

**LOCATION:** Victoria Recreation Ground, land west of Park Road EN4 9QL

**REFERENCE:** 16/6118/FUL

**Received:** 20 Sep 2016

**Accepted:** 12 Oct 2016

**WARD:** East Barnet

**Expiry:** 21 Dec 2016

**APPLICANT:** London Borough of Barnet

**PROPOSAL:** Erection of a two storey leisure centre (Use Class D2 of the Town and Country Planning (Use Classes) Order 1987 (as amended)) on land at Victoria Recreation Ground off Lawton Road, New Barnet, incorporating swimming, adaptable space (including library use - use class D1), fitness suite, studios, changing facilities, ancillary offices and welfare facilities, reception, cafe and plant, new car park and service area, including separate staff parking area; two tennis courts and 1 basketball court, associated landscaping including a relocated Children's Play Area

## **RECOMMENDATION: Approve Subject to Conditions**

### Conditions

### **Approved Plans**

#### 1. **Approved Plans**

No development shall take place unless in accordance with the following Approved Parameter Plans and substantially in accordance with the supporting documents:

Drawing accompanying this application:

Location Plan NB-CAP-ZZ-G00-DSP-LA-940-005 Rev P1

1425-P-NB-011-B Ground Floor GA Plan

1425-P-NB-012-B First Floor GA Plan

1425-P-NB-013-B Proposed Roof GA Plan

1425-P-NB-100-C Proposed Sections

1425-P-NB-201-C Proposed Elevations Sheet 1

1425-P-NB-202-B Proposed Elevations Sheet 2

1425-P-NB-801-B Indicative Exterior Views

1425-P-NB-802-A Indicative Aerial Views

NB-CAP-ZZ-G00-DSP-LA-940-001 New Barnet Landscape General Arrangement

NB-CAP-ZZ-G00-DSP-LA-940-002 New Barnet Planting Proposals

NB-CAP-ZZ-G00-DSP-LA-940-003 New Barnet Tree Felling & Retention  
NB-CAP-ZZ-G00-DVF-LA-940-004 New Barnet Illustrative Masterplan  
Reduced Quality  
NB-CAP-XX-XX-DR-E-7050200 Rev 01 New Barnet External Lighting  
Treatment Plan  
VICP-CAP-VES-DR-0002 Tree Protection Plan-Tree Protection plan  
Drainage Strategy Layout drawing NB-CAP-00-G00-DSP-DR-500-001 Rev  
P00

Documents accompanying this application:

2016-09-12 New Barnet DAS - Part 1  
2016-09-12 New Barnet DAS - Part 2  
Design and Access Statement Addendum January 2017  
CS-086021- Tree appraisal and impact assessment Feb 2016  
Victoria Recreation Ground Leisure Centre BS 5837 AMS October 2016  
Rev1  
20150814 Victoria Rec Ground Preliminary Ecological Appraisal Aug 2015  
20151001 Victoria Recreation Ground Bat Activity Report Oct 2015  
New Barnet Transport Assessment- August 2016  
Drainage Strategy Report (Stage 3 Civil Engineering Report 12 August 2016)  
New Barnet Leisure Centre Flood Risk Assessment August 2016 Rev 2  
August 2016  
Ground Conditions - SPA Sites New Barnet (Victoria Park)  
Air Quality Assessment 5 October 2016  
New Barnet site Stage 3 Acoustic statement 15 Aug 2016  
160729 Barnet SPA New Barnet Energy Strategy LZC Feasibility Study  
Aug2016  
New Barnet Leisure Centre Utilities On site  
New Barnet Leisure Centre Ventilation Statement  
Final Report Phase 4 of the SPA Consultation November 2015 prepared by  
Opinion Research Services  
SPA RESIDENT ENGAGEMENT ANALYSIS JULY 2016  
SPA RESIDENT ENGAGEMENT ANALYSIS MARCH 2016 FINAL

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 (adopted September 2012) and Policy DM01 of the Development Management Policies DPD (adopted September 2012).

2. **Time Limit**

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. **Samples of Materials**

Prior to any above ground work for the construction of any building, details and appropriate samples of the materials to be used for the external surfaces of the buildings, and prior to the laying of any hard surfaces, details and appropriate samples of the materials to be used for the hard surfaced areas shall have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with such details as so approved and maintained for the lifetime of the development.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with policies CS5 and DM01 of the Barnet Local Plan and policies 1.1, 7.4, 7.5 and 7.6 of the London Plan.

4. **Levels**

Prior to the commencement of development, details of the levels of the proposed buildings, roads, footpaths and other areas relative to adjoining land and any other changes proposed in the levels of the site associated with the works have been submitted to and approved in writing by the Local Planning Authority. These shall be in accordance with the recommendations of the Flood Risk Assessment hereby approved. The development shall thereafter be implemented in accordance with such details as so approved before the dwellings approved are occupied within the relevant phase.

Reason:

To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the amenities of the area and neighbouring occupiers and the health of any trees or vegetation in accordance with policies DM01, DM04 and DM17 of the Barnet Local Plan and policies 7.2, 7.3, 7.4, 7.5, 7.6, 7.13 and 7.21 of the London Plan.

5. **Means of enclosure**

a) The site shall not be brought into use or first occupied until details of the means of enclosure, including boundary treatments, have been submitted to and approved in writing by the Local Planning Authority. These shall be coordinated with the requirements of an External Lighting Plan, PERS, Road Safety Audit, Acoustic Fencing, Secured by Design (detailed with in the 'commercial 2014 Guide'), and Barnet's Local Plan's requirements to safeguard privacy of surrounding residential amenity and natural surveillance.

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

Reason: To ensure that the proposed development does not prejudice the appearance of the locality and/or the amenities of occupiers of adjoining residential properties and to confine access to the permitted points in the interest of the flow of traffic and conditions of general safety on the adjoining highway in accordance with Policies DM01, DM03, DM17 of the Development Management Policies DPD (adopted September 2012), and Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012).

6. **Hours of deliveries**

No waste collections or deliveries shall be taken at or dispatched from the site on any Sunday, Bank or Public Holiday or before 7:00 am or after 8:00 p.m. on any other day.

Reason: To prevent the use causing an undue disturbance to occupiers of adjoining residential properties at unsocial hours of the day.

7. **Extraction and ventilation equipment**

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, including a technical report have been submitted to and approved in writing by the Local Planning Authority. The equipment shall be installed using anti-vibration mounts. 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. **Noise from extraction and ventilation equipment**

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

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

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

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

9. **Noise from Plant**

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. **Noise break-out**

The level of break-out noise emitted from any noise break-out from any activity within the leisure centre building 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.

11. **Acoustic Fencing**

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. Locations shall include but not be limited to: to the east of the tennis courts and basketball/MUGA; to the south of the tennis courts; and to the east of the leisure centre/servicing access.

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

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

12. **Odour and smoke control from kitchen extraction**

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

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 that the amenities of the neighbouring occupiers are not prejudiced odour and smoke in the immediate surroundings in accordance with policies DM01 of the Development Management Policies DPD (adopted September 2012) and Policy CS14 of the Local Plan Core Strategy (adopted 201

13. **Contaminated Land**

Part 1

Before development commences other than for investigative work:

a) A desktop study (Preliminary Risk Assessment) shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study (Preliminary Risk Assessment) and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development

shall not commence until approved in writing by the Local Planning Authority.

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

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

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

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

## Part 2

d) Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 5.21 of the London Plan 2015.

## 14. **Construction Method Statement**

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).

**15. Individual and Communal Gas Boilers**

Prior to installation, details of the boilers shall be forwarded to the Local Planning Authority for approval. The boilers shall have dry NO<sub>x</sub> emissions not exceeding 40 mg/kWh (0%).

Reason: To comply with the London Plan's SPG on Sustainable Design and Construction and Policy 7.14 of the London Plan in relation to air quality.

**16. CHP and Biomass**

a) Before development commences, an air quality assessment report, written in accordance with the relevant current guidance, for the biomass boiler / CHP Plant shall be submitted to and approved by the Local Planning Authority. The emissions for CHP and / or biomass boilers shall not exceed the standards listed in Appendix 7 of the London Plan's Sustainable Design and Construction SPG document 2014.

The report shall have regard to the most recent air quality predictions and monitoring results from the Authority's Review and Assessment process, the London Air Quality Network and London Atmospheric Emissions Inventory. It shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

b) A scheme for air pollution mitigation measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to development. Details of the plant and evidence to demonstrate compliance with the GLA's emissions standards will be required.

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

Reason: To ensure that the amenities of neighbouring premises are protected from poor air quality arising from the development in accordance with the Sustainable Design and Construction SPD (adopted April 2013). To comply with the London Plan's SPG on Sustainable Design and Construction and Policy 7.14 of the London Plan in relation to air quality.

**17. Condition for an Air Quality and Dust Management Plan**



An Air Quality and Dust Management Plan shall be submitted to, and approved by, the Local Planning Authority, before the development commences whose purpose shall be to control and minimise emissions attributable to the demolition and/or construction of the development. Reference shall be made to the Mayor of London's SPG, "The Control of Dust and Emissions during Construction and Demolition". The plan shall confirm:

- a. which air quality emission and dust control measures are to be implemented;
- b. which monitoring methods are to be implemented; and
- c. that construction machinery will meet NRMM standards

Reason: To comply with the London Plan's SPG on Sustainable Design and Construction and Policy 7.14 of the London Plan in relation to air quality.

**18. Hours of Construction**

No construction work in relation to the development hereby approved shall be carried out on the site at any time on Sundays, Bank or Public Holidays, before 8.00am or after 1.00pm on Saturdays, or before 8.00am or after 6.00pm on any other days unless in accordance with previously agreed emergency procedures for deviation.

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

**19. Refuse and recycling strategy**

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).

20. **Hard and Soft Landscaping**

All hard and soft landscaping shall be carried out in accordance with the landscaping scheme as hereby approved and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period. Hard surfacing for all sports courts proposed shall maximise opportunities to incorporate absorbing sound measures.

The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which, within a period of 5 years from the completion of the development, dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased, shall be replaced in the same place in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to, any variation.

Reason:

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with Policies CS7 of the Core Strategy (2012) and DM16 of the Development Management Policies (2012).

21. **Arboricultural Method and Protection Statement**

The development shall be carried out in strict accordance with the provisions and tree protection methods outlined in the submitted Arboricultural Method Statement by Capita dated September 2016.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with policies CS5 and CS7 of The Core Strategy (2012) and DM01 of the Development Management Policies (2012).

22. **Bio-security measures**

Before commencing any tree work on site bio-security measures to prevent the spread of tree and shrub diseases shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason: To help prevent the spread of disease and safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted

September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan 2015.

**23. External Lighting Scheme**

Notwithstanding the details shown on plans otherwise hereby approved and prior to the installation of any lighting a detailed external lighting scheme including siting of lighting columns and a site plan with lux lines shall be submitted to and approved in writing by the Local Planning Authority. This shall be accompanied by a statement from a qualified ecologist confirming that the proposed lighting plan will not adversely affect bats or other wildlife. The development shall be implemented in accordance with such details as approved. The lighting scheme shall include but not be limited to the following:

- Risk Assessment assessing the particular risks associated footways and shared access routes including footfall;
- Assessment of light spill from floodlights on tennis courts on surrounding area and mitigation measures
- Design details including philosophy, reasons and targeted achievements dealing with expectations, controls, light pollution and spillage, lighting category to be lit to;
- Adopted and non-adopted lighting identified, hours of operation of units (adopted and non-adopted), as well as full details of all lighting equipment including images full technical specifications for each luminaire;
- Isolux diagrams of the report to be overlaid with the parking areas, public areas and the surrounding houses and roads, intrusive light calculations to nearby properties to be incorporated, and all external lights to be included if they affect the design area.

Any illuminating design proposed to be adopted should be in accordance of current British Standards BS 5489 using ILP guidelines, meet the Council's Developer specifications, be LED based and complete with the Harvard CMS system.

Reason: To safeguard the visual amenities of the locality and prevent disturbance to existing and future occupants thereof and to ensure that any protected species present are not adversely affected by the development in accordance with Policies DM01, DM04 and DM16 of the Development Management Policies (2012). And to ensure that appropriate lighting is provided as part of the development in accordance with policy DM01 of the Barnet Local Plan and policy 7.13 and 5.3 of the London Plan.

**24. Floodlights**

The floodlights hereby permitted shall not be in use before 9:00 or after 21:00 between Monday to Friday and before 9:00 or after 20:00 on Saturday and Sundays. Any alteration to this shall be in accordance to the relevant recommendations of the External Lighting Scheme and Ecology Report to be

submitted as part of other conditions pursuant to this permission, and the Bat Activity Report Oct 2015 hereby approved.

Reason: To safeguard the visual amenities of the locality and prevent disturbance to existing and future occupants thereof and to ensure that any protected species present are not adversely affected by the development in accordance with Policies DM01, DM04 and DM16 of the Development Management Policies (2012). And to ensure that appropriate lighting is provided as part of the development in accordance with policy DM01 of the Barnet Local Plan and policy 7.13 and 5.3 of the London Plan.

25. **Hours of operation**

The operational hours of all indoor and outdoor facilities at the New Barnet Leisure Centre hereby approved are to be agreed with the Local Planning Authority in advance of Centre opening. An Operational Hours Plan that considers the impact of noise from plant and break-out noise of all indoor facilities as well as the impact of noise and light of all outdoor facilities shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard the amenities of occupiers of adjoining residential properties.

26. **BREEAM**

The Proposed development hereby approved shall achieve BREEAM 'Very Good' level of environmental performance. Before the development is first used the developer shall submit certification of the selected generic environmental standard.

Reason: To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 5.2 and 5.3 of the London Plan 2016.

27. **Ecology Report**

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

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

Reason: To ensure that nature conservation interests are not prejudiced by the development in accordance with Policy DM16 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted April 2013).

28. **Biodiversity Strategy**

Prior to the commencement of development, details comprising of a Biodiversity Strategy for the wider Victoria Recreation Ground shall be submitted to the Local Planning Authority and approved in writing. The scheme submitted shall include (but not be limited to) details of biodiversity protection, enhancement, compensation and mitigation measures identified in the Preliminary Ecological Appraisal Aug 2015 and Bat Activity Report Oct 2015 hereby approved. The approved scheme of measures shall be implemented in full in accordance with the approved details before the development is first used.

Reason: To ensure that the development represent high quality design and 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 policies 5.11 and 7.19 of the London Plan 2016.

29. **Green Roof**

a) No development other than demolition works shall take place until details of the proposed green roof have been submitted to and approved in writing by the Local Planning Authority.

b) The green roof shall be implemented in accordance with the details approved this condition prior to the commencement of the use or first occupation of the development and retained as such thereafter. Should part of the approved green roof be removed, die, become severely damaged or diseased within five years of the completion of development, it shall be replaced in accordance with the details approved by this condition.

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

30. **Bat and bird boxes**

Prior to occupation, details and location of bat and bird boxes shall be submitted for approval in writing by the council.

Bat bricks and boxes in the fabric of new buildings and trees will be specified to meet the roosting preferences of species of bat recorded during the baseline surveys and those known to be present in the local area. These will be installed as an inherent component of new buildings to provide new and replacement roosting opportunities as soon as the development becomes operational.

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

Reason: In the interests of protecting and enhancing biodiversity in accordance with Barnet Core Strategy policy CS7 and Development Management policy DM16.

31. **Playground**

Details of the reinstatement of the replacement play area, shall be submitted to and approved in writing by the Local Planning Authority prior to the construction of the car park. The development shall be carried out in accordance with the agreed details prior to the occupation of the development.

Reason: In the interest of protecting the quality of open green space and recreation facilities in accordance with Policy DM15 and policy 3.19 of the London Plan.

32. **Environmental Permit EA**

No development shall commence until evidence is provided to document that the Environment Agency are satisfied with the proposed surface water connection into the Victoria Watercourse (otherwise referred to as Shirebourne watercourse) and that the discharge rates are allowable.

Reason: To ensure that the development discharges surface water from the site in a manner that takes into consideration the statutory duties, legislation and regulatory requirements of the authority (ies) receiving surface water and ensures that downstream flood risk is mitigated in accordance with Policy CS13 of the Barnet Local Plan, Policies 5.13 and 5.14 of the London Plan, Approved Document Part H of the Building Regulation 2010 and Paragraph 80 of Planning Practice Guidance.

33. **Buffer zone**

No development shall commence until a scheme is developed and implemented, in coordination with the Environment Agency and Green Spaces, that ensures an adequate buffer zone and enable public accessibility around the proposed new outfall for discharge into the Victoria Watercourse (otherwise referred to as Shirebourne).

Reason: To ensure adequate buffer zone is created and enable public accessibility in accordance with Policy DM04 of Barnet's Local Plan.

34. **Thames Water**

No development including works shall commence before prior approval from Thames Water Developer Services to discharge into the public foul sewer connection (existing Thames Water Foul Sewer MH Ref – 8301), including permission for discharge of trade effluent (backwash flows from pool filters), is granted. They can be contacted on 0800 009 3921.

Reason: To ensure that the surface water discharge from the site is not detrimental to the existing sewerage system in accordance with Section 106 and Section 118 of the Water Industry Act.

35. **Critical Drainage Area**

Notwithstanding details submitted in the Flood Risk Assessment hereby approved, evidence that demonstrates that the adjacent Critical Drainage Area is not adversely affected by the development shall be submitted in writing and approved by the Local Planning Authority.

Reason: To protect the integrity of the surrounding drainage in accordance with Policy 5.12 Flood Risk Management of the London Plan and London Borough of Barnet Surface Water Management Plan (SWMP), 2011.

36. **SUDS adoption**

No development shall commence until evidence is provided that the SUDS adopting/owning authority have been consulted and are satisfied with the proposals.

Reason: To ensure that the surface water drainage system and SUDS are constructed appropriately and are adopted by an Adopting Authority responsible for the safe operation and maintenance of the system throughout the lifetime of the development. Appropriate construction of SUDS should take into consideration S13 of the Non-statutory Technical Standards for Sustainable Drainage Systems. Operation and maintenance of SUDS should take into consideration the Written Ministerial Statement of 18 December 2014 and Planning Practice Guidance Paragraphs 81 and 85.

37. **Fat trap measures**

Prior to occupation of the building full details of fat trap measures on all catering establishments shall be submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water.

Reason: To ensure that the surface water discharge from the site is not detrimental to the existing sewerage system in accordance with Section 106 and Section 118 of the Water Industry Act.

38. **Flood defences buffer zone**

Notwithstanding the development hereby approved is to be located outside the 8 meter buffer zone from the watercourse typically as specified by the Environment Agency, applicant is required that during the construction and operational phase of proposed development an unrestricted buffer zone of approximately 4-5 meters from the top of the river bank of the Victoria Watercourse (otherwise referred as Shirebourne) shall be provided at all times to ensure access is available for any essential maintenance or river improvement works (i.e. no materials or vehicles should be placed in that area).

Reason: To protect the integrity of existing flood defences and wherever possible should aim to be set back from banks of watercourses and those defences to allow their management, maintenance and upgrading to be undertaken in a sustainable and cost effective way in accordance with Policy 5.12 Flood Risk Management of the London Plan.

39. **Rainwater**

Prior to construction of any building, a rainwater and greywater feasibility study, investigating the potential for incorporating rainwater or greywater recycling into building, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development is sustainable and complies with the requirements of London Plan 2015 policies 5.13. 5.14 and 5.15.

40. **Car Parking Management Scheme**

Before the development hereby permitted commences a Car Parking Management Scheme shall be submitted to and agreed in writing by the Local Planning Authority.

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

41. **Cycle parking**

Before development commences full details of cycle parking and cycle storage facilities in accordance with the London Plan should be submitted to and approved by the Local Planning Authority and such spaces shall be permanently retained thereafter.

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

42. **Leisure Centre Travel Plan**

Three months prior to occupation a Leisure Centre Travel Plan that meets the criteria of the current Transport for London travel plan guidance , currently 'Travel Planning for new development in London incorporating deliveries and servicing' and is ATTrBuTE compliant shall be submitted to and approved in writing by the Local Planning Authority. The document shall set out the transport policy to incorporate measures to reduce trips by the private car especially single occupancy and single passenger journeys and encourage non car modes such as walking, cycling and public transport and to reduce, consolidate or eliminate delivery trips. The Travel Plan should include the appointment of a Travel Plan Champion, SMART targets and a clear action plan for implementing the measures. The Travel Plan should be reviewed, updated and resubmitted in writing for approval in years 1 within 4 months of occupation and in years 3 and 5 in accordance with the targets set out in the Plan. Monitoring of the travel plan to be funded by the applicant in accordance with the SPD.



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

**43. Library Travel Plan**

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

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

**44. Accessing and walkways**

Prior to commencement of development full details to show entering and egress arrangements and pedestrian walkways to be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full in accordance with the approved details. Details shall be in accordance with the relevant results of PERS Audit, Road Safety Audit, Lighting Design Scheme, as well as safety considerations details of acoustic enclosure treatments on the tennis courts and basketball court.

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

**45. Demolition and Construction Management and Logistics Plan**

No site works or works on this development including demolition or construction work shall commence until a Demolition and Construction Management and Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with the details approved under this plan. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following information:

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13 , CS14, DM01, DM04 and DM17 of the Barnet Local Plan and polices 5.3, 5.18, 7.14 and 7.15 of the London Plan.

**46. Demolition and Construction Management and Logistics Plan**

Before the development hereby permitted is 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 10% active and 10% passive. The development shall be implemented in full accordance with the approved details prior to first occupation and thereafter be maintained as such.

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

**47. Waiver of liability**

Prior to the occupation of the development a Waiver of liability and indemnity agreement must be signed by the developer and be submitted to and approved in writing by the Local Planning Authority. This is to indemnify the Council against any claims for consequential damage caused to private roads arising from and/ or in connection with the collection of waste by the Council from the premises.

Reason: To ensure that the access is satisfactory in terms of highway safety development and to protect the amenity of the area and in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy

(Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

**48. Visibility splays**

Before the development hereby permitted is first brought into use the vehicular access shall allow for 2.4 metre by 2.4 metre pedestrian visibility splays to the left and to the right of the access from 2m setback from the back of footway and shall thereafter be maintained free of any visibility obstructions including Fencing of planting of shrubs to provide clear visibility between heights of 0.6 metre and 1 metre above the level of the adjoining highway.

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

**49. Delivery and Servicing Plan (DSP)**

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

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

**50. Stopping up**

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

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

**51. PERS**

Prior to occupation the applicant is to submit and agree a methodology to the LPA and carry out a PERS (Pedestrian Environment Review System) Audit. Any subsequent works identified are to be funded by the applicant and implemented through agreement with the local highway authority.

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

## **52. Car Park**

Notwithstanding the details hereby approved, the proposed car parking area shall not form part of this approval, details for a 64 – 70 space car park area shall be submitted in its place, this is to be submitted to and approved by the council in writing, prior to the commencement of any on site development. The car park is to be formed and retained thereafter in accordance with the approved scheme.

Reason: In the interests of highway safety to ensure that there is an adequate provision of parking spaces and to promote walking and cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

## **INFORMATIVES:**

1) The applicant is advised that A110 is a Traffic Sensitive Road; deliveries during the construction period should not take place between 8.00 am-9.30 am and 4.30 pm-6.30 pm Monday to Friday. Careful consideration must also be given to the optimum route(s) for construction traffic and the Development and Regulatory Services should be consulted in this respect.

2) The applicant advised that an application under the Highways Act (1980) will need to be submitted for any works proposed on public highway to facilitate the development. The works on public highway shall either be carried out under S184 or S278 of the Highways Act (1980). As part of the application, the applicant shall submit proposed design and construction details to Development Team for approval. The applicant is also advised that any consequential damage to public highway as a result of the development proposal shall be borne by the applicant.

3) The applicant is advised that photographic records should be kept of the public highway likely to be affected by the development proposal prior to commencement of any construction or demolition works on site.

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, 1255 High Road, Whetstone N20 0EJ

4) Due to the close proximity to the defended flood outlines extent it is recommended that the site manager register the site with the Environment Agency Floodline Warning Direct service. In the event of a flood warning, it is recommended that the site is evacuated in line with the advice from the Environment Agency.

5) Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should

your proposed building work fall within 3 metres of these pipes we recommend you email us a scaled ground floor plan of your property showing the proposed work and the complete sewer layout to [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk) to determine if a building over / near to agreement is required.

6) In relation to the residual risk of reservoir flooding from Cockfosters reservoir, located approximately 1.8km northeast of the site, the site owner is advised develop a site specific evacuation plan in conjunction with Thames Water and London Borough of Enfield who would be responsible for developing emergency plans in the event of a reservoir breach.

7) Tree and shrub species selected for landscaping/replacement planting provide long term resilience to pest, diseases and climate change. The diverse range of species and variety will help prevent rapid spread of any disease. In addition to this, all trees, shrubs and herbaceous plants must adhere to basic bio-security measures to prevent accidental release of pest and diseases and must follow the guidelines below.

“An overarching recommendation is to follow BS 8545: Trees: From Nursery to independence in the Landscape. Recommendations and that in the interest of Bio-security, trees should not be imported directly from European suppliers and planted straight into the field, but spend a full growing season in a British nursery to ensure plant health and non-infection by foreign pests or disease. This is the appropriate measure to address the introduction of diseases such as Oak Processionary Moth and Chalara of Ash. All trees to be planted must have been held in quarantine.”

1. 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.

2. 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.

3. 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 4142:2014 - Method for rating industrial noise affecting mixed residential and industrial areas;
- 3) BS 8223: 2014 - Guidance on sound insulation and noise reduction for buildings: code of practice;
- 4) Department of Transport: Calculation of road traffic noise (1988);
- 5) Department of Transport: Calculation of railway noise (1995);
- 6) National Planning Policy Framework (2012)/ National Planning Policy Guidance (2014).

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

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

For developments that require an Air Quality report; the report should have regard to the air quality predictions and monitoring results from the most recent Review and Assessment report available from the LPA web site and Air Quality England. The report should be written in accordance with the following guidance: 1) Environmental Protection UK and IAQM Guidance: Land-Use Planning and Development Control: Planning for Air Quality, May 2015); 2) Environment Act 1995 Air Quality Regulations; 3) Local Air Quality Management Technical Guidance LAQM.TG(16); 4) London Councils Air Quality and Planning Guidance (2007) 5) London Local Air Quality Management Technical Guidance LLAQM.TG(16), 6) Mayor of London's Supplementary Planning Guidance for Sustainable Design and Construction (2014) and 7) Section 6.2 of the Technical Guidance Note D1 (Dispersion) 'Guidelines on Discharge Stack Heights for Polluting Emissions'.

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. The applicant is advised to engage a qualified kitchen extraction consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory smoke and odour control. Please note that:

- Flue(s) must be 1.5 m\* above eaves or any open able windows in the vicinity (within 20 metres of the flue) if there are sensitive premises in the vicinity. The final discharge must be vertically upwards. There should be no hat or cowl on the top of the flue. If flues are to be attached to neighbouring noise/vibration sensitive premises they must incorporate anti-vibration mounts, flexible couplings and silencers. \*If the flue is in a Conservation area then this height may be reduced to 1m above eaves.
- 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: DEFRA Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems (DEFRA, January 2005); DEFRA Odour Guidance for Local Authorities (DEFRA, March 2010). 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.

6. The submitted dust and emissions management plan shall include as a minimum details of:

Site hoarding

Wheel washing

Dust suppression methods and kit to be used

Bonfire policy

Confirmation that all Non-Road Mobile Machinery (NRMM) comply with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants)

Regulations 1999. Registration of NRMM in the following registry must occur.

Confirmation if a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation

Site plan identifying location of site entrance, exit, wheel washing, hoarding, dust suppression, location of water supplies and location of nearest neighbouring receptors

Copy of an asbestos survey



## **1. MATERIAL CONSIDERATIONS**

### **1.1 Key Relevant Planning Policy**

#### Introduction

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

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

#### National Planning Policy Framework

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.

In March 2014 the National Planning Practice Guidance was published (online) as a web based resource. This resource provides an additional level of detail and guidance to support the policies set out in the NPPF.

#### London Plan 2016

The London Plan is the development plan in terms of strategic planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). In March 2016, the Mayor published (i.e. adopted) the London Plan 2011 consolidated with: the further alterations to the London Plan published in March 2015, the Housing Standards Minor Alterations to the London Plan published in March 2016 and the Parking standards Minor Alterations to the London Plan published in March 2016.

The London Plan policies (arranged by chapter) most relevant to the determination of this application are as follows:

#### **Context and Strategy:**

1.1 (Delivering the Strategic Vision and Objectives for London)

#### **London's Places:**

2.2 (London and the Wider Metropolitan Area)

2.7 (Outer London Economy)

- 2.8 (Outer London Transport)
- 2.13 (Opportunity Areas and Intensification Areas)

### **London's People**

- Policy 3.6 (Children and young people's play and informal recreation facilities)
- Policy 3.19 (Sports facilities)

### **London's Response to Climate Change:**

- 5.1 (Climate Change Mitigation)
- 5.2 (Minimising Carbon Dioxide Emissions)
- 5.7 (Renewable Energy)
- 5.10 (Urban Greening)
- 5.11 (Green Roofs and Development Site Environs)
- 5.12 (Flood Risk Management)
- 5.13 (Sustainable Drainage)
- 5.21 (Contaminated Land)

### **London's Transport:**

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

### **London's Living Places and Spaces:**

- 7.16 (Green Belt)
- 7.4 (Local Character)
- 7.6 (Architecture)
- 7.14 (Improving Air Quality)
- 7.15 (Reducing and Managing Noise)
- 7.19 (Biodiversity and Access to Nature)
- 7.21 (Trees and Woodlands)

### Mayoral Supplementary Guidance

#### **Sustainable Design and Construction (May 2006)**

The Sustainable Design and Construction (SPG) seeks to design and construct new development in ways that contribute to sustainable development. In terms of waste, the preferred standard seeks to provide facilities to recycle or compost at 60% of waste by 2015. The SPG also states that the siting of recycling facilities should follow consideration of vehicular access to the site and potential (noise) impacts on amenity.

### **The Mayor's Climate Change Mitigation and Energy Strategy (October 2011)**

The strategy seeks to provide cleaner air for London. This strategy focuses on reducing carbon dioxide emissions to mitigate climate change, securing a low carbon energy supply for London and moving London to a thriving low carbon capital.

### **The Mayor's Climate Change Mitigation and Energy Strategy (October 2011)**

The strategy seeks to provide cleaner air for London. This strategy focuses on reducing carbon dioxide emissions to mitigate climate change, securing a low carbon energy supply for London and moving London to a thriving low carbon capital.

### Relevant Local Plan (2012) Policies

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD which were both adopted on 11 September 2012. The Local Plan development plan policies of most relevant to the determination of this application are:

#### **Core Strategy (Adopted 2012):**

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

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

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

CS7 (Enhancing and Protecting Barnet's Open Spaces)

CS8 (Promoting a strong and prosperous Barnet)

CS9 (Providing safe, effective and efficient travel)

CS10 (Enabling inclusive integrated community facilities and uses)

CS11 (Improving health and wellbeing in Barnet)

CS13 (Ensuring the efficient use of natural resources)

CS15 (Delivering the Core Strategy)

#### **Development Management Policies (Adopted 2012):**

DM01 (Protecting Barnet's character and amenity)

DM04 (Environmental considerations for development)

DM14 (New and existing employment space)

DM13 (Community and education uses)

DM15 (Green Belt and open spaces)

DM16 (Biodiversity)

DM17 (Travel impact and parking standards)

### Supplementary Planning Documents and Guidance

The Council has a number of adopted Supplementary Planning Documents (SPDs) which provide detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet including generic environmental requirements to ensure that new development within Barnet meets sufficiently high environmental and design standards. They are material considerations for the determination of planning applications:

*Local Supplementary Planning Documents and Guidance:*

Sustainable Design and Construction SPD (April 2013)  
New Barnet Town Centre Framework (November 2010)

## **1.2 Key Relevant Planning History**

There is also one current major planning application southwest of the Victoria Recreation Ground at the Land Formerly Known as British Gas Works Albert Road, Barnet EN4. This application is currently under determination at the time of writing this report and the description is as follows:

16/7601/FUL for the demolition of the existing residential and non-residential buildings (1 to 9 Victoria Road, 15 to 23 Victoria Road and 1A, 2 and 2A Albert Road) and construction of 115 residential units (Use Class C3) within Buildings A, H, J1 and J2 (an increase of 63 residential units across the Victoria Quarter Redevelopment Area), 623sqm of commercial/retail/office floorspace (Use Class A1-A4/B1/D1/D2) within Building A and Building J1, the creation of new publically accessible open spaces and pedestrian routes together with associated access, servicing, car parking, cycle parking and landscaping. Relocation of an existing sub station.

## **1.3 Pre-application consultation undertaken by the applicant**

The application is accompanied by a Final Report Phase 4 of the SPA Consultation The Future of Church Farm and Copthall leisure centres dated November 2015 prepared by Opinion Research Services, which details the Applicant's consultations with the local community including local residents, community groups and ward Councillors. The consultation ran from 30<sup>th</sup> June to 23 September 2015 and consisted of an open consultation questionnaire, focus groups, public drop-in sessions, and written submission from the public. The main topics covered at this stage were the proposed facilities within the proposed leisure centre, proposed location for the new leisure centre in the vicinity of Church Farm (either at Dangrove Playing Field in East Barnet or Victoria Recreation Ground in New Barnet), and additional services considered for future provision.

Two further drop-in public sessions were held at the Victoria Recreation Ground, the site proposed for the New Barnet Leisure Centre. The first session was held at the end of March 2016 and the second session was held in the middle of July 2016. The application was supported by an analysis document for each engagement session. In general the feedback was positive in relation to the principle of the scheme and overall design, with detailed comments provided in relation to facilities mix/programming, external suggestions on the building, support for playground improvement, concern over traffic impact and parking provision, concerns over road and pedestrian safety, and concerns over the loss of open green space of which approximately half of the representations in the case of the March session were in relation to the impact of the car park encroaching on too much green space.

### **1.3 Public Consultations by the Council and Views Expressed**

#### Public Consultation

**493** local residents were consulted on the planning application by letter on 12 October 2016. A site notice was also erected on the 20<sup>th</sup> October 2016 and the application was also published in the Local Press on the 20<sup>th</sup> October 2016.

#### Number of Responses from Residents and Businesses

As a result of the public consultation public responses have been received from 78 persons of which 19 are in opposition, 59 in support, and 1 persons make representations neither opposing nor supporting the application.

The comments received from members of the public have been summarised as follows:

#### Proposed buildings/ development

- concerns over the lack of architectural quality of design:
- recommend an independent third party design review of proposals
- concerns of noise of music and leisure activities, and plant machinery on neighbouring residents
- concern about the noise and disturbance of servicing vehicles
- concern that proposed lighting levels are intrusive to neighbouring residents
- concern of air quality due to plant equipment and use of swimming pool chemicals
- concerns over anti-social behaviour as a result of the proposed development

#### Traffic:

- concerns over increased traffic and traffic congestion, especially in relation to this and other developments
- traffic noise
- late night opening hours, increased traffic in evenings
- pollution
- concerns over possible parking problems arising from the development

#### Local community business

- concern of losing customers due to relocation

#### Ecology

- concern of loss of habitat of local fauna (bats, owls, wrens, robins, hedgehogs)

#### Privacy:

- concern about possible overlooking and loss of privacy due to development
- concern over leisure centre backing onto homes
- concerns over proximity of tennis courts to garden

#### Park

- concern over the loss of open green space
- concern over the loss of trees
- concerns about relocating the infants play area
- concern on the car parking proposed too large
- concerns about disruption of peaceful and quiet atmosphere of the park

- pleased to see grass pitch and tennis courts being retained
- potential is noticed that the development could revitalise the park
- support the development for currently under-used part of the park and maximising its potential
- pleased development will complement the Recreation Ground
- recommending shared facilities (toilet, cafe) for both park and leisure centre users
- recommending gymnasium facilities to be included

#### Urban Design

- concerns about interruption of existing views
- welcoming the provision of new facilities, including cafe, recreational facilities
- increased footfall is thought to make the area safer
- it could attract more people to use local shops in the area

#### Provided amenities

- welcoming new swimming pool
- welcoming sports facilities in the area
- welcoming space for young people
- leisure centre can improve health and wellbeing of local residents

#### Location:

- concerns about suitability of location and suggesting alternatives

#### Other Representations:

#### New Barnet Community Association

- Strongly in favour of the principle of the proposal
- concern over no provision for changing rooms and toilets for use by the two football pitch players
- acoustic barriers to Baring Road/Park Road are essential and full details required
- welcome design approach, but full details of green roof should be required
- concerned about weathering impact and modern appearance of the proposed eternity curtain walling consisting of square panels; a green living wall instead is proposed which could highlight the entrance and be more compatible with surroundings
- welcome proposed use of brick such as London stocks with complementary brick in some smaller areas; heather browns brick would be too dark
- concerned over intrusiveness of bright green feature to north main entrance elevation proposed, and weathering impact on the appearance of copper feature
- more details/location of play areas are needed
- whilst outside of this proposal, the promised outdoor physical exercise trail should be shown to community
- there needs to be reference to new access to the Rec from Albert Road
- improved lighting, Pymmes Brook Trail and improved gardens on the south side should be shown
- reference should be made to improved security in the Rec, CCTV, LED lighting etc
- main concern is the impact of traffic on the surrounding roads particularly in relation to the permitted residential-led development at the Former British Gas Works site

## Consultation Responses from Statutory Consultees and Other Bodies

### **Environment Agency**

No comments.

### **Natural England**

No objections raised, reference made to standing advice.

### **Thames Water**

#### Waste Comments:

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you email us a scaled ground floor plan of your property showing the proposed work and the complete sewer layout to [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk) to determine if a building over / near to agreement is required.

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.

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

#### Water Comments:

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

## **Affinity Water Ltd**

No objection.

## **Sport England**

It is understood that the proposal prejudices the use, or leads to the loss of use, of land being used as a playing field or has been used as a playing field in the last five years, as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). The consultation with Sport England is therefore a statutory requirement.

Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all or any part of a playing field, unless one or more of the five exceptions stated in its policy apply.

### The Proposal and Impact on Playing Field

The proposed leisure centre, tennis courts and MUGA would be located on the existing tennis and Multi Use Games Area (MUGA)/netball courts but would partly encroach onto playing field.

### Assessment against Sport England Policy

This application relates to the provision of a new indoor/outdoor sports facility or facilities on the existing playing field at the above site. It therefore needs to be considered against exception E5 of the above policy, which states:

- *E5 - The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields.*

The existing and proposed playing fields has been assessed against the above policy to determine whether the proposals meet exception E5.

The proposed new community leisure centre would contain two swimming pools (main and leisure pools), a programmable/library space, fitness suite, two studios and ancillary facilities within the proposed building while a MUGA and two floodlit tennis courts would also be provided. The existing bowls green and football pitches appear to remain. It is understood that the scheme has been designed in accordance with Sport England's design and cost guidance.

The existing playing pitches, and 'run-off' areas, and bowls green on the site do not appear detrimentally affected, including the ability to relocate the playing pitches for maintenance purposes, therefore the proposed facility is considered to have a limited impact on the formal sports played at Victoria Recreation Ground. However, please ensure that the relocated play area does not fall within the football pitches 'run-off' area. Further details of playing pitch sizes and 'run-off' areas can be found via the following link;

<http://www.thefa.com/my-football/football-volunteers/runningaclub/yourfacilities/technicalstandards>



Sport England and the FA note that the football pitches do not appear to have changing rooms and other ancillary facilities which could be provided by the proposed development. It would be welcomed if the possibility of this is explored.

The proposed location of the MUGA and tennis courts does not appear to have had a playing pitch marked and given that floodlight tennis courts and an unlit MUGA are proposed, which could be utilised all year round, this is considered more beneficial to sport than the limited potential to mark a small playing pitch on this area. In order to ensure that neighbouring amenity is not detrimentally affected Sport England recommend following its artificial sports lighting guidance which can be found via the following link:

<https://www.sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/artificial-sports-facilities/>

It is noted that the proposed development would replace three non-floodlight tennis courts, MUGA and basketball court with one MUGA and two floodlight tennis courts. Although this represents the overall loss of the number of courts, the provision of floodlighting would facilitate longer use of the tennis courts and the MUGA would be built to modern standards and be supplemented by the proposed indoor facilities and is therefore not considered detrimental to the participation to sport.

In terms of the car parking and access, these would be located in areas that are unable to form all or part of a playing pitch (at present and once other development that meet exception E5 is constructed) and would not detrimentally affect the use of the existing playing pitches. Sport England therefore considers this element of the proposal to fall within the following exception:

*E3 - The proposed development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of, or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing area of any playing pitch or the loss of any other sporting/ancillary facility on the site.*

### Conclusions and Recommendation

Given the above assessment, Sport England does not wish to raise an objection to this application as it is considered to broadly meet exceptions E3 and E5 of the above policy.

### **Metropolitan Police**

Despite having met with the development team responsible prior to this application being submitted. The design and access statement appears to not to contain any of the security measures raised at this meeting. Without such information the Metropolitan police are unable to support this application at this time.

The Metropolitan police would expect any such development to incorporate all of

the Secured by Design requirements detailed with in the 'commercial 2014 Guide', where at all possible. The following measures have been developed to minimise the risk of crime in a visually acceptable manner and meet the specific security needs of this site:

#### Public Realm

Routes for pedestrians, cyclist and vehicles should be open, direct and not segregated from one another.

Public footpaths should not run to the rear of, and provide access to gardens, rear yards or dwellings.

Communal areas, such as playgrounds, seating and reception areas should be designed to allow supervision from nearby active rooms with safe routes for users to come and go.

Windowless gable end walls adjacent to spaces for which the public have access should be avoided, as this prevents natural surveillance.

#### Boundaries / Gates

Side and rear boundaries should be 2.1m in height (minimum), be positioned where possible at the front of the building line (if a recess is necessary, then not to exceed 600mm) and designed to avoid climbing aids. This can be achieved in a variety of different ways, i.e. close board, panel, etc. but if a trellis topping is to be used, this should be diamond style trellis.

Side gates should provide vision, be positioned where possible at the front of the building line, (if a recess is necessary, then not to exceed 600mm) 2.1m in height (minimum) and designed to avoid climbing aids, particularly around the hinges and locking mechanism.

#### Doors / Windows

Recessed doorways should not exceed 600mm.

Communal doorsets should be certificated to either PAS 24:2012, LPS 1175 Issue 7:2010 Security Rating 2 or STS 202 Issue 3:2011 Burglary Rating 2.

All easily accessible doorsets, including front, back, French, patio and balcony doors, should be certificated to either PAS 24:2012, LPS 1175 Issue 7:2010 Security Rating 2, STS 201 Issue 4:2012, STS 202 Issue 3:2011 Burglary Rating 2, or LPS 2081 Issue 1:2014 Security Rating B. Due to crime problems associated with letter plate apertures, such as arson, hate crime, lock manipulation and 'fishing', Secured by Design strongly recommends, where possible, mail delivery via a secure external letter box or delivery 'through the wall' into a secure area of the building.

All sliding and bi-fold doorsets not designated as the primary access/egress route should meet the same physical attributes as above.

All easily accessible windows should be certificated to either PAS 24:2012, LPS 1175 Issue 7:2010 Security Rating 1, STS 204 Issue 3:2012, or LPS 2081 Issue 1 Security Rating A.

All easily accessible windows should have key operated locks. Where windows are required under Building Regulations to act as a fire escape route, the opening window must not have key operated locks.

Windows that form an integral part of the doorframe should be shown to be part of the manufacturer's certificated range of doorsets. Alternatively where windows are manufactured separately from the doorframes, they should be certificated to either PAS 24:2012, LPS 1175 Issue 7:2010 Security Rating 1, STS 204 Issue 3:2012 or LPS 2081 Issue 1:2014. In such cases the window should be securely fixed to the doorset in accordance with the manufacturer's requirements.

All glazing in and adjacent to communal, front, back and doors and ground floor windows and windows that are easily accessible above ground floor level, should incorporate one pane of laminated glass meeting the requirements of BS EN 356:2000 class P1A.

#### Balconies / Terraces

Enclosures to balconies at all levels should be designed to exclude handholds and to eliminate the opportunity for climbing up, down or across between balconies.

Drainpipes/soil pipes that provide access to flat roofs or balconies will require metal shrouds to prevent climbing (regardless of whether they are PVCu or not). Unless constructed to be finished flush with the building or wall, again to inhibit climbing.

#### Reception area

Lay out of the reception counter to be of a suitable width and height to restrict persons being able to reach across and access the cash till/ access control systems.

A secondary security certificated roller shutter will be fitted to the hallway alcove between reception and stair core. The reception area office door will be supported with a security certificated roller shutter to LPS 1175 rating.

#### Parking

Car parking areas should be close to the properties they serve, with good natural surveillance from regularly habitable rooms of adjacent properties, i.e. living rooms and kitchens.

#### Refuse / Cycle Storage

Bin storage areas should be enclosed and incorporate a self-closing mechanism and slam-shut BS 8621 lock with internal thumb turn.

Cycle storage areas should, ideally be enclosed and built into the fabric of the building is visibly permeable, incorporating a self-closing mechanism and slam-shut BS 8621 lock with internal thumb turn.

Where this is not possible, it should be sited in a secure communal area, with good natural surveillance.

#### External Lighting / Alarm Systems, etc

All street lighting for both adopted highways and footpaths, private estate roads, footpaths and car parks, should comply with BS 5489.

The overall uniformity of light is expected to achieve 40% and should never fall below 25%. The colour rendering qualities should achieve 60 (minimum) on the Colour Rendition Index - certification will be required.

External lighting should be switched using a photoelectric cell (dusk to dawn) with a manual override.

If complete systems are installed and a police response is required, reference should be made to the ACPO Security Systems Policy, a copy of which can be obtained from the SBD website – [www.securedbydesign.com](http://www.securedbydesign.com)

#### **Transport for London**

TfL is the highway authority for the TLRN and SRN and any works temporary or permanent would need to be agreed with TfL. TfL is therefore concerned with any development which may impact on the safe and normal function of the highway network, including proposed works within TfL highway.

Having reviewed the submitted documents TfL have the following comments.

The site is remote from the TLRN whilst the nearest sections of the Strategic Road Network are at East Barnet Road 850m to the west and Cockfosters Road 1.6km to the east. The nearest bus stop is adjacent to the site and is served by the 384 route. The nearest Underground Station is Cockfosters, the northern terminus on the Piccadilly line 1.3km to the east. High Barnet Station is 1.8km to the west and serves the High Barnet branch of the Northern line.

As a result the site records a Public Transport Accessibility Level of 1b in the north and up to 3 in the south which indicates a poor to moderate level of accessibility.

#### Assessment of sustainable access to site

Two vehicular accesses are proposed on Lawton Road, with the right access for servicing vehicles and staff and the left access to the visitor car park. Pedestrians can access the site from the south via foot paths which TfL support as the south of the site has a higher PTAL and pedestrian accessibility The TA does not provide a Cycle Level of Service assessment in line with London Cycle Design Standards, it does identify constraints to cycling to the site and it predicts cycling mode share will be low. It does not provide a Pedestrian Environmental Review System (PERS) audit though it does identify constraints to pedestrian and cycle access to site.

Though the TA identifies location of nearby bus stops, the accessibility of each stop is not provided.

#### Increased car use

Based on Table 10.11, it is assumed that more than 80% of people will travel to and from the Leisure Centre by car during highway peak periods. If this is likely then that suggests the development is not in accord with Policy 6.1 of the London Plan that states that we should encourage patterns and nodes of development that reduce the need to travel, especially by car.

#### Assessment of cycle and pedestrian links

As the assessment of pedestrian and cycling links has not been undertaken in accord with TfL guidance we cannot confirm what offsite measures are needed to encourage walking and cycling to the site. Though one aspect would be providing safer routes to site by pedestrian and cyclists both during the day, after dark and during dark mornings needs consideration given routes to site are through parks and over rail infrastructure and underpasses. The TA does not show London Plan Policy 6.9 for Cycling is met to contribute positively to an integrated cycling network for London or London Plan Policy 6.10 on Walking showing

#### Traffic and highway impact on Strategic Road Network

Table 11.12 shows the A110 East Barnet Road / Victoria Road / Albert Road Mini Roundabout junction is close to capacity. The A110 forms part of London's Strategic Road Network (SRN), for which TfL has oversight responsibility. Also increased congestion here would delay buses. These are concerns TfL has with any development here that encourages car traffic during the AM, PM and Saturday peaks.

Table 11.13 shows the junction will be over capacity during the AM, PM and Saturday peak in 2019 with development and this is significantly worse in 2024 as shown in Table 11.14.

This predicted increase in congestion conflicts with London Plan Policy 6.7 as will increase delay to local bus services.

The development assumes very low level of cycle use and by increasing congestion will also discourage others from cycling locally. Pedestrian access is also low; increase traffic increases severance, worsens air quality and discourages active travel by both these modes. This conflicts with the Mayor of London's and TfL's desire to encourage active travel and Health Streets, in accord TfL guidance: <http://content.tfl.gov.uk/improving-the-health-of-londoners-transport-action-plan.pdf> and

[https://www.london.gov.uk/sites/default/files/city\\_for\\_all\\_londoners\\_nov\\_2016.pdf](https://www.london.gov.uk/sites/default/files/city_for_all_londoners_nov_2016.pdf)

For the above reasons, TfL objects to the development as it fails to encourage walking and cycling, promotes increased car use, and adds to congestion to Strategic Road Network (SRN) and local bus network.

## Internal Consultation responses

### **Drainage**

No objections subject applicant providing:

Evidence needs to be provided that the SUDS adopting/owning authority have been consulted and are satisfied with the proposals.

Evidence needs to be provided to document that Thames Water are satisfied with the proposed foul sewer connection.

Evidence needs to be provided to document that the EA are satisfied with the proposed surface water connection into the watercourse and that the discharge rates are allowable.

Also, as the site is located directly adjacent to a CDA as determined in London Borough of Barnet Surface Water Management Plan (SWMP), 2011. We would advise that the developer demonstrates that the CDA is not adversely affected by the proposals.

### **LLB Highways**

No objections to proposal subject to appropriate conditions and informatives. Comments incorporated in officer report below.

### **Environmental Health**

No Objections subject to recommended conditions concerning plant noise and contamination.

### **Parks and Green Spaces - Environment Commissioning Group**

No Objections.

**Street Lighting Team:**

The Council's Street Lighting Officers confirmed the footpaths would need to be risk assessed to assess the particular risks associated these, including footfall, and a full lighting design will need to be submitted showing what lighting category the proposed paths are to be lit to.

In relation to floodlights proposed on the new tennis courts. Applicant has demonstrated that the playing area is correctly lit, however no evidence has been submitted in relation to light spill and subsequent control measures. This is of particular concern due the proximity of residential properties to the proposed floodlit tennis courts. A lighting design that assesses such impact is required.

Any adopted lanterns would need to be LED type to Barnet specifications with Harvard CMS system, in line with the rest of the borough using specified materials outlined in the Council's developer's specifications. All adopted lanterns would also need to be connected to the Council's central management system. All designs should be in accordance of current British Standards BS 5489 using ILP guidelines.

Officers urge the developer responsible to use Bouygues Energies & Services for design & build as they are the Council's service provider and are familiar with the Council's required specifications for build, and who will ensure any lighting installation meets the Authority's required standards in all respects. If Bouygues Energies & Services are involved with the design, specification and installation of the project's lighting requirements, this will avoid the need for lengthy, and possibly costly, post-installation discussions regarding handover/adoption of the proposed lighting to the Council's inventory.

The lighting Design submission must detail philosophy, reasons and targeted achievements dealing with expectations, controls, light pollution and spillage. Without which the Council cannot judge the impact of the lighting on the surrounding area. The Council does not expect more than 3 lux to escape the site boundary when using a horizontal measurement (plan diagram). The Council's Street Lighting Team will require details on all the equipment used, specific lamps, luminaires and columns with images. For each luminaire full technical specifications such as glare ratings, wattage, colour rating and e-class proposed will be required. The Council requires to know what light levels have been chosen and why, which guidelines used to arrive at the chosen level and how they applied the guidelines.

The lighting design submission will also need to specify when the units be used and for how long. The Council requires the isolux diagrams of the report to be overlaid with the parking areas, public areas and the surrounding houses and roads showing as a minimum 3, 5 and 10 lux lines. Additional information is required in relation to the linking points where the footbridge leads into the park to ensure that the lighting is integrated into surrounding infrastructure. In the case of lighting near residential properties it is required that vertical illuminance calculations across the backs of all the properties are taken at 10 to 20 metre intervals – it is necessary to see the highest and average point on the surrounding properties at 2m and 4m heights and everything above 10 lux. It is also required that intrusive light calculations are carried out in relation to nearby properties.

All of the external lights, whatever they are, whoever they belong to and wherever they are, need to be included if they affect the design area. Any additional or changed lighting will have an effect on nearby houses. To be acceptable it must be shown the design does not add to sky glow, lighting nuisance or intrusive light trespass. Applicant must demonstrate that light can be controlled to limit spillage.

## **2. DESCRIPTION OF THE SITE, SURROUNDINGS AND PROPOSAL**

### **2.1 Site Description and Surroundings**

The proposed development is located west of Park Road Barnet, London EN4 9QL.

The site is located northeast of the New Barnet Town Centre area within the north-east corner of the Victoria Recreation Ground. The proposed site is bound by Lawton Road to the North, residences on Park Road and St James Close to the East, the Victoria Recreation Ground to the south and west. The topography of the existing site generally slopes from North West to South East.

The Victoria Recreation Ground consists of park land, with two football pitches located centrally, a children's play area situated within the North central section and three tennis, one basketball court/MUGA, bowling green with associated clubhouse along the East boundary. A car park is located within the south eastern corner of the site that is accessed via Park Road. To the south there is a formal landscaped area known as the Rose Garden.

Victoria Recreation Ground is predominantly surrounded by residential properties to the north, east and south. The site has numerous tree lined pedestrian routes crossing the park linking the residential areas, the park and the town centre to the south. There is a significant cross fall from north to south.

The area directly to the East and North of the proposed site is formed by existing residential properties that are made up predominately of two storey properties. To the east are residences on St James Close and Baring Road, and to the north are residences on Lawton Road.

The Shirebourne Watercourse, a small tributary of Pymme's Brook, is a Main River, and is located along the southern boundary of the Victoria Recreation Ground. The Pymme's Brook, located to the east of the site (approximately 50m) is also classified as a Main River. The Shirebourne watercourse flows from west to east towards Pymme's Brook. Pymme's Brook flows from south to north towards the Beach Hill Lake which is located approximately 500m north of the site.

To the west the Victoria Recreation Ground by Albert Road and the Former British Gas Works site (with planning permission to become residential development).

Victoria Recreation Ground is a public park occupying an area of approximately 6.5 hectares on the edge of New Barnet Town Centre, conveniently positioned only a few hundred metres from the station.



## **2.2 Background and Description of the Proposed Development**

This planning application in relation to the relocation of the existing Church Farm Leisure Centre to a new site located within the Victoria Recreation Ground in New Barnet within the London Borough of Barnet (LBB). The existing Church Farm Leisure Centre is just over a mile away to the south.

LBB previously commissioned a feasibility study and engaged in public consultation which ultimately recommended that Victoria Recreation Ground was the most viable development site to serve this part of the borough. Details of the consultation process are mentioned in the consultation section above.

The proposed relocated facility will consist of the following:

Indoor space:

- Community Swimming Pool (25m by 6 lane (13m wide) - Traditional profile of 1.0m at the shallow end to 1.8m at the deep end)
- Learner Pool (13m x 8m - Traditional profile of 0.6m at the access end to 0.9m at the deep end)
- Pool store
- First Aid
- Village Change
- 70 to 75 station Fitness Suite
- 2 Multi-purpose Studios
- Dedicated Dry Change
- Public Library/flexible space (185 sq m)
- Café Space
- Spectator Viewing Areas
- Two health Impact Assessment Rooms
- Staff and Server Rooms
- Associated ancillary plant rooms

Outdoor space:

- 2 new tennis courts
- 1 new basketball/MUGA court
- Car parking
- Service area
- Pedestrian entrance plaza to north of building
- Associated hard and soft landscaping

The proposed development is for a 2 floor building with an approximate gross floor area of 3254 square metres (ground floor 1944 square metres and the first floor 1310 square metres).

The proposed leisure centre will be located on existing tennis courts and a sports pitch. The tennis courts and sports pitch displaced by the leisure centre will be relocated directly to the north east of the proposed leisure centre.

Two new vehicular accesses located on Lawton Road are proposed to serve the development. One access will be used for staff parking, coach drop off/pick up area, and delivery and servicing vehicles; the other access will be used for car parking by visitors. The junctions are located 60 metres apart.

#### Pedestrians

Footways are being provided as part of the development. These footways will provide access to and from the proposed car parks and also link the development to the existing footways within Victoria Recreation Ground and Lawton Road.

#### Cyclists

For sports facilities, a covered cycle storage facility will be provided adjacent to the proposed leisure centre. The cycle storage will be capable of storing 35 number of cycles.

#### Disabled Parking

For sports facilities, the Minimum number of accessible car parking bays is between 6- 8%.

The proposed car parking will provide a total of 90 car parking spaces. This includes 13 staff car parking spaces, 77 (8 of which are disabled) for visitors and a 14.5m wide drop off/pick up area.

#### Electric Vehicle Charging Points

Based on the range of provision for other development types, a 10% active, 10% passive provision is proposed.

Vehicular access to the proposed leisure centre will be from Lawton Road utilising a new access located to the south of Lawton Road between the junctions of Armstrong Crescent and Westbrook Crescent.

### **3. PLANNING CONSIDERATIONS**

#### **3.1 Background**

#### **3.1 Principle of Development**

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

#### Land use

The application site is on a designated open green space within which National, Strategic and Local Planning policies place strict restrictions on development.

Relevant policies are set out in the National Planning Policy Framework (NPPF), London Plan Policy 3.19, 7.18 as well as Local Plan Policies CS7 of the Core Strategy and DM15 of the Development Management Plan.

In relation to open space, sports and recreational buildings and land specifically, including playing fields, the NPPF states that this type of land should not be built on unless:

- An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss

London Plan Policy 3.19 states that development proposals that increase or enhance the provision of sports and recreation facilities will be supported. Proposals that result in a net loss of sports and recreation facilities, including playing fields should be resisted.

London Plan Policy 7.18 Protecting Open Space and Addressing Deficiency, advises that the loss of protected open spaces must be resisted unless equivalent or better quality provision is made within the local catchment area.

Policy CS7 refers to the enhancement and protection of Barnet's open spaces whilst meeting increased demand for access to open space and opportunities for physical activity, by tackling deficiencies and under provision.

DM15 (Green Belt and Open Spaces) states that: 'Open space will be protected from development. In exceptional circumstances loss of open space will be permitted where the following can be satisfied: a) The development proposal is a small scale ancillary use which supports the use of the open space or b) Equivalent or better quality open space provision can be made. Any exception will need to ensure that it does not create further public open space deficiency and has no

significant impact on biodiversity.’

Map 10 in the Core Strategy does not identify the area (East Barnet) as being an area of open space deficiency. The same conclusion is drawn in the 2009 Barnet Open Space, Sports and Recreational Facilities.

Victoria Recreation Ground is classified as a Premier Park, one of 16 in the Borough, and one of 4 which has a sub-categorization as a Sports Site.

In the case of the application proposal, the scheme has been located close to the eastern boundary of the park, ensuring that the primary open green space remains unaffected by the proposed development. The proposed two storey building will be located on existing hard surfacing area used as outdoor tennis courts and a basketball/MUGA court. This positioning of the building slots into the north of the existing bowls green, providing a natural continuation along the eastern edge of the park where the current range of facilities are generally located.

To the north of the proposed leisure centre the following outdoor facilities are proposed on existing open green space: two tennis and one basketball courts (reprovision and enhancement), a service vehicle access, a pedestrian entrance plaza, and a car park area within an existing crescent formed by existing footpaths. With the exception of the playground, this open green space area comprises an informal park space in the north-east corner of the Recreation Ground that is generally less used for leisure and more so for accessing the Park. The position and overall design intention of these outdoor facilities minimises the impact on the general openness of the park and its amenity. The reprovision of the existing playground is also proposed to the south of the proposed car park and forms part of the Council’s current Masterplan aspirations for the Victoria Recreation Ground.

In the case of the displacement of the existing tennis court and basketball court, their reprovision and enhancement directly to the north is considered to be better quality open space provision. In the case of the car park and the hard surface entrance area, subject to amendments to the proposed car park, overall these areas are considered to be of a small scale ancillary use which supports the use of the leisure centre and subsequently that of the wider open space at the Victoria Recreational Ground. Therefore, it is considered that subject to the conditions recommended in this report, an exception over the loss of open space for the proposed development can be allowed as this is compliant with DM15 of the Local Plan, London Plan and NPPF.

In addition to this, Sports England considers that existing playing pitches, and ‘run-off’ areas, and bowls green on the site do not appear detrimentally affected by this application, therefore the proposed facility is considered to have a limited impact on the formal sports played at Victoria Recreation Ground.

It is noted that the proposed development would replace three non-floodlight tennis courts, MUGA and basketball court with one MUGA/basketball and two floodlight tennis courts. Although this represents the overall loss of the number of courts, the provision of floodlighting would facilitate longer use of the tennis courts and the MUGA would be built to modern standards and be supplemented by the proposed

indoor facilities and is therefore not considered detrimental to the participation to sport.

In terms of the car parking and access, these would be located in areas that are unable to form all or part of a playing pitch (at present and once other development that meet exception E5 is constructed) and would not detrimentally affect the use of the existing playing pitches. Sport England therefore considers this element of the proposal to fall within the following exception:

E3 - The proposed development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of, or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing area of any playing pitch or the loss of any other sporting/ancillary facility on the site.

Based on these factors the erection of the leisure centre in this location is considered acceptable representing an appropriate use as defined in the NPPF, London and Local Plan policies and would not conflict with the purposes of including the site within the Victoria Recreation Ground.

### **3.3 Design**

The National Planning Policy Framework 2012 makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. This document states that permission should be refused for development which is of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. It identifies that good design involves integrating development into the natural, built and historic environment and also points out that although visual appearance and the architecture of buildings are important factors, securing high quality design goes beyond aesthetic considerations.

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

In the case of the current application, the building will be limited to two stories in

height with the only double height space being the Main Pool Hall. The proposed roof is flat with an array of solar panels over it. The total footprint of the building is approximately 3254 squarem<sup>2</sup> and its sitting is to be contained within the footprint of the existing hard standing.

The position of the building on the site of the existing tennis courts offers the building's primary elevation to face the main area of the park to the west. The design visually links the primary activities (swimming and fitness) taking place within the building, with the park setting by introducing a large glazed façade with vistas to the adjacent football pitches and out to the wider park beyond.

A colonnade will overhand the pedestrian path across the front of the centre. The colonnade is designed to assist the transition between the park and the leisure centre, and allow visitors arriving from the south access from Park Road to identify the new centre beyond the existing bowls green.

A glazed western elevation of the leisure centre building will overlook the existing Recreation Ground, including the car park and relocated children's play area. This creates natural surveillance for users of this open green space.

Soft material tone and textures are proposed which are considered to sit comfortably into the park's natural setting. Building fenestrations on the west elevation using timber soffit and timber columns are considered to complement the park settings. Overall, subject to full material details, all elevations are considered to interface appropriately with the park's setting.

The council's Urban Design Team raised that whilst the proposed array of PV panels covering the roof over the swimming pool facilities is welcome, openings on the roof to make the pool area visually connected to the sky and provide a better experience for users was considered an important design consideration.

The Applicant's DAS Addendum January 2017 shows that consideration to the above had been given. In summary, it is considered that the width of the pool hall is not excessive, and when factored against the glazed area provided in the design, adequate natural lighting levels are achieved from the glazed western elevation alone. In addition to this, LBB Sports and Physical Activity projects confirmed a preference for skylights not to be incorporated into the designs to the Pool Hall. Key considerations for the latter are the reflectance and glare that is created on the pool surface by inadequate glazing. The building has been designed to take this into account by limiting the glazed elements to one elevation.

The Council's Urban Design Team also raised that considering the provision for a plant room on the ground floor, a second plant room on the first floor of 326 m<sup>2</sup> seemed excessive. Notwithstanding DAS Addendum January 2017 showed the latter is essential to meet the requirement of the London Plan and current regulations. The proposed design also looks to consider the impact on adjacent residential properties with all the plant being contained within indoor plant rooms and no air-handling plant to be located on the roof areas.

In regards to concerns raised by the Metropolitan Police, applicant has confirmed

that all external windows and doors will be compliant to LPS 1175, which is a Secured By Design standard. In relation to fencing, service areas for each of the centres will be secured with 2.4m high security fencing as shown by the blue line on submitted landscaping plans NB-CAP-ZZ-G00-DSP-LA-940-001 for New Barnet This will comply with guidance set out in the document "Secured By Design, Commercial Developments 2015 v2."

In regards to the recommendations of Sports England, applicant confirmed that the pitches currently provide usage for local Colts football teams whom typically arrive and leave changed in their kit, alongside the potential use of the existing Bowls Club pavilion located in the park. It is understood the latter is very infrequently used.

The introduction of changing facilities would require an increase in GIFA footprint of the building to accommodate the changing provision required for 2No pitches. This is likely to require a minimum of 2 No changing rooms plus official's rooms and storage area. Under the current scheme, the only location to provide changing facilities would be to the rear (south of the building), adjacent to the lower plant room. Incorporation of the changing area into the existing footprint could not be achieved without a loss of other dedicated useable space which would then have knock on effects to the functioning of the centre.

For the above factors, the overall appearance of the building is considered acceptable subject to submission of Material details which forms part of a condition recommended in this report.

### **3.5 Amenity**

Part of the 'Sustainable development' imperative of the NPPF 2012 is pursuing improvements to amenity through the design of the built environment (para 9). Amenity is a consideration of London Plan 2011 policy 2.6 'Outer London: Vision and Strategy' and is implicit in Chapter 7 'London's Living Places and Spaces'. In addition Barnet Development Management Policies DPD (2012) DM01 as well as the Sustainable Design and Construction SPD provide further requirements and guidance. DM15 (Green Belt and Open Spaces) states that: 'Open space will be protected from development. In exceptional circumstances loss of open space will be permitted where the following can be satisfied: a) The development proposal is a small scale ancillary use which supports the use of the open space or b) Equivalent or better quality open space provision can be made. Any exception will need to ensure that it does not create further public open space deficiency and has no significant impact on biodiversity.'

#### Impact on residential privacy

The Residential Design Guidance SPD states that in new residential development there should be a minimum distance of about 21 metres between properties with facing windows to habitable rooms to avoid overlooking, and 10.5 metres to a neighbouring garden.

The nearest properties to the new leisure centre are located in St James Close, Baring Road, and Lawton Road.

To the east of the proposed building the nearest property is 14 St James Close. Drawings submitted with the application demonstrate a distance of approximately 29m from the eastern elevation of the leisure centre building to the corner of the building of 14 St James Close, and 16m from the service yard paving edge to the corner of 14 St James Close. The retention of the trees and the existing hedgerow further reduces any overlooking into the gardens of such properties. In addition to this, acoustic barrier treatment (2.2-2.6m height) along the east of the Servicing Area has been advised by the Scientific Services Team which forms part of the conditions recommended in this report.

To the south of the proposed tennis courts the nearest residential property is 13 St James Close at a distance of approximately 9.5m from the proposed footpath to the back garden, and approximately 14m to the nearest building corner of 13 St James Close. The retention of the existing boundary vegetation and trees is proposed along the southern edge and this is considered to reduce the risk of overlooking while also acting as an acoustic screen. In addition to this, acoustic barriers (2.2-2.6m height) are also proposed to enclose the courts' southern fencing which fronts these residential properties.

To the east of the proposed tennis courts and basketball/MUGA court, the nearest properties are on Baring Road. From the proposed footpath to the east of the tennis courts the distance is 4.5m to the nearest back garden on Baring Road (no.29), and 24.5m to the rear elevation of the same property. The retention of the existing boundary vegetation is proposed along this eastern edge and this is considered to reduce the risk of overlooking while also acting as an acoustic screen. In addition to this, acoustic barriers (2.2-2.6m height) are also proposed to enclose the courts' eastern fencing which fronts these residential properties.

To the north of the proposed development site, the nearest residential properties are on Lawton Road which are separated from the development by this same road. From the west corner of the proposed car park to the nearest front elevation of the residential properties on the corner of Lawton Road and Armstrong Crescent there is an approximate distance of 26m. And from the eastern corner of the car park to the nearest front elevation of the residential properties on the corner of Lawton Road and Armstrong Crescent there is an approximate distance of 35m. The remaining area of the car park fronts the communal open green space encircled by Armstrong Crescent. In addition, planting is proposed along the northern boundary edge of the proposed site from east to west, providing green and acoustic screening.

To the north-east of the site, the basketball court/MUGA closely fronts the northern boundary of the proposed development. From the basketball court to the nearest front elevation of the residential properties on Lawton Road there is a distance of approximately 23m.

Also, due to the sloping of the site on the north eastern corner where the sports courts are proposed, a retaining wall is proposed to allow the courts to be cut into the slope, thereby putting the court level approximately at the same as the



residential boundary to the east of the site. This has been sought to prevent overlooking into the gardens of the adjacent properties.

The above distances are considered to be in general compliance with safeguarding privacy policies. Notwithstanding this, a condition is recommended that relates to securing details of all enclosure measures and boundary treatments to safeguard privacy surrounding the proposed development.

#### Impact of the proposed car park

The impact of the proposed car park layout is considered to be extensive and inefficiently encroaches over a prominent entrance on the northern boundary of the Victoria Recreation Ground. Whilst the proposal is fitted within the existing footpath crescent, full occupation of all the space within the crescent for car parking results in car parking taking a more central and elevated position along the northern boundary, and appears as the main feature of the development over a prominent entrance into existing green open amenity. Therefore, this layout is considered to encroach on prominent green open amenity, affecting visual amenity in a way that also does not promote sustainable modes of transport in accordance with all sustainable policies. The applicant's pre-application consultation and the statutory consultation also showed concerns over the loss of open green space, and many of these were in relation to the impact of the car park on this space.

The Council's Urban Design Team also advised the proposed parking infrastructure seems rather large and dominating. Parking should be carefully examined as the proposed shape seems to be inefficient with regards to saving precious open green space.

In addition to this, it has also been carefully considered that Highways raised concerns to the proposed 90 car park spaces and, upon detailed revision of the submitted Transport Assessment, LBB Highways assessed this proposal as an overprovision of car park spaces. Full assessment details are set out in the transport section of this report. TFL also raised objections that are in agreement with LBB Highways concerns.

For the above factors, a condition is recommended requiring the applicant to submit a revised car parking layout that reduces the impact on the loss of open space and is in accordance with the LBB Highways assessment and requirements contained in this report.

#### Noise and general disturbance

A Stage 3 Acoustic Statement dated 5 August 2016 prepared by Capita was submitted with this application. Scientific Services raised no objections to the proposal subject to the attachment of a condition concerning plant noise, ventilation and extraction noise and break-out noise, which are attached to this recommendation.

No details of operation hours have been submitted with this application. A condition is recommended to ensure operation hours are agreed with the Local Planning Authority to ensure residential amenity in the vicinity of the site is protected.

### Construction impacts

The majority of the buildings are at least partly prefabricated structures which will result in a shorter construction time period. Nevertheless other site preparation work will also be required including the site preparation and tree felling. It is considered that disturbance to neighbouring residents can be minimised through appropriate safeguards. These include the submission of a detailed construction management plan and the limiting of hours of construction to normal working hours.

### **3.3 Light spillage:**

Policy DM01 of the Barnet Local Plan requires that proposals for lighting schemes must not have a demonstrably harmful impact on residential amenity. In this instance conditions have been recommended to control any external lighting erected at the site as part of the development. Subject to these controls, it is considered that the design of the development has taken reasonable steps to prevent unacceptable levels of light spillage and light pollution occurring. The proposal is found to be adequate and compliant with development plan policies in this respect.

An external Lighting Treatment Drawing has been submitted with this application. Details show the lighting strategies across the different areas of the development including footpaths/pedestrian access, on site roads such as the servicing corridor, tennis courts, car parking, ramped access, cycle racks, Lawton Road, and along the building perimeter. Floodlights are proposed for the tennis court area. No lighting is proposed on the basketball courts.

While the basic principle of the external lighting provision over the footpath is welcomed, the Council's Street Light Officer has recommended a condition to require the applicant to submit a full Lighting Design Scheme and associated risk assessment that considers and minimises the impact of all lighting proposed, on the surrounding area, including the impact on amenities of neighbouring and surrounding residential occupiers and the impact on the habitat.

Subject to the above condition, the proposed development is found to be compliant with the relevant development plan policies as they relate to the protection of the amenities of neighbouring and surrounding residential occupiers and users.

### **3.6 Transport, highways and parking**

#### **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 and more environmentally friendly transport networks, require that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 (Travel impact and parking standards) of the Barnet Development Management Plan document sets out the parking standards that the Council will apply when assessing new developments. Other sections of policies DM17 and CS9 seek that proposals ensure the safety of all road users and make travel safer, reduce congestion, minimise increases in road traffic, provide suitable and safe access for all users of developments, ensure roads within the

borough are used appropriately, require acceptable facilities for pedestrians and cyclists and reduce the need to travel.

Applicant has provided a Transport Assessment in accordance with Transport for London (TfL) guidelines as set out in 'Transport Assessment Best Practice Guidance Document' (April 2010) as relevant local guidance.

The applicant has undertaken a PTAL assessment as shown in the TA that shows a level of 1b (very poor) at Lawton Road to 3 (moderate) at the existing access on Park Road. A PTAL of 1b uses the footways on Lawton Road, Baring Road and Park Road and not through the existing paths through the recreation ground that indicate a PTAL of 2 (poor) with distances to the nearest bus stop on Park Road for service 384 being 200 metres from the proposed entrance, 650 metres to the main bus stops at Sainsbury's on East Barnet Road with bus services 383, 307, 184, 326. New Barnet rail station is 850 metres connecting to the London Underground at Finsbury Park. Footways are provided on streets around the site but no provision is made for dropped crossings or tactile paving for the blind and partially sighted and the disabled.

#### Vehicular Access

Two new vehicular accesses located on Lawton Road are proposed to serve the development. One access will be used for staff parking, coach drop off/pick up area and delivery and servicing vehicles; the other access will be used for car parking by visitors. The accesses have been designed in accordance with Manual for Streets. Swept path movements have been provided and included in the TA and show that service vehicles can negotiate the access. Consideration should be given to the width of vehicular access and the vulnerability of pedestrians. Any works on public highways will require a Section 278 or Section 184 highway agreement under the Highways Act 1980. A Stage 1 Road Safety Audit will be requested as part of the Highway agreement to confirm that the junctions will operate safely and not adversely affect vulnerable users.

Two parking bays are provided for 70 seater coaches

Access for service vehicles to the proposed development will be via the new access junction located on Lawton Road

A 14.5m wide vehicle drop off/pick up area is provided within the visitor car park adjacent to the main pedestrian access route from the car park to the leisure centre

#### Pedestrian Access:

Footways are being provided as part of the development. These footways will provide access to and from the proposed car parks and also link the development to the existing footways within Victoria Recreation Ground and Lawton Road.

The Design and Access Statement detailed describes opportunities of routes to be developed, enhanced and improved. The TA in Section 2 provides background information from The New Barnet Town Centre Framework document on how leisure facilities should be integrated with the Victoria Gasworks proposals and the

town centre. The applicant has confirmed that none of this is to be provided as part of these proposals.

Footways are being provided as part of the development from the proposed car park and linking to the existing footways. A full review of the condition of all footway accesses is required identifying any required improvements to promote walking in the form of a PERS audit that will be conditioned.

TFL raised concerns on how the development positively integrated new and existing pedestrian and cycling links. Notwithstanding drawings demonstrate that new footways/cycleways are being provided from the development to tie in with the existing ones within the park and onto Lawton Road which has existing footways and from there it then joins the existing highway/footway/cycleway network.

#### Cycle access and parking

- The area is predominantly residential in nature and side roads are lightly trafficked and therefore suitable for cycling, there are a number of routes on quieter roads, sign routes and off-road routes defined in the TfL Local Cycling Guide in close proximity to the site.
- A covered cycle storage facility will be provided adjacent to the proposed leisure centre. The cycle storage will be capable of storing 35 number of cycles.

#### Disabled car parking:

A total of 8 accessible spaces are proposed, combined with a setting down point and a dropping off / picking up area.

#### Trip Generation and Modal Share

The TA has reviewed similar sites using the TRICS database and a survey of the Copthall Leisure Centre in Barnet. Trip Generation has been calculated from Larkswood Leisure Centre in Waltham Forest

Mode split is set out below that shows that car/lgv is considered very high.

Car/lgv	80%
Walk	14%
Cycle	2%
Public Transport	2%
Other	2%

The TRICS sites have been reviewed by LBB Highways who strongly advise calculating trip generation based on an average of the two reference sites, as using the one site would skew the data. During pre-application discussions two suitable reference sites were discussed, Shoreditch Leisure Centre and Larkswood Leisure Centre. The Copthall Leisure Centre has a much lower PTAL of 0 and is not suitable for assessment.

However, the assessment of this application estimated the trip generation by using the Larkswood Leisure Centre site only. Using one site is considered to skew the

data and there is no evidence submitted to demonstrate otherwise. Furthermore, the data for the Larkswood site is over 5 years old and is not normally accepted in accordance with TfL guidance. The use of two sites would give a more robust average.

No information was included in the TA on catchment to show what percentage of trips are within walking and cycling distance.

Further data is available in the Needs Assessment "LB Barnet - SPA- Feasibility Study Leisure Centre Feasibility Study" (Jan'2015) that suggests a catchment of 1 mile with an average of 30% outside the zone. This would imply that a high percentage of trips by sustainable modes could be achieved.

TfL comments in relation to the above modal split:

More than 80% of people will travel to and from the Leisure Centre by car during highway peak periods. If this is likely then that suggests the development is not in accord with Policy 6.1 of the London Plan that states that we should encourage patterns and nodes of development that reduce the need to travel, especially by car. The site should reduce car parking to encourage a mode shift to more sustainable methods and if 80% of trips need to be made by the car then the development is not suitable in this location.

Whilst modal share based on other similar developments, may indicate that walking and cycling may be low, TfL considers that applicant should introduce specific targets to increase the mode shares.

#### Parking Provision:

The TA states that there are no specific standards for parking provision at leisure centres. Therefore provision at the proposed development has been based on observed parking demand at leisure centres with similar facilities and similar levels of public transport accessibility within London.

The observed other leisure centres are 'Larkswood Leisure Centre' in Chingford, the 'Shoreditch Leisure Centre' in Hackney, and the 'Cophall Leisure Centre' in Barnet. The proposal includes 90 car parking spaces, including 13 staff car parking spaces and 77 for visitors, of which 8 are disabled car parking spaces, Electric charging points are to be provided with 10% active and 10% passive.

LBB Highways commented and disagrees with the proposed method of estimation on the proposed amount of car parking. LBB Highways confirms that if both TRICS reference sites (Larkswood Leisure Centre and Shoreditch Leisure Centre) are used for estimation these would have an average parking ratio of 1.97 per 100sqm GFA, which would equate to a provision of 64 spaces (as opposed to 90) for this development. The proposed parking therefore is considered to be an over provision, imposing and prominent over open space.

LBB Highways also note that:

Consideration should be given to parking availability on surrounding streets. Although not provided as part of this application, recent surveys have been carried

out that show that there are a high number of spaces available on-street for parking in the vicinity.

There will be an element of trip linking with the town centre where visitors will combine trips and park in the town centre for other purposes such as shopping and walk to the leisure centre through the recreation ground (particularly during daytime).

Developments are encouraged to reduce the use of single occupancy car use.

Impacts on the Existing Road Network

The TA includes capacity analysis of the following junctions surrounding the site.

- Baring Road / Lawton Road priority junction;
- Park Road / Victoria Road priority junction;
- Baring Road / Park Road priority junction;
- A110 East Barnet Road / Victoria Road / Albert Road mini roundabout, and;
- New access junctions on Lawton Road serving the development.

Results show that the majority of junctions are within capacity with traffic growth and development traffic. An exception is East Barnet Road/Victoria Road/Albert Road Mini Roundabout that is slightly over capacity in future years with and without development traffic. Applicant was asked to re-evaluate this junction to consider some minor improvements are which are planned as part of the Victoria Quarter residential development. The results of this re-evaluation show that the development would continue to have some impact on the junction by 2019 and 2024 but were considered ‘minor’ in LBB Highways view.

In regards the congestion at the A110 East Barnet Road/Victoria Road/Albert Road mini roundabout, and in response to TFL concerns, applicant provided the traffic flow diagrams below (extracted from Appendix B of the submitted TA):

	Total Junction Flow at Roundabout	Flow Generated by Development	Impact
Highway Peak 2024 AM	1775	33	2%
Highway Peak 2024 PM	1847	117	6%
Highway Peak 2024 Saturday	1814	44	2%
Development Peak 2024 Saturday	1651	80	5%

In response to the above, TFL considers that development that has less than 1% impact on the junction would be considered negligible.

Also in response to the above, LLB Highways considers the above impact minor particularly in the light of planned improvements on this junction as part of the Victoria Quarter residential development, and the travel plan and reduced parking

provision requirements that form part of the conditions recommended for this application.

#### Traffic accidents:

The Applicant's TA states that no accident trend has been identified near to the Victoria Recreation Ground, and it is considered that the additional traffic associated with the proposed development is unlikely to have a significant impact on the safety of the local highway network.

#### Construction Traffic

The TA details the construction activities for the proposal that would occur. The construction phase will involve the transport of personnel, plant, goods and materials to the site and generate a varying number of vehicle movements per day. It is not anticipated that the generated traffic would have some impact and a Demolition and Construction Management Plan is required to show that all activities can be accommodated on site and that any impact on the public highway is minimised and a condition that secures this is recommended.

The Council's highway officers have not raised any objections to the scheme subject to conditions concerning site access details and conditions requiring the applicant to enter into a travel plan and provide appropriate cycle parking provision. Suitable conditions are included under the recommendation section above.

#### Travel Plan:

A draft Leisure Centre Travel Plan (TP) was provided with this application. Highways has assessed it as insufficient. Limited detail has been provided on the development regarding scope, parameters and timescales; such as the number of staff, opening times, parking facilities- car, car share, disabled, coaches, numbers of predicted users across the week, timescales etc. Access routes are based on walking routes via the roads and no suggestion is given of accessing the site via the various park entrances and whether this would be suitable at all times of day and for all groups.

The nearest bus stop is given as on Baring Road however the 384 bus runs as a hail and ride bus in the vicinity of the development with an information board located at the junction of Lawton Road and Baring Road, closer to the development site where buses regularly stop. There is no discussion on the capacity of the 384 bus which has issues at particular times of the day. Very little detail is given about the library such as days of operation, which library it will be replacing, current travel to existing library, predicted library mode split and targets etc. A limited number of measures are included in the TP. Finally, The wrong ATTrBuTE criteria have been used to assess the TP – local level/ full/ occupiers not know when it should be strategic/ full/ occupiers known.

#### Conclusion

It is considered that the issues raised by Transport for London and LBB Highways can be covered by appropriate conditions including a requirement for the applicant to provide a Construction Management Plan, Delivery and Servicing Plan and Car Park Management Plan, PERS, Leisure Centre Travel Plan, Library Travel Plan,

and a revised car park layout with reduced car parking. Suitable conditions are included under the recommendation section above.

### **3.7 Drainage**

Policy CS13 of the Barnet Local Plan, Policies 5.13 and 5.14 of the London Plan, Approved Document Part H of the Building Regulations 2010 and paragraph 80 of Planning Practice Guidance state that all new development should discharge surface water runoff as high up the discharge hierarchy as possible and developers should utilise SUDS drainage techniques and aim to discharge surface water flows at Greenfield runoff rates where possible.

#### Surface water

Applicant provided Drainage Strategy, Drainage Strategy Layout drawing NB-CAP-00-G00-DSP-DR-500-001 Rev P00, and Flood Risk Assessment dated August 2016. Details have been assessed the Council's Drainage Contractor who has raised no objections subject to recommendations.

Details show that there is no existing surface water drainage serving the existing basketball and tennis court area. Flows run-off from west to east towards the footpath that runs along the eastern boundary of the site and falls to the South.

A new surface water system will incorporate sealed permeable paving systems, porous sports courts and bio-retention areas for use within the car park and access road, sports courts and entrance area, respectively. Due to the site's geology (London Clay Formation) infiltration drainage is not viable and rules out any scope for infiltrating SUDS practices.

Notwithstanding other SUDS practices proposed include a below ground cellular storage tank to store attenuated surface water flows from the development up to the 100 year return period storm plus an allowance of 20% for climate change.

Surface water flows from the site are proposed to discharge to the Shirebourne watercourse, classified as a Main River, located at the South boundary of the Victoria Recreation Ground at a restricted rate of 5 litres per second. A Flood Defence Consent from the EA will be required for the surface water discharge via the new outfall proposed to the Shirbourne Watercourse. In relation to Thame's Water recommendation to us oil separators, the Councilor's Drainage Contractor is satisfied that sufficient oil/ petrol pollution treatment prevention measures form part of the permeable pavement SuDS system located within the car parking areas, and therefore, use of an oil separator unit is not required.

#### Foul water

Due to the existing site use being park land and sports courts, there are no foul drainage systems servicing the Victoria Recreation Ground, and in particular the development area of the proposed site. A new foul drainage system is therefore proposed to convey foul flows in a southerly direction following the existing footpath to the footpath that links to the southern side of the existing bowling green to the existing car park located in the South East corner of the site. A connection is proposed to be made to the public 225mm diameter foul sewer located in Park



Road at Thames Water manhole reference 8301 under Section 106 of The Water Industry Act.

Thames Water confirmed that with regard to sewerage infrastructure capacity, has no objection to the above planning application and are satisfied with the proposed foul sewer connection at existing Thames Water Foul Sewer MH Ref – 8301. Notwithstanding where the developer proposes to discharge to a public sewer, prior written approval from Thames Water Developer Services will be required. This is to ensure that the surface water discharge from the site is not be detrimental to the existing sewerage system.

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### Flood Risk Assessment

As the site is greater than 1 ha and is located to the north of Longmore Avenue Critical Drainage Area, a site specific Flood Risk Assessment was submitted with this application. This complies with the Environment Agencies flood risk assessment requirements for planning applications.

As shown in Figure 3-2 the site lies entirely within NPPF Flood Zone 1 according to the Environment Agency Flood Map for Planning (Rivers and Sea). Flood Zone 1 is described within the NPPF's supporting Planning Practice Guidance (PPG) Table 1, as having a 'Low Probability' of flooding. Flood Zone 1 is defined as 'having less than 1 in 1000 annual probability of a river or sea flooding (<0.1% AEP)'.

'Assembly and leisure' are considered to be a 'less vulnerable' use based upon Table 2: Flood Risk Vulnerability Classification of the Environment Agency's NPPF Practice Guidance. The NPPF states that Less Vulnerable developments are compatible within Flood Zone 1.

The site has 'low risk' from Cockfosters reservoir.

The site is located to the north of Longmore Avenue Critical Drainage Area (CDA), and the south boundary of the Victoria Recreation Ground (the Victoria Watercourse) bordering this area. A CDA is a discrete geographic area (usually hydrological catchment) where multiple and interlinked sources of flood risk (surface water, groundwater, sewer, main river and/or tidal) cause flooding in one or more Local Flood Risk Zones during severe weather thereby affecting people, property or local infrastructure.

In terms of history of flooding, DG5 records show a history of sewer flooding within the post code of the proposed development (EN4 9), although records are not sufficiently detailed to confirm whether sewer flooding had occurred at or near the proposed development site. No records of historical fluvial, tidal, surface water or artificial flooding incidents in the vicinity of the site have been found.

In summary, the proposed development is considered to be at low risk of surface water flooding and medium risk of sewer flooding. It is expected that the site will not contribute to wider catchment surface water flooding issues and the post-development run-off will be limited to the existing runoff or a reduced rate if practical. The FRA also evidences that the proposed development is considered to be at low risk of groundwater flooding.

In terms of existing flood risk management infrastructure, the site benefits from formal flood defences along the stretches the Victoria Watercourse and the Pymme's Brook, to the south and east of the site respectively (EA Product 4 provided on the 25<sup>th</sup> of February 2016 referred to in the Flood Risk Assessment). The condition of the flood defences in the area is currently recorded as being relatively good, and are maintained and inspected regularly. This indicates that the risk of failure of the fluvial defences is also low.

In terms of flooding from artificial sources, the site is within close proximity to an area with a residual risk of reservoir flooding from Cockfosters reservoir, located approximately 1.8km northeast of the site. The reservoir flood outline is located approximately 150m east of the site. Reservoir flooding is extremely unlikely to occur as the EA ensures that these are inspected regularly and essential safety work is carried out.

The submitted FRA and Drainage Strategy, and subject to the recommended conditions, this application demonstrate that the proposed development meets the requirements of the NPPF in respect of flood risk in that risks to the development are reduced to acceptable levels and the proposals will not increase flooding to others.

### **3.8 Energy, Sustainability, and Resources**

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

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

London Plan Policy 5.2 'Minimising Carbon Dioxide Emissions' requires all residential developments to achieve a 40% reduction in carbon dioxide emissions on 2010 Part L Building Regulations. The London Plan Sustainable Design and Construction SPG 2014 updated this target of 35% on 2013 Part L Building Regulations. Policy 5.3 of the London Plan goes on to set out the sustainable design and construction measures required in developments. Proposals should achieve the highest standards of sustainable design and construction and demonstrate that sustainable design standards are integral to the proposal, including its construction and operation. The Further London Plan Chapter 5 policies detail specific measures to be considered when designing schemes including decentralised energy generation (Policies 5.5 and 5.6), renewable energy (Policy 5.7), overheating and cooling (Policy 5.9), urban greening (Policy 5.10), flood risk management and sustainable drainage (Policies 5.13 and 5.15).

Local Plan policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrate compliance with the Mayors targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy.

An Energy & Low Carbon Technology Feasibility Study Aug 2016 was submitted in support of this application. Due to the size of the building the proposed development falls under the London Plan classification for a Major Development. It is therefore required to meet Major Development targets of the London Plan which require achieving a minimum 35% improvement in carbon emissions over building regulations. The study shows that the proposed development can achieve 35% improvement over current Building Regulations.

The development will achieve this through a mix of CHP to generate electricity while providing gas heating; ASHP where there is also a requirement for cooling; and Photovoltaic Panel to offset energy use from HVAC and work equipment. These measures are considered satisfactory and in accordance with the policies of the London Plan.

### **3.9 Landscaping and biodiversity**

The 'sustainable development' imperative of NPPF 2012 includes enhancing the natural environment and improving biodiversity (para 7). London Plan 2011 policy 7.19 states that development proposals, where possible, should make a positive contribution to the protection, enhancement, creation and management of biodiversity. Barnet Local Plan policy DM16 states that when it is considering development proposals the council will seek the retention, enhancement or creation of biodiversity.

#### Trees

Applicant submitted a Tree appraisal and Impact Assessment dated 27 Sept 2016 in support of this application. A Tree report, arboricultural method statement (AMS) and tree removal and retention plan (TPP) formed part of the documentation.

Approximately 14 trees will be removed to facilitate this development. Three of these trees are in poor health and would be removed in due course. Two are moderate value one of which is removed to accommodate the leisure centre away from high value landscape trees and the second for improvements to landscaping around the car parking area. Nine are low value trees are removed for improvements to the access into the new car park and services.

The proposed landscaping is for around 40 replacement trees. Subject to full landscape details, this quantum is considered to adequately offset the loss of 14 trees in the short to medium term. The landscape plan also provides for features such as hedgerows and wet areas as recommended in the ecological report.

The Council's Arboricultural Consultant has advised that they concur with the above and consider the proposed landscaping appropriate. No objections are raised subject to appropriate conditions which are attached.

#### Biodiversity

The applicant has submitted an ecology statement dated August 2015 in support of the planning application which concludes that the majority of the Victoria Recreation

Ground is deemed to be of low ecological value due to the dominance of managed amenity grassland (83%) and man-made habitats such as hardstanding, hard play courts and walkways (10%). Semi-natural habitats such as scattered mature trees, hedge and tree lines, Shirebourne Stream corridor, ornamental planting, and dense scrub (7% combined) have higher ecological value with potential to support protected/notable species such as bats, birds and invertebrates.

The tree and hedge lines surrounding the Recreation Ground were considered of high value providing opportunities for invertebrates, foraging/nesting birds and foraging/roosting bats. At least five bat species were recorded on site with moderate levels of activity for foraging/commuting and potentially roosting. To the east of the proposed leisure centre there are substantial mature oak trees which are considered of high ecological value given their age and size with moderate to high bat roost potential. These trees are proposed to be retained.

The ecology report makes a series of recommendations for ecological enhancements, compensation and mitigation measures which have informed the submitted landscaping and planting plans. A condition is also attached requesting details of further measures to enhance biodiversity and to safeguard any protected species as a result of construction.

### **3.10 Other matters**

#### **Ground conditions and Contamination**

**Policy CS13:** Ensuring the efficient use of natural resources: "We will seek to minimise Barnet's contribution to climate change and ensure that through the efficient use of natural resources the borough develops in a way which respects the environmental limits and improves the quality of life. We will improve air and noise quality by requiring Air Quality Assessments and Noise Impact Assessments from development in line with Barnet's SPD on Sustainable Design and Construction."

In regards to noise contamination, the Council's Scientific Services has confirmed this would be the main concern as the area is relatively quiet, so this scheme is likely to result in additional noise as the use would be intensified. Notwithstanding, Scientific Services officers confirmed the potential noise can be controlled through noise control measures which are set out in conditions that form part of this application.

In regards to air quality impact applicant submitted an Air Quality Assessment dated 5 October 2016. The Air quality Assessment has identified that the key source of air pollution is from traffic. The predicted extra traffic from the development will have a small impact on the East Barnet High road A110 but future improvements in the Vehicle fleet will mean that overall air quality levels will improve in the local area and there will be no exceedances of the air quality objectives. However, the assessment recommends the potential mitigation of the vehicle impacts for air quality in the sustainable travel plan.

Details submitted with the 3 MEP Developed design report dated July 2016 demonstrate basic information regarding noise for the CHP and states that 'the CHP will have an acoustic enclosure to reduce the noise levels to 65 dB(A) @ 1m.

Although this is positive, the Council would need a further report for all plant that takes into account the exact location & distance from the nearest neighbouring residential windows and noise reduction levels for any enclosures for all new plant. A relevant condition is recommended.

In relation to the construction phase, the assessment also considers a number of mitigation measures to minimise the impact of the development on neighbouring premises. Finally, in response to concerns raised by neighbouring residents, the Council's Scientific Officers Team confirmed that chlorine from the proposed pool is not a gas that the Council would monitor under national air quality objectives. The chlorine would be used internally for water quality in a liquid form and the site would have to comply with duty of care legislation under Health and Safety legislation. The Council's Scientific Services has confirmed that in terms of air quality the proposed development does not represent a significant issue subject to the conditions set out below.

In regards to contaminated land, applicant submitted some information via document labelled 'SPA Sites New Barnet (Victoria Park)', however this was not considered to be sufficiently detailed by the Council. The Council's Scientific Services team has advised that more sampling points should be taken for intrusive investigation in area such as landscaped / sports fields / play areas, and has recommended the standard contaminated land conditions set out below.

Subject to the attachment of the relevant conditions the application is considered acceptable in Environmental Health terms.

#### **4. EQUALITY AND DIVERSITY ISSUES**

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

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

For the purposes of this obligation the term “protected characteristic” includes:

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

Officers have in considering this application and preparing this report had regard to

the requirements of this section and have concluded that a decision to grant planning permission for this proposed development will comply with the Council's statutory duty under this important legislation.

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

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

## **7. CONCLUSION**

In conclusion, the scheme is considered acceptable on balance having regard to relevant policies and guidance.

