic & Development Section - Development and Regulatory Services, London Borough of Barnet, Barnet House 11th Floor, 1255 High Road N20 0EJ.

- 7 The applicant should apply for a Habitual Crossing License for construction vehicles to use the existing crossover. An application for this license could be obtained from London Borough of Barnet, Barnet House 11th Floor, 1255 High Road N20 0EJ
- 8 Any details submitted in respect of the Demolition and Construction Management Plan above shall control the hours, routes taken, means of access and security procedures for construction traffic to and from the site and the methods statement shall provide for the provision of on-site wheel cleaning facilities during demolition, excavation, site preparation and construction stages of the development, recycling of materials, the provision of on-site car parking facilities for contractors during all stages of development (Excavation, site preparation and construction) and the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials and a community liaison contact and precautions to minimise damage to trees on or adjacent to the site.
- 9 The London Plan promotes electric vehicle charging points with 20% active and 20% passive provision which should be provided. The parking layout should include provision of electric charging points for all elements of the development.
- 10 In accordance with Transport for London's recommendations adequate shower and changing facilities should be provided for cyclists on site.
- 11 In case any modification is proposed or required to the existing access off the public highway then it will be subject to a detailed investigation by the Crossover Team in Development Regulatory Services.
- 12 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 on all forms of development in Barnet except for education and health developments which are

exempt from this charge. Your planning application has been assessed at this time as liable for a payment of £4,550 under Mayoral CIL.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge. Your planning application has therefore been assessed at this time as liable for a nil payment under Barnet CIL.

Please note that Indexation will be added in line with Regulation 40 of Community Infrastructure Levy.

Liability for CIL will be recorded to the register of Local Land Charges as a legal charge upon your site payable should you commence development. Receipts of the Mayoral CIL charge are collected by the London Borough of Barnet on behalf of the Mayor of London; receipts are passed across to Transport for London to support Crossrail, London's highest infrastructure priority.

You will be sent a 'Liability Notice' that provides full details of the charge and to whom it has been apportioned for payment. If you wish to identify named parties other than the applicant for this permission as the liable party for paying this levy, please submit to the Council an 'Assumption of Liability' notice, which is also available from the Planning Portal website.

The CIL becomes payable upon commencement of development. You are required to submit a 'Notice of Commencement' to the Council's CIL Team prior to commencing on site, and failure to provide such information at the due date will incur both surcharges and penalty interest. There are various other charges and surcharges that may apply if you fail to meet other statutory requirements relating to CIL, such requirements will all be set out in the Liability Notice you will receive. You may wish to seek professional planning advice to ensure that you comply fully with the requirements of CIL Regulations.

If you have a specific question or matter you need to discuss with the CIL team, or you fail to receive a 'Liability Notice' from the Council within 1 month of this grant of planning permission, please email us at: cil@barnet.gov.uk.

Relief or Exemption from CIL:

If social housing or charitable relief applies to your development or your development falls within one of the following categories then this may reduce the final amount you are required to pay; such relief must be applied for prior to commencement of development using the 'Claiming Exemption or Relief' form available from the Planning Portal website: www.planningportal.gov.uk/cil.

You can apply for relief or exemption under the following categories:

1. Charity: If you are a charity, intend to use the development for social housing or feel that there are exception circumstances affecting your development, you may be eligible for a reduction (partial or entire) in this CIL Liability. Please see the documentation published by the Department for Communities and Local Government at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf

2. Residential Annexes or Extensions: You can apply for exemption or relief to the collecting authority in accordance with Regulation 42(B) of Community Infrastructure Levy Regulations (2010), as amended before commencement of the chargeable development.

3. Self Build: Application can be made to the collecting authority provided you comply with the regulation as detailed in the legislation.gov.uk

Please visit
<http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil>
for further details on exemption and relief.

Officer's Assessment

1. Site Description

The application site is located at the corner of Tarling Road and Fallows Close in the East Finchley ward. The area is predominantly residential in character with terraced rows of two-storey dwelling houses and a three-storey block of flats provided within Fallows Close, as well as further three-storey flatted development to the southern side of Tarling Road. There is an existing nursery and children's centre provided directly to the north at the opposite entrance to Fallows Close.

The site occupies two separate plots; the existing community centre site and associated adventure playground, which has its own car park on the western side, and to the east the enclosed and inaccessible small green.

The existing site is occupied by the closed and disused Old Barn Community Centre, a single storey building. The elevations are brick and painted brick with concrete tiled hipped roof and dormer windows.

The Old Barn was originally set up in 1981 to provide clubs and activities for local people. The building was leased to provide locally run activities for community benefit, and the lease reverted back to the Council in 2014.

2. Site History

C01784AE: Use of existing pavilion and land at the Old Barn Site for educational/recreational purposes (Approved) 4.8.1981

C01784AH: Layout of land for Public Open Space (APPROVED) 20.12.1983

C10059A: Redevelopment to provide 17 two storey houses 3 storey block of 6 flats, single storey nursery building, replacement building for the Old Barn Community Centre, parking for 67 cars and the laying out of Public Open Space (APPROVED) 7.9.1993

3. Proposal

The disused single storey Old Barn Community Centre is to be demolished and replaced with a new, more contemporary style, two-storey community centre including nursery, accommodating 980sqm of floor space, provision of 16 car parking spaces, cycle parking, refuse/recycling store, associated landscaping, external amenity space, play facilities and boundary treatment.

The new centre is proposed to be integrated with the existing green to provide a new pocket park which will also serve other community centres in the locality including the Children's Centre and Age Concern Centre as well as the wider neighbourhood.

The Council in conjunction with the Charity Commission have decided to bring back the Old Barn into community use for the benefit of the community. This led to a survey of the Old Barn which found it was in an unsuitable condition and significant resources were needed to bring it back into a fit for purpose state for community use. It is proposed that

the redevelopment of the site as a community centre will allow for the relocation of the Somali Bravanese Welfare Association ("SBWA"), a local community group registered with the Charity Commission. The group was based at the community hall in Coppetts Road N10 which was subject to arson in June 2013 and are therefore looking for a new home.

The proposed new facility will have a floor space of just under 1,000sqm, with meeting halls provided at first floor, informal rooms provided at ground floor for training along with the proposed nursery, all located around an atrium.

The existing car park, accessed from Fallows Close will be retained and reduced in size to accommodate 10 vehicles including one disabled bay and the existing six spaces on the Fallows Close frontage will be retained. Pedestrian access and a minibus drop off point would be provided from Tarling Road, with a secondary pedestrian access provided adjacent to the car park from Fallows Close.

The proposed replacement building would measure approximately 28m in length by 15m in depth, with a height of 7.5m to the flat roof and 9m including the enclosed plant on the roof, finished in open jointed timber cladding. Full height aluminium windows designed with timber louvres would articulate the elevations, which would be recessed beneath a roof overhang held up by steel columns and providing a colonnaded veranda. A quiet garden would be provided on the north-eastern boundary.

It is expected that the community centre would be available for a variety of uses including classes, rehearsals, festivals, celebrations and weddings. These uses would have differing time requirements and be held both during the day, in the evenings or potentially at the weekend.

The proposed nursery facility would be provided within the western section of the building at ground floor, with direct access to an area of covered play space on the northern boundary. The nursery is proposed to operate independently offering 36 spaces to two year olds, with child welfare and staff facilities provided within the nursery space, which would comprise of small reception and staff room, office, storage and kitchenette and wc. Provision for the infants includes cloakroom, 4 child wc's and changing area.

4. Public Consultation

A Statement of Community Involvement has been provided which details the methods that have been taken to engage with the local community on the proposed redevelopment of the site, the details in the document can be found below;

"The London Borough of Barnet has been committed to engaging with the local community from the outset so that local views and issues could inform the evolution of the proposals. This process included two specific pre-application exhibitions and meetings with local Councillors.

In 2013 Barnet Council supported a local interest group of residents to revert the lease for the Old Barn back to the Council, after difficulties were encountered with the management of the centre. Working alongside the Charity Commission and a community participation and engagement partner, Mobilise, the Council put in place a plan to ensure the Old Barn could be brought back into use for the benefit of the community as soon as possible.

In addition to this, in June 2013 the Council's community hall in Coppetts Road N10, 1 mile away from the Old Barn was subject to an arson attack; at the time the primary user of the hall was the Somali Bravanese Welfare Association (SBWA), a local community group. This gave the Council the opportunity to work with the SBWA and consider options for the re-provision of the centre on the existing site or elsewhere. Following an investigation including a review of a number of alternative locations, the site at the Old Barn was chosen as the preferred option. Working with local groups and the wider community in relation to the Old Barn, a vision and business case were developed by the Council for a new 'Community Hub' at Tarling Road. This engagement involved workshops, working group meetings, public meetings including 4 consultation events and attended by a variety of community groups, community representatives and ward Councillors and over 300 residents.

The first of these consultation events was held in November 2014 and attended by approximately 100 people. A further public meeting was held in February 2015 to share the feedback gathered from local organisations about their interests in using the Old Barn and to further understand the community's expectations for the centre and a new build proposal. Over 200 residents attended the meeting. Due to feedback from residents over a number of issues, including the integration between community groups, parking and traffic and environmental impact, the Council arranged two consultation events in July 2015.

These two pre-planning application public exhibitions showcased the revised designs taking into account the feedback from residents at the previous consultation sessions. These displayed the site location alongside options for the architectural layouts. They were held both during the daytime and evenings as well as weekends and week days to ensure as many residents as possible could attend.

Approximately 100 people attended the exhibitions (including ward Councillors).

A further event was held in October 2015 which was attended by approximately 70 people. This showcased some of the potential activities and groups that would use the centre alongside the designs. A question and answer session was held at the end of the event, with the Council's Chief Operating Officer and Community Participation Lead in attendance alongside members of the project team.

A comments form was available for those wishing to comment on the proposals. It sought a general view about the principle of developing the site and asked how the proposals could be improved and any concerns. To encourage responses, feedback forms could be returned to members of the project team at the exhibition, or alternatively via post or email.

14 paper feedback forms and 14 email responses were received following the exhibitions. The majority of the comments were expressed during the exhibitions and in addition to those written responses sent through, the issues raised can be summarised as follows:

- o Principle of development
- o Intended activities / use of building
- o Allocation of space between community groups/uses
- o Capacity of proposed building and levels of usage
- o Opening times of new centre
- o Cost of the building and funding
- o Management arrangements relating to proposed community centre
- o Green space should not be encroached; it should be open and accessible to all
- o Traffic congestion, highway safety and parking matters

- o Noise and disturbance resulting from use of the proposed community centre
- o One integrated building with facilities shared by all to promote community cohesion
- o Relocate main car park entrance from Fallows Close to Tarling Road
- o Concern that the building may be used for religious purposes
- o Safety concerns due to potentially anti-social behaviour and risk of re-occurrence of arson attack
- o Re-opening up of public open space
- o Delivery timescales and construction process

In response to the feedback received to the proposals on display at the public exhibitions, the Applicant has made a number of changes, most notably in the approach to the layout and design of the scheme. This has improved the setting of the proposed development, its appearance within the streetscene and its relationship with neighbouring residential property and public open space. The careful positioning of the proposed building and appropriate elevational and boundary treatments would safeguard adjoining residential amenity and enhance the functionality of the site and its external space.

The design of the new centre demonstrates a high quality and sustainable approach which makes use of attractive traditional materials and fine detailing. Greater provision is also made for landscaping and the 'greening' of the development and better integrates the proposed building and the surrounding outside space. Access arrangements have been enhanced to improve safety, permeability and visual amenity.

The scheme has been prepared having careful regard to local traffic and parking conditions and a comprehensive Transport Statement and Travel Plan are submitted with the application which detail the operational nature of the proposed development, its impact and appropriate mitigation. The documents conclude that the proposals would not adversely affect road safety or the local highway network and identify sufficient parking capacity in the surrounding area.

The submission is also accompanied by a detailed acoustic report which assesses the potential noise and related disturbance from the proposed community facility and incorporates measures to safeguard neighbouring residential amenity. The assessment concludes that the development would not unduly affect the living conditions of residents close-by based on the previous use of the premises and proposed operational arrangements.

In addition a detailed construction management plan would be prepared if consent is granted to ensure disruption in the local area is kept to a minimum during implementation."

A site notice was erected on 3rd December 2015

Consultation letters were sent to 442 neighbouring properties.
23 responses have been received, comprising 21 letters of objection and 2 letters of comment

The views of objectors can be summarised as follows;

- Proposal will destroy local community
- Existing building should be modernised
- Council have not addressed residents' concerns
- The infrastructure cannot accommodate a facility with such numbers and the Council cannot afford this without compromising public services.

- Traffic and congestion
- Existing roads in poor repair
- Waste of public money
- Not a community centre
- Centre proposed to stay open too late causing noise disturbance
- Maximum capacity should be reduced
- Not enough information on how centre can be used by local community
- SBWA do not form the local community. Why is 50% of centre being provided for them?
- 3 parking spaces behind Old Barn are available for residents and visitors of Fallows Close

Since the re-consultation in February to include the provision of nursery facilities there have been 7 additional objections.

The views of objectors can be summarised as follows;

- Centre still proposed to be open too late causing noise disturbance to local residents
 - Traffic and congestion
 - Existing road needs repairing
 - Already a nursery facility
 - Site entrance should be relocated to Tarling Road
 - Leasing out building to one group is segregation not multi-culturalism
 - Not enough space for local community organisations
 - Nursery will not serve local people as already facilities locally

Other / internal consultations:

Environmental Health: No objection, subject to conditions.

Highways: No objection, subject to conditions (see full comments in main body of report).

Police: No objection subject to further consultation

Fire Brigade: No objection

5. Policy Context

National Planning Policy Framework and National Planning Practice Guidance

The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.

The National Planning Policy Framework (NPPF) was published on 27 March 2012. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

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

One of the objectives of the NPPF in achieving sustainable development is "Promoting Healthy Communities". This recognises that the Local Authority can help create healthy and inclusive communities, through the involvement of all groups of the community and creation and use of shared spaces and community facilities, ensuring that there is no unnecessary loss of facilities and services.

The Mayor's London Plan 2015

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 2031. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

The London Plan provides a unified framework for strategies that are designed to ensure that all Londoners benefit from sustainable improvements to their quality of life.

In regards to Social Infrastructure Policy 3.16- Protection and Enhancement of Social Infrastructure, recognises the need for London to have additional provision to meet the needs of all sections of the growing population. Any proposals which result in a loss of facilities must be resisted.

London's Places:

2.6 (Outer London: Vision and Strategy); 2.7 (Outer London: Economy); 2.8 (Outer London: Transport); and 2.18 (Green Infrastructure: The Multi Functional Network of Green and Open Spaces)

London's People:

3.1 (Ensuring Equal Life Chances for All); 3.2 (Improving Health and Addressing Health Inequalities); 3.6 (Children and Young People's Play and Informal Recreation Facilities); 3.16 (Protection and Enhancement of Social Infrastructure); 3.18 (Education Facilities); and 3.19 (Sports Facilities)

London's Response to Climate Change:

5.1 (Climate Change Mitigation); 5.2 (Minimising Carbon Dioxide Emissions); 5.3 (Sustainable Design and Construction); 5.4A (Electricity and Gas Supply); 5.6 (Decentralised Energy in Development Proposals); 5.9 (Overheating and Cooling); 5.10 (Urban Greening); 5.12 (Flood Risk Management); 5.13 (Sustainable Drainage); 5.14 (Water Quality and Wastewater Infrastructure); 5.15 (Water Use and Supplies); 5.17 (Waste Capacity); and 5.21 (Contaminated Land)

London's Transport:

6.1 (Strategic Approach); 6.3 (Assessing Effects of Development on Transport Capacity); 6.7 (Better Streets and Surface Transport); 6.9 (Cycling); 6.10 (Walking); 6.11 (Smoothing Traffic Flow and Tackling Congestion); 6.12 (Road Network Capacity); and 6.13 (Parking)

London's Living Places and Spaces:

7.1 (Lifetime Neighbourhoods); 7.2 (An Inclusive Environment); 7.3 (Designing Out Crime); 7.4 (Local Character); 7.5 (Public Realm); 7.6 (Architecture); 7.8 (Heritage Assets and Archaeology); 7.13 (Safety, Security and Resilience to Emergency); 7.14 (Improving Air Quality); 7.15 (Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes); 7.18 (Protecting Local Open

Space and Addressing Local Deficiency); 7.19 (Biodiversity and Access to Nature); and 7.21 (Trees and Woodlands)

Barnet's Local Plan (2012)

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents. Both were adopted in September 2012.

- Relevant Core Strategy Policies: CS NPPF, CS1, CS5, CS9, CS10, CS15,
- Relevant Development Management Policies: DM01, DM02, DM03, DM04, DM13, DM15, DM16 and DM17.

Supplementary Planning Documents

Sustainable Design and Construction SPD (adopted April 2013)

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

Main issues for consideration

The main issues for consideration in this case are:

- Whether the principle of redevelopment is acceptable
- Whether the redevelopment would be a visually obtrusive form of development which would detract from the character and appearance of the street scene
- Whether harm would be caused to the living conditions of neighbouring residents;
- Whether harm would be caused to highway safety
- Whether harm would be caused to accessibility
- Whether harm could be caused resulting from the loss of open space
- Whether harm would be caused to biodiversity

Assessment of proposals

Principle of development

Barnet Core Strategy policy CS10 identifies that the Council will work with its partners to ensure that schools and facilities for older and younger people are provided for Barnet's communities. It also promotes the role of schools as community hubs. The policy goes on to state that in addressing educational needs in Barnet the Council will support proposals for parent promoted or free schools that:

- Conform with Department for Education guidance on becoming a new school; and
- Meet parental demand for school places; and
- Provide educational facilities that conform with basic school requirements as set out in relevant Department for Education guidance.

Policy DM13 of the Barnet Development Management Policies document identifies that new education and community uses:

- Should be located where they are accessible by public transport, walking and cycling, preferably in town centres.
- Should ensure that there are no significant impacts on the free flow of traffic and road safety.

- Will be expected to protect the amenity of residential properties.

This policy also states that the loss of community or educational uses will only be acceptable in exceptional circumstances where:

- o New community or education use of at least equivalent quality or quantity are provided on the site or at a suitable alternative location; or
- o There is no demand for continued community or education use, and that the site has been marketed effectively for such use.

The proposals which show the continued use of the site in D1 use (Non Residential Institution) are considered to accord with the aims and objectives of Policy DM13 of the Council adopted Local Plan.

It should be noted that there was nursery provision on site for around 10 years, including the Old Barn Pre-school and Mini-me's nursery. It has been identified by the Local Authority's Family's Service that there is a shortfall in 2 Year Old Free Early Education (FEE) places in the East Finchley ward where the Tarling Road Community Hub will be based. It is also envisaged 3 year old and 4 year olds FEE places will display a high shortfall in future years.

Furthermore, it should be noted that the Grange Big Local Community Organisation have undertaken several community events and highlighted the lack of childcare facilities as a key part of their 5-part vision.

Impact on character and appearance of streetscene and locality.

The NPPF makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. This document makes it clear 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. The statement also points out that although visual appearance and the architecture of buildings are important factors, securing high quality design goes beyond aesthetic considerations. It then makes it clear that good design also involves integrating development into the natural, built and historic environment.

Local Plan policy DM01 states that all development should represent high quality design that is based on an understanding of local characteristics, preserves or enhances local character, provides attractive streets and respects the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.

The London Plan also contains a number of relevant policies on character, design and landscaping. Policy 7.4 states that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass; contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area; is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings; allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area; and is informed by the surrounding historic environment.

The proposals are for the redevelopment of the site and provision of new two storey community building. The existing building is of dated appearance and has no special townscape merit worthy of retaining.

The proposal sees the redeveloped building moved into the site, rather than located at its edge, with entrance provided to the rear.

The existing building occupies a footprint of 555m² and is 7.1m tall at its highest point. The replacement building proposes a footprint of 490m² with a roof height of 6.5m to the main flat roof of the building, with the additional roof plant the resultant building matches the height of the existing, whilst reducing the footprint whilst providing additional accommodation on site. The additional storey is considered acceptable in principle, given the heights of surrounding buildings which go up to three-stories.

The proposed design although modern in appearance is considered acceptable in this location and provides an interesting replacement to the existing dilapidated centre without harming the character and appearance of the area.

The proposed development would be brought further back into the site away from the existing housing development within Fallows Court, towards the Tarling Road frontage by approximately 6m.

The proposals are considered acceptable in terms of their massing and scale and the impact on the character and appearance of the streetscene and general locality.

Impact on the living conditions of neighbouring residents

Local Plan policies, such as policies DM01 and DM13, seek broadly to create quality environments and protect the amenity of neighbouring occupiers and users through requiring a high standard of design and the appropriate management of new development. For the reasons set out below the development is found to be compliant with the objectives of these policies, subject to the imposition of the conditions recommended.

The orientation of the replacement community centre shows its main elevation facing south into the park towards the flatted buildings on the south side of Tarling Road, some 24-45m away. Both the road and the park would separate the development from the existing flatted development resulting in no demonstrable detriment to the amenities of these occupiers in terms of visual amenity.

In regards to the residents of terraced properties in Fallows Close, the proposed replacement community centre would be located 38m away. The existing adjacent three storey development is sited only 2m from the community centre and the redevelopment would see this distance increased to 7.5m. Whilst the submitted design and access statement notes that it is proposed to retain the existing 2.2m close boarded fence and replant shrubbery to ensure no overlooking and loss of privacy to these neighbouring residents at ground floor, further details of the schemes boundary treatments are required through condition. At first floor no windows are proposed save for the emergency exit.

The existing trees on the eastern boundary would be retained and new planting provided on the northern boundary to provide both visual screening and improved visual amenity to neighbouring occupiers.

It is recognised that a variety of uses will be carried at the proposed redeveloped community centre. These indicative uses are set out in the Highways section of the report. Although officers recognise that use of the new community hub is likely to be greater than the Old Barn, subject to the suggested conditions, the impact on the amenities of neighbouring occupiers will be satisfactory ameliorated.

Lighting impacts

Local Plan Policy DM04 states that lighting proposals for developments should not have a demonstrably harmful impact on residential amenity.

In terms of externally lighting the redeveloped community centre, it is proposed to fix wall mounted uplighter and downlighter lighting to the elevations; three to each, provide four illuminated bollards at the rear facing Fallows Close, and have column mounted luminaires at the front in a row leading up to the entrance of the building. From the provided external lighting plan information the light spillage is shown to be kept away from the site boundaries, apart from on the Fallows Road frontage where in the main the road acts as a buffer to the existing residential development, as such it is not considered that the proposed external lighting will give rise to any loss of amenity to neighbouring occupiers.

Noise impacts

Development plan policies state that proposals to locate development that is likely to generate unacceptable noise levels close to noise sensitive uses will not normally be permitted.

It is anticipated that a level of noise would be generated from the development during the hours of use of the community centre. However, noise generated during the day is expected and in this instance it is not considered to be such that it would be detrimental to the amenities of surrounding occupiers and users (subject to the imposition of the conditions recommended) or would justify a refusal of planning permission.

A condition has been recommended limiting the hours of use of the new facility. This would ensure that the use is kept within reasonable hours. A condition has also been included in those recommended to ensure that any noise from plant installed on the site is kept within acceptable parameters. Subject to the imposition of the conditions recommended Environmental Health officers have confirmed that they do not object to the proposal.

A condition requiring the submission of a Construction Management Plan has been included in those recommended. This would ensure that the construction of the development did not have an unacceptable impact on the amenities neighbouring properties in terms of noise matters (and in other regards).

Biodiversity

Policy DM16 of the Barnet Local Plan states that when considering development proposals the Council will seek the retention and enhancement, or the creation of biodiversity. Planning authorities are obliged (by the Natural Environment and Rural Communities (NERC) Act 2006) to make sure that they have all the relevant information on the presence of protected species at a site before they make a decision on an application for planning permission.

The existing green space to the east of the site would be reopened, following the clearing of the site. Little intervention is planned once the site is tidy to allow for increased biodiversity and the provision of a useful study resource for the community centre.

The landscaping conditions recommended (both in respect of the protection of existing features and new landscaping) are considered sufficient to ensure that these aspects of the scheme are acceptable from a biodiversity perspective.

Subject to the controls in place under the conditions recommended and the requirements in place under other legislation the proposal is found to be acceptable and compliant with policy on biodiversity and nature conservation matters.

Highways

Policy Context

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, take a comprehensive approach to tackling the school run, ensure that development is matched to capacity, deliver high quality transport systems in regeneration areas and town centres, seek more environmentally friendly transport networks 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.

Parking Provision

16 parking spaces are proposed for the proposed development. The existing 6 parking spaces will be retained but will be relocated. It is proposed that 10 new parking spaces are created on site.

Two vehicle electric charging points will be installed for community centre users.

Transport Assessment

Transport assessment has been prepared and submitted by Capita on behalf of Barnet Council.

Parking Survey

The transport consultants acknowledged that the development had the potential to increase traffic and parking levels in the surrounding area. Consequently parking surveys were undertaken to ascertain existing parking demand.

Car parks and car parking areas function best when occupancy levels are below 85%. Car parking occupancy levels beyond 85% would result in vehicles circulating the parking areas seeking parking spaces and increase congestion.

Therefore the consultants were requested to undertake investigations to ascertain how many cars could be parked in the area before 85% capacity threshold was reached.

The results of the parking survey within the immediate vicinity of the proposed community centre showed that there are 792 parking spaces, of which 361 offer unrestricted parking. Tarling Road itself offers unrestricted parking to approximately 143 vehicles.

The table below illustrates average car parking occupancy levels for each of the streets contained within the parking survey area. Weekday and weekend data is shown separately. In each case, the consultants have used information from the 19:00 Parking Beat, in an attempt to evaluate parking conditions at a time when most residents would be at home. The table also illustrates how many additional cars each street could accommodate before the 85% threshold is reached. On Tarling Road for example is it forecast that on a weekday an additional 123 parked cars could be accommodated before the 85% threshold is reached.

| Street Name | Average Weekday Occupancy % (No. of ParkedCars) | Average Weekend Occupancy % (No. of Parked Cars) | How many additional Cars to Reach an 85% Occupancy Level | |
|------------------------|---|--|---|--------------------------|
| | | | (Weekday) No. of Cars | (Weekend) No. of Cars |
| Borrowdale Close | 21.88% (7) | 29.70 (9.5) | 20 | 32 |
| Brownsell Road | 35.19% (19) | 36.60% (19.75) | 27 | 26 |
| Central Avenue | 36.11% (13) | 39.59% (14.25) | 23 | 16 |
| Challoner Close | 25.00% (8) | 25% (8) | 18 | 14 |
| Lochleven House | 15.04% (10.5) | 16.46% (6.75) | 29 | 28 |
| Lucas Gardens | 21.43% (13.5) | 23.41% (14.75) | 40 | 39 |
| Mowbray House | 24.60% (15.5) | 28.57% (18) | 22 | 20 |
| Oak House | 29.58% (21) | 30.28% (21.5) | 39 | 39 |
| Oak Lane | 25.89% (22) | 28.28 (23.5) | 50 | 48 |
| Oak Lane (Estate) | 14.58% (3.5) | 14.58% (3.5) | 24 | 24 |
| Sylvester Road | 55.62% (49.5) | 53.93% (48) | 26 | 28 |
| Tarling Road | 13.37% (23) | 13.66% (23.5) | 123 | 122 |
| Vanderville Gardens | 22.73% (7.5) | 24.24% (8) | 21 | 20 |
| Grand Total | | | 462 | 456 |

Analysis of the results revealed very low levels of on street parking. Average daily occupancy levels on Tarling Road are 15%. It is estimated that the area as a whole can provide parking for an additional 456 vehicles on a weekend. The events and activities at the community centre will be family & community orientated cultural, religious social engagements and celebrations. It is acknowledged that the users of the centre are likely to travel to these events in family units. Therefore the car occupancy of the visitors arriving to the site is assumed as 3.5 occupants. In addition the catchment area for the visitors is within 2kms of the proposed centre reducing the trip generation to the centre.

Although the proposed community centre is located within a PTAL rating of 1b (poor), it is acknowledged that the majority of users live within a 2 kilometre radius of the development in the surrounding area. There are 792 parking spaces of which, 361 permit unrestricted parking.

Analysis of the Parking Survey showed that very low levels of parking takes place within the vicinity of the development on Tarling Road. The average daily parking occupancy is about 15%.

Pedestrian Access:

Transport consultants have confirmed that Tarling Road benefits from a highly permeable network of urban footpaths, including separate footpaths and footways along highways which facilitate convenient access to and from the proposed Community Centre.

A Pelican Crossing with a pedestrian island is situated 16m from the pedestrian only access off High Road onto Brownswell Road which allows easy crossing across a busy road.

Cycle Parking Provision:

The proposed site will provide parking for 20 bicycles. The London Plan Cycle Parking Standards require provision of 1 space per 100sqm. At just under 1,000sqm the proposed community centre will provide double the required number of parking spaces. This is to facilitate demand from those living locally. The Cycle Parking demand will be monitored as part of the Travel Plan and any additional cycle parking if required can be provided.

Public Transport Accessibility (PTAL):

The public transport accessibility for the site is assessed as 1b which is considered as poor.

The nearest Underground Station:

The nearest London Underground station is East Finchley situated on the Northern Line. Passengers can conveniently access local destinations to the south (Highgate and Archway) and to the north (East Finchley and Mill Hill East).

The nearest train station:

The nearest railway station is New Southgate Station which is accessible via bus service 232 towards Turnpike Lane.

Proposed Community Centre Activities:

The consultants have provided the following table showing the provisional schedule of possible typical weekly community activities likely to take place at the proposed centre.

| Day | Likely Activity | Possible Attendance |
|------------------|--|---------------------|
| Monday | | |
| A.M. | Language Classes | 30 (adults) |
| | Nursery | 45 |
| | Crèche | 15 (preschool) |
| P.M. | Health Advice | 10 |
| | Nursery | 45 |
| | After School Club | 40 (8 to 14) |
| Eve | Music school | 10 |
| | Youth Projects | 40 |
| Tuesday | | |
| A.M. | Training project | 15 |
| | Crèche | 10 |
| | Nursery | 45 |
| P.M. | Elderly Lunch Age UK | 30 |
| | Outreach | 15 |
| | After school club | 40 |
| | Nursery | 45 |
| Eve | Music school | 10 |
| | Youth Club | 30 |
| Wednesday | | |
| A.M. | Mother and Toddler Group Children Centre | 20 |
| | Outreach | 10 |
| | Nursery | 45 |
| P.M. | Mother and Toddler Lunch After School Club | 20 |
| | Nursery | 45 |
| | Music school | 10 |
| Eve | Immigration housing benefits advice | 15 |
| | Music school | 10 |
| | Youth Projects | 40 |
| Thursday | | |
| A.M. | Training | 15 |
| | Crèche | 10 |
| | Nursery | 45 |
| P.M. | Hairdressing After School Club | 10 |
| | Music school | 10 |
| | Nursery | 45 |
| Eve | Youth Club | 30 |
| | Music school | 10 |
| Day | Likely Activity | Possible Attendance |

| Friday | | |
|----------|----------------------|-----|
| A.M. | Access to Training | 15 |
| | Crèche | 10 |
| | Nursery | 45 |
| P.M. | Nursery | 45 |
| | Friday Prayers | 100 |
| | Music school | 10 |
| Eve. | After School Club | 40 |
| | Music school | 10 |
| Saturday | | |
| A.M. | Arabic Lessons | 250 |
| | Music school | 10 |
| P.M. | Arabic Lessons | 250 |
| | Music school | 10 |
| | Theatre rehearsals | 40 |
| Sunday | | |
| A.M. | Arabic Lessons | 250 |
| | Ageing well projects | 40 |
| P.M. | Arabic School | 250 |

It proposed that one of the potential centre users would be the SBWA. SBWA was previously based one mile away at Coppets Wood Community Centre. Re-provision of this centre at Tarling Road ensures that the community is still served from a location close to where many of its members live.

The Transport Statement has stated that potential community group users are encouraged to arrange their transport in ways that minimise negative environmental impacts. They are also encouraged to aim for positive health and environmental outcomes such as improving the wellbeing of users and staff of the community centre, which also fits well with Travel Plan objectives to promote increased walking.

SBWA has provided their members' home postcode information. These postcodes were plotted on a map which indicates that the majority of members live within a 2 kilometre radius of the proposed centre which is considered as a distance that can easily be walked or cycled by most people.

The Travel Plan accompanying the Transport Statement highlights a number of measures and initiatives designed to reduce car use and to promote walking and cycling on a regular basis. The Travel Plan has been designed to encourage people to reduce their car use in favour of more sustainable modes of transport.

Monday to Friday:

The feedback received by the consultants from community groups indicates that it is likely that the majority of users will be able to travel to activities by alternative modes such as walking and cycling rather than car use, given that a large number of users live within a two kilometre radius of the proposed centre,

It is proposed that the activities scheduled for Monday to Friday are unlikely to have significant impact on congestion and parking levels on the surrounding streets. Attendance at these events is forecast to peak on Friday afternoon, when up to 110 people are expected to attend Friday's prayers and Music School. Friday afternoon prayers are a family event. Those that cannot walk or use public transport are likely to travel as family groups by car.

The worst case scenario proposed by the consultants would be that all attendees travelled by car, with each car accommodating 3.5 people, this would generate 32 vehicle trips. Of these, 16 cars could park on site in the community centre meaning the remaining 16 will have to park in the surrounding area.

The parking survey results show that there is sufficient spare capacity to accommodate these vehicles. For example Tarling Road evening peak parking capacity peaks at 15%.

As a result, it is expected that the activities planned for Monday to Friday will have little impact on parking and congestion levels in the area surrounding the proposed community centre.

Nursery:

The proposed nursery is to be located at ground floor level catering for approximately 36 children with 9 staff.

The operating times of the nursery is proposed as Monday to Friday 8am to 6pm with limited usage outside of these times.

The consultants have stated in the Transport Statement (TS) that there has been nursery operation within the former Old Barn Community Centre in the past which served the local community. The proposed nursery is expected to serve primarily the residents within the local community.

The trip generation for the proposed nursery use was assessed for 36 pupil nursery using the industry standard TRAVL software. The assessment indicated that a maximum of 5 parking spaces are likely to be required for the drop off/pick up.

It is proposed in the TS that these spaces could be provided on Tarling Road in a form of designated parking bays as shown on Drawing No TCC-CP-00-G00-DCP-CE-1200-001 Revision P01.

However, the applicant is advised that the Council does not provide designated parking places on public highway. The parents would be expected to park on public highway in the vicinity of the site where ever the spaces are available.

The applicant also needs to explore the possibility of allowing the drop off/pickup within the site parking area as this activity is only likely to take short time which may not have any detrimental impact on the operation of the community centre car park and can be monitored.

A separate Travel Plan for the nursery provision would be required including a monitoring contribution of £5,000.

Saturday and Sunday:

The schedule of activities provided in the TS indicate that Arabic lessons, Music School and Theatre Rehearsals are scheduled to take place on Saturdays and Sundays with a session taking place each morning and each afternoon. It is forecast that arrivals might

peak on a Saturday afternoon when a number of community events are scheduled to take place.

No indication is given in the TS of the frequency of events. However, it is proposed that the Theatre Rehearsals, for example, are unlikely to go on all year round, and will instead be scheduled in the run up to Theatre productions. As a worst case scenario it is assumed on some Saturday afternoons 300 people might attend events and activities.

Considering that a large number of members live within a 2km radius of the proposed centre so walking, cycling and public transport will be a realistic and viable option for many uses. On that basis, as a worst case scenario the consultants have assumed that 50% of attendees will arrive by car. It likely that people attending Arabic lessons may do so in family groups. Therefore the car occupancy would be approximately 3.5 passengers. Therefore, the consultants have anticipated that the combined activities scheduled for a Saturday afternoon might generate 43 car trips. The onsite car park could accommodate 16 vehicles, meaning the remaining 27 cars would have to find alternative parking in the surrounding area.

The parking survey results have shown that within the immediate vicinity of the proposed community centre there are 792 parking spaces, of which 361 offer unrestricted parking. Tarling Road itself offers unrestricted parking to approximately 143 vehicles.

The analysis also showed that on street parking levels in the vicinity of the site are very low. The average daily parking occupancy on Tarling Road, for example, is approximately 15%. As a result, even with a worst case scenario were 50% of people attending Arabic Lessons to arrive in single occupant cars, there is sufficient spare capacity on the roads in the vicinity of the development to safely accommodate this number of vehicles.

Festivals and Celebrations:

In addition to the weekly schedule of activities, the centre is potentially likely to be used for a series of cultural, religious and social engagements and functions. The table below shows a schedule of typical celebrations that might be hosted in the community centre. It should be noted, these attendance figures are purely aspirational.

| Event | Frequency | Attendees |
|-------------------------------------|---------------------------------------|------------|
| Fundraising Days | 3 per year | 400 people |
| Cultural and religious celebrations | 3-5 per year (Christmas, Ramadan etc) | 300 people |
| Weddings | 20 per year | 300 people |
| Funerals | 5 – 10 per year | 300 people |
| Parties | 2 per year | 150 people |

It is recommended that capacity at the Community Centre could be limited to a maximum of 400 people at any one time. This will help to mitigate disturbance, reduce congestion and control demand for parking.

In addition restrictions should also be applied to closing time possibly of no later than 23:00 on all events and activities to mitigate any detrimental impact of the community centre on the highway network.

Weddings:

It is proposed that the potential community group users forecast approximately 20 weddings per year and approximately 300 people might attend each wedding. The proposed capping of the maximum number of people that can be accommodated on site to 400 people would ensure that the impact on the highway network in the vicinity of the site can be managed.

As a worst case scenario, 400 people attending a wedding could all arrive by car. Given that family groups are likely to travel together, it is reasonable to assume that each car could contain 3.5 occupants. As a result it is estimated that a wedding with 400 guests might generate 115 vehicle trips.

The parking survey indicated that there are very low levels of on street parking within the immediate vicinity of the proposed community centre especially on Tarling Road the average daily parking occupancy is approximately 15%.

It is generally accepted that car parks and car parking areas function best when occupancy levels are below 85%. Once this 85% threshold is breached parking areas begin to function less efficiently and drivers struggle to find a space.

Within the immediate vicinity of the proposed community centre there is capacity to provide parking for an additional 465 vehicles before the 85% threshold is reached.

Consequently assuming a worst case scenario with 400 people all arriving to a wedding by car the area has the on street parking capacity in the vicinity of the development to comfortably cope with parking demand.

Ramadan:

Ramadan is religious and spiritual time for the Somali Bravanese Community. Ramadan is a month long event during which members of the Islamic faith congregate in prayer.

The community has predicted that approximately 300 people could attend the Centre over the course of each day during the month of Ramadan. Modal split predictions for Ramadan celebrations have not been provided although it is expected that these events will be attended by local people. It is known that the majority of the community live within a 2km radius of the proposed Centre. As a result alternative mode of transport is a viable and realistic alternative to car use.

However, even if 50% of those attending Ramadan celebrations might decide to drive considering that these celebrations are celebrated as a family unit it is reasonable to assume that there will be high levels of car sharing. Suppose each car contains on average 3.5 occupants, this would result in 43 car trips.

Some of these cars could be accommodated within the centre car park with 16 parking spaces. The remaining cars would be seeking parking on street on the surrounding highway network. Given the low levels of parking on the surrounding streets this is a number that could be easily be absorbed with little or no negative impact on surrounding streets.

Community Use:

The table below provides an additional summary of activities proposed by Community Groups. At this stage a full schedule of the community users has not been developed, and therefore a timetable and an estimated number of users is not available.

It is likely that the proposed schedule of activities will take place during the day or in the early evening.

| Group | Activities | Requirements |
|--------------------------------------|---|--|
| Afterschool clubs | youth activities | no current provider asking for use, but potential in local child minders that wish to provide and local providers such as Sherpa kids |
| Alzheimer's Society | activities and office space | No 1 office 1, No 2 meeting rooms, day time use of small hall and kitchen and use of a classroom, sharing cafe for 2-3 hours a day |
| Art Against Knives | art and engagement projects for young people | small hall/kitchen 2 hours per week and hot desk for 1 |
| Barnet Lone Parents Centre | Advice and toy library | private office space 5 days a week with internet and phone access |
| Community Souls | Community engagement and clean ups | Ad-hoc – will work in partnership with other groups |
| East Finchley Theatre Group | community theatre shows | based on 2 shows per year with 10 week lead in, using space, large hall space 3 times per week and storage / exclusive use of a classroom during those periods. |
| East Finchley Altogether Better | ageing well projects | hot desk in shared office 12 hours a week, meeting room 5 hours per week, hall space 5 hours and kitchen 3 hours per week |
| Finchley Music School | music classes | Piano room 8X5m for 10 people. Guitar room 4X5m for 8 people. Office area. Preferably permanent usage but could manage with one permanent only. Weekly activities from 3.30 to 9pm and on Saturdays. Occasionally we hold exams, concerts and Open Days on Sundays. |
| Grange Big Local | Community mapping / engagement | Based on running 2 activities per week 30 weeks per year in class rooms, 6 meetings per year using the large hall and a desk space for one. They would like to start toy library and would need storage. |
| Al-Karim Foundation | Family activities | Anticipated attendance 50 people Once a week |
| LB Barnet parenting programme | parent advice | 2 classroom, 30 weeks per year for 6 hours per day (1 for activity and 1 for crèche) |
| The Monday Club | youth projects | based on use of large hall 2 evenings per week for 2 hours each 40 weeks of the year |
| Newstead community activity | Community based activities | say 1 classroom for 4 sessions per week 40 weeks per year |
| Old Barn Pre-school | 2-4 year old activities | based on growing from 25 children to say 40 |
| Somali Bravenese Welfare Association | Youth, community and cultural activities. Information & advice, cafe, language classes and training | a. Large hall or halls to be used for Sports, Communal Prayer, Community Festivals, Fundraising events, b. Extensive outdoor facilities including, young children's play, all weather sports pitch, a wider play area for older children. c. Classroom type spaces to accommodate up to 250 children. d. Activity rooms with a range of uses; Kitchen, Cafe, Fitness Classes, Lunch Clubs, Technical facilities such as Computer, Music, Photographic, Video e. Childcare facilities, Pre-School Crèche or Nursery, Before and After School Clubs f. Accommodation for Language classes and Adult Training Projects |

Refuse and Waste:

The site has been designed to allow safe access by refuse collection trucks, into the car park. The bins are stored in a bin enclosure within the car park.

Travel Plan:

The following advice has been given by Barnet's Travel Plan Co-ordinator on the requirements of a TP:

A Full Travel Plan which covers all travel associated with all uses of the community centre will be required as detailed below. Should a nursery or pre-school at which children attend for several days a week be accommodated within the community centre then a separate Nursery Travel Plan will be required as detailed below.

A Nursery Travel Plan has been submitted which states that the nursery will be for 2 year olds only. As many of the measures in the NTP are recommendations and the parking provision for parents/carers relies on an on-road drop off and pick up area that has not been agreed, a revised NTP will need to be submitted and approved prior to occupation that commits to agreed measures relevant for a Nursery that will have a quick turnover of pupils and includes appropriate targets for both staff and pupil travel.

Travel Plan requirements: The following will need to be provided as part of the TP submission.

- o Full Community Travel Plan that meets the requirements in the 2013 Transport for London TP guidelines and is TRICS/SAM and ATTrBuTE compliant and has a lifespan of at least 5 years shall be submitted 3 months prior to occupation. Monitoring and review in years 1, 3, and 5.
- o Travel Plan Champion in place from 6 months prior to occupation and for the lifespan of the CTP.
- o As a Nursery/ pre-school is being provided within the community centre then a separate Nursery Travel Plan that meets the TfL guidance 'What a school travel plan should contain' shall be submitted 3 months prior to occupation with annual monitoring and review. NTP Champion in place from 6 months prior to occupation and for the life of the NTP

Contributions:

- o A sum of £15,000 will be required towards the monitoring of the proposed Community Travel Plan and additional £5,000 for the Nursery Travel plan.

Sustainable Design and Construction Matters

London Plan policies state that applications should demonstrate that sustainable design standards are integral to a proposal, including its construction and operation, and that they are considered from the beginning of the design process. Barnet Local Plan policy DM01 states that developments should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation.

The documents submitted with the application identify a number of ways in which the proposal would be constructed and operated in a sustainable way.

In conclusion, the proposals are considered to be acceptable. It is considered that subject to compliance with the attached conditions, the proposed development would have an acceptable impact on the character and appearance of the application site, the street

scene and the locality. The development is not considered to have an adverse impact on the amenities of neighbouring occupiers. This application is therefore recommended for approval.

5.4 Response to Public Consultation

The concern raised that the proposal will destroy local community is disputed. The redeveloped community centre building will provide an enlarged community facility serving various local groups as detailed above, as well as the provision of further nursery facilities to the area. Furthermore, the clearing and opening of the adjacent green to provide a pocket park will bring improved visual amenity to all surrounding the site.

The concern raised that the existing building should be modernised is noted. However, a survey of the existing building was undertaken and it was found not to be fit for purpose. The applicant considered it to be more cost effective to demolish the existing and rebuild a new, modern facility which could accommodate additional floor space without compromising the amenity of neighbouring occupiers.

In regard to the concerns raised that the Council have not addressed residents' concerns, the above section of the report regarding consultation and the various methods of community involvement which were undertaken prior to this formal submission should be referred to. It is considered that a full and comprehensive pre-planning application consultation process was undertaken in line with and meeting requirements.

The comments made that the infrastructure cannot accommodate a facility with such numbers and the Council cannot afford this without compromising public services are noted but this is not a planning consideration and the relevant services have not objected to the proposed development subject to the attached conditions.

Traffic and congestion matters have been addressed through consultation with the Highways department; the above report addresses the concern. It should be noted that parking surveys have been carried out and a Travel Plan prepared to address the points raised.

The comments made that the existing roads in poor repair is noted but is not considered to represent a material planning consideration.

The comments made that the proposals are a waste of public money are noted but are not considered to constitute a material planning consideration.

The concerns raised that this is not a community centre is noted. It should be noted that the scheme proposes a shared space and facilities for community groups as well as the provision of facilities for the previously used Coppets Road Community Centre which was destroyed in an arson attack. A formal Working Group has been set up to ascertain the type of arrangement that would be conducive to the new Community Hub.

In regards to the proposed hours of use and the concerns raised that the centre proposes to stay open too late causing noise disturbance; a condition is suggested requiring the site to restrict its hours of use in line with Environmental Health comments.

The comments made that the maximum capacity should be reduced are noted. As discussed in the main report, it is considered that the development can accommodate a

maximum of 400 people, whilst safeguarding the amenity of neighbouring residents and that the additional parking demand can be accommodated on the local highways.

The comments made that there is already a nursery facility is noted. However, as detailed in the above report the need for an additional facility has been identified.

In regards to the comment that the site entrance should be relocated to Tarling Road, it should be noted that both the main pedestrian entrance and min-bus drop off point are proposed to be accessed from Tarling Road. As it is proposed to retain the existing car park position, a vehicle and additional pedestrian access is provided from the Fallows Close frontage. It was not possible to relocate the main vehicle entrance as the creation of a new junction will be less than the required 50m.

Issues relating to multi-culturalism are addressed in the Equalities and Diversity Issues section below.

6. Equality and Diversity Issues

The proposal does not conflict with either Barnet Council's Equalities Policy or the commitments set in the Equality Scheme and support the Council in meeting its statutory equality responsibilities.

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.

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.

In terms of likely negative impacts, the application has attempted to address these through amendments to the scheme. It is suggested that the majority of these can be mitigated through conditions and that any impacts are unlikely to disproportionately affect any one group with a protected characteristic. Whilst it is recognised that disabled and elderly road

users are more likely to be affected by proposals which result in an intensification of use it is considered that these impacts are adequately mitigated by the proposals.

With the conditions recommended the proposal is found to accord with development plan policies as they relate to the relevant equalities and diversity matters by providing a high quality inclusive design approach which creates an environment that is accessible to all and would continue to be over the lifetime of the development. The development would therefore have a positive effect in terms of equalities and diversity matters.

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.

7. Conclusion

Having taken all material considerations into account, the proposals would not detrimentally impact on the qualities of the application site and protect the character of this part of the East Finchley ward. The proposed alterations are such that, as conditioned, it preserves the amenities of the occupiers of the neighbouring properties and the character and appearance of the individual site, street scene and wider area.

