

**LOCATION:** Phoenix Canoe Club, Cool Oak Lane, London NW9 7ND.

**REFERENCE:** 17/2076/FUL                      **Received:** 30 May 2017  
**Accepted:** 4 April 2017

**WARD:** West Hendon                      **Expiry:** 30 May 2017

**APPLICANT:** Phoenix Canoe Club

**PROPOSAL:** Demolition of existing buildings and erection of a new two-storey building, containing multi-function club house (Class D2) and ancillary community cafe (Class A3), and associated vehicle and cycle parking, landscaping, highway works, plant and works to provide a new cesspit/sewage treatment, erection of a climbing wall and retrospective planning permission for floating pontoons.

## **APPLICATION SUMMARY**

The application seeks planning permission for the redevelopment of the existing Phoenix Canoe Club building and land. The application has been brought to Committee due to the land falling within the ownership of the Council.

The application follows on from the approval of several strategic planning applications for the redevelopment of land and buildings to the south west of the Broadway, West Hendon, in particular; planning permission H/01054/13 formed the Masterplan for the area.

This permission gave approval for the demolition of a large number of existing substandard homes and their subsequent redevelopment providing up to 2000 new homes; a primary school; community buildings; up to 3870m<sup>2</sup> of commercial floor space as well as a new pedestrian bridge across the Walsh Harp. The scheme of redevelopment works are currently underway, with some residential blocks having been completed and sold or rented.

The club itself was founded in 2004 after the previous youth sailing base was closed. Prior to the current position of the site and the redevelopment works on the Hendon estate, the base was situated on the north-west side of Cool Oak Lane Bridge which later became the Barratt's Sales Suite for the larger West Hendon works. To make way for the sales suite, the Club's Buildings were demolished and relocated on the opposite side of the Welsh Harp in its current position.

In keeping with Barrett's aims to apply a more holistic approach to the redevelopment of West Hendon, the application subject to consideration was prepared and submitted by Barrett London in close association with the Canoe Club Director.

The redevelopment of the club's buildings and associated curtilage forms part of the club's vision to provide a borough wide training, outdoor and adventure centre.

However, the application area falls within a Site of Special Scientific Interest (SSSI) and therefore holds significant importance in terms of local wildlife and biodiversity. It also holds particular challenges for foul water drainage from the main buildings. Thought has however been given to sustainable building practices and a number of key stakeholders have been consulted in regard to this issue, with a view to resolving the best way forward with foul drainage.

It is concluded that all relevant policies contained within the Barnet Development Plan, as well as other relevant supplementary guidance have been carefully considered and taken into account by officers and found to accord with Barnet Council's Development Plan.

In consequence to the above, there are clear material planning considerations which justify the grant of planning permission for the development. Accordingly, the proposal is recommended for approval subject to conditions outlined in Appendix 1.

## **RECOMMENDATION**

### **Recommendation 1**

The Head of Development Management approve the planning application reference 17/2076/FUL under delegated powers, subject to the recommended conditions outlined in Appendix 1 and any subsequent changes to the wording of the conditions by Committee or by the Head of Strategic Planning.

### **Recommendation 2**

RESOLVED that the Committee grants delegated authority to the Head of Planning to make any minor alterations, additions or deletions to the recommended conditions and obligations as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice- Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee).

## **OFFICER'S REPORT**

### **1. SITE AND SURROUNDINGS**

The application site is located within the Woodfield Park Recreational Ground next to the Brent (Welsh Harp) Reservoir, between West Hendon and Wembley. The area around the site is bordered by the Silk Stream River, Cool Oak Lane Road (which is a public walkway) and the Welsh Harp reservoir. The application site is located to the south of the Borough within the West Hendon Ward and shares a border with Brent Council. The site is owned by Barnet Council and has been leased to the Phoenix Canoe club for a number of years.

At present, the site comprises a series of weathered timber clad buildings dating back to the 1960s. The total floor space of the existing buildings is 206 square metres with the total boundary area being 0.83 hectares. The area is currently used by The Phoenix Canoe Club (Class D2) as changing rooms, meeting rooms, a kitchen, toilet facilities and storage for the canoes. There is also an existing pontoon on the reservoir that is secured and used for the club's sporting and training activities. However, it has been established that the current pontoon does not benefit from planning permission and this current application seeks retrospective consent.

The Phoenix Canoe Club was founded in May 2004 by a number of volunteers after the closure of the Welsh Harp Youth Sailing Base. The club is affiliated with the British Canoe Union and Canoe England (South East) and accredited by Sports England. The club operates a number of training activities including river trips, whitewater, kayaking and surf training for adults, schools and junior members of nine years old.

The club is a registered charity employing a number of part-time and volunteer staff members. The catchment areas for the club includes New Barnet, East Barnet, Barnet, Friern Barnet, Finchley, West Finchley, East Finchley, Brent Cross, Brent, Golders Green, Highgate, Totteridge, Arkley, Hendon, West Hendon, Mill Hill, Burnt Oak, Edgware, Cricklewood, Colindale, Stanmore, Harrow, Harrow Weald, South Harrow, Pinner, Greenford, Headstone, Eastcote, Hatch End, Sudbury, Kenton, Wembley, North Wembley, Wembley Park, Sudbury, Alperton, Neasden, Surbiton, Willesden, Kilburn, West Hampsted, Hampstead, Swiss Cottage, Chalk Farm, St. Johns Wood, Belsize Park, Kentish Town, Potters Bar, London Colney, Boreham Wood, Elstree, Watford, Bushey Heath, Aldenham, Radlett, Brooksmans Park, Little Heath, Cockfosters, Oakwood, Southgate and Enfield. Over recent years the club has reported significant growth in attendance with membership increasing from 1,576 in 2011 to 4,418 in 2014.

The application is part of the club's vision to *"provide a borough-wide hub for training and adventure for all sections of the community, linked to partnerships with running, cycling, climbing and orienteering clubs, and agencies such as London Sport (LS)."* The club currently benefits from its own parking facilities that are able to hold 8 car parking spaces.

The application site is within an area identified as a Site of Special Scientific Interest (SSSI) owing to its popularity with breeding wetland birds such as the Great Crested Grebe, Pochard, Tufted Duck and Common Tern. In this respect, it is also designated as a Local Nature Reserve (LNR), Metropolitan Open Land and a Site of Metropolitan Importance for Nature Conservation (SMINC). The site has also been designated by Brent Council for recreational use and wildlife conservation.

## **2. PROPOSAL**

Planning permission is being sought for the following works:

- The demolition of the existing on-site single storey shed buildings totalling 206sqm.
- Erection of a new two-storey building with outdoor sports facility for use as a canoe and climbing club, with terrace. The proposed leisure floor space is to be used as Class D2 indoor and outdoor sports facilities and would measure 990 square metres in total floor space.
- An ancillary internal (Class A3) café use is proposed. The proposed café will measure 73 square metres and could be used by club members and members of the public.
- There are currently 4 staff members (2 full-time and 2 part-time). This will increase to 7(4 full-time and 3 part-time). See below formal breakdown.
- 12 car parking spaces, including 2 disabled spaces and 2 spaces equipped with electric charging points are proposed.
- Erection of climbing wall to east elevation.
- Upgrading of existing access road from a 'dirt track' to an asphalt or concrete finish. The road would also be widened from its existing width of 2.2-2.8 metres to 3.7 metres.
- 10 cycle parking spaces installed using the Sheffield cycle design
- Retrospective permission for the existing floating pontoon.
- The upgrading or replacement of the existing onsite cesspit.

## **3. RELEVANT SITE HISTORY**

*Phoenix Canoe Club, Cool Oak Lane*

- **H/02629/12:** Two-storey rear extension to the building.- **Approved with conditions, Jul 2012**
- **W13937A/05:** Environmental Impact Assessment Scoping Opinion. – **Environmental Statement Scope, Jul 2005**
- **W01315D/03:** Installation of Bird Hide with associated access paths alongside Welsh Harp Reservoir. - **Approved with conditions, June 2003**
- **W01162E:** Replacement of existing chain link fence and gates with 2.4 metre high steel palisa defense and matching gate. - **Approved with conditions, Nov 1995**
- **W01162D:** Installation of relocatable building and metal storage container. - **Approved with conditions, Jan 1993**
- **W00701J:** New H Q Building. - **Approved with conditions, Jan 1991**
- **W00701H:** Vehicular Crossover. - **Approved with conditions, Nov 1990**
- **W00701G:** Use of premises as Montessori nursery school for 24 children aged 3-5 years old between the hours of 9.30am-12.30pm and 1.45pm-4.00 pm on Monday to Friday. - **Approved with conditions, Feb 1989**
- **W00701E:** Erection of front, side and rear extensions to existing H.Q. (Renewal of planning permission ref. W701D dated 21.08.85). – **Approved, July 1988**
- **W01162C:** Prefabricated container for storage of sails. Council Development, Regulation 4(5). – **Approved, Jan 1988**
- **W04411C:** Erection of changing rooms and construction of cesspool. **Approved with conditions, April 1986**
- **W00701D:** Erection of front, side and rear extensions to existing headquarters building. **Approved with conditions, Feb 1985**
- **W01162B:** Erection of a sail store, lecture room and safety look-out together with jetty, pontoons and associated external works. – **Approved, Oct 1983**
- **W00701C:** Erection of a Nissan Hut. - **Approved, with conditions, Sept 1983**
- **W00701B:** Porch. - **Approved with conditions, July 1979**
- **W00701A:** Addition of closed porch to main entrance. - **Approved with conditions, April 1979**
- **W01162:** Landing stage at youth sailing base. – **Approved, May 1971**

#### *West Hendon*

**H/01054/13:** Hybrid planning application for the demolition and redevelopment of the West Hendon Estate to accommodate up to 2000 residential units, a new 2 form entry primary school, community building and commercial uses and associated open space and infrastructure comprising: Outline submission for the demolition of existing buildings and the construction of up to 1642 new residential units (Class C3); up to 3,870m<sup>2</sup> (GEA) of D1 Class floorspace comprising nursery and primary school and community centre uses and up to 1,635m<sup>2</sup> (GEA) Class A1/A2/A3/A4/A5/B1 floorspace, within buildings ranging from 2 to 29 stories, associated cycle and car parking provision including basement level parking, landscaping and public realm works, interim works, associated highway works, and two

pedestrian bridges across the Welsh Harp. Full planning submission (Phase 3 Blocks G1, G2, E1, E2, E3, E4) for the construction of 358 new residential units (Class C3), and 131m<sup>2</sup> (GEA) Class A1/A2/A3/A4/A5/B1 floorspace, within buildings ranging from 5 to 26 stories, cycle and car parking provision including basement level parking, associated landscaping and public realm works, associated highway works, energy centre, and interim works. Submission of Environmental Statement. – **Approved with conditions, 20/12/2013**

#### 4. PUBLIC CONSULTATIONS AND VIEWS EXPRESSED

The application was advertised via a Site Notice displayed at the site for a period of 21 days from the 21<sup>st</sup> April 2017.

The application was also publicised via direct neighbour letters to 8 neighbouring properties. No neighbour comments have been received.

#### 5. STATUTORY AND INTERNAL BODIES

- **The Community Hub Gadwall House, Perryfield Way:** Support development and state that:-

The entire partnership board, which is composed of local residents and community representatives and the regeneration partners, fully supports this application. We believe that the proposals in it will provide a valuable community resource and addition to the regeneration of the area.

- **Environment Agency:** Originally objected to the proposal on the grounds that no Flood Risk Assessment had been submitted. However the objection was withdrawn on 29<sup>th</sup> June 2017 on receipt and review of the Phoenix Canoe Club Flood Risk Assessment (FRA), v. 01, dated June 2017.
- **Natural England:** Originally objected to the proposal due to insufficient information regarding impact on birds and Drainage Strategy. This objection was withdrawn on 24/08/2017 subject to conditions.
- **Canal and River Trust:** Support principle of development; however have stated that further information is required pertaining to drainage, flooding and bats. This is subject to conditions.
- **Sports England:** No objection. Comments are as follows:-

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/part of a playing field, unless one or more of the five exceptions stated in its policy apply....the proposed development results in a minor encroachment onto the playing field. However, having considered the nature of the playing field and its ability to accommodate a range of pitches, it is not considered that the development would reduce the sporting capability of the site. As such, Sport England is satisfied that the proposed development broadly meets the intention of the following Sport England Policy 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.*

As such, Sport England **does not wish to raise an objection** to this application.

- **Metropolitan Police:** No comment
- **London Wildlife Trust:** No comment
- **Network Rail:** No comment
- **Barnet Council's Waste and Refuse Officer:** No objection.
- **Barnet Council's Property services:** No comment.
- **Barnet Council's Ecology Officer:** Insufficient information to confirm that the existing timber clad buildings do not harbour bats presently has been submitted. Therefore a Preliminary Roost Assessment should be undertaken. However the acceptability of the scheme is subject to comments from Natural England.
- **Barnet Council's Drainage Officer:** No objection. They have commented as follows:-
  - The permission of the EA still may be required to discharge surface water to the Brent Reservoir.
  - It is assumed that the Canoe Club accept the responsibility for managing the proposed SuDS features. If this is not the case then an 'adopting authority' should be found for the SuDS features. Proof should be provided that either the Canoe Club or another 'adopting authority' accept responsibility for the proper maintenance of the proposed SuDS features.
  - Rainwater harvesting is proposed as part of the drainage strategy. It is recommended that you ensure this forms part of the final development, as this the preferred option for use of surface water under the London Plan.
  - It is recommended that filter strips and swales are included to the maximum extent possible within the final design
  - The EA Flood Defence Consent will not be required until work is to start on site, so could be requested as part of the detailed design stage, however these often take a considerable amount of time to process so it is recommended that the permit is requested at the earliest possible opportunity
- **Barnet Council's Highways Officer:** No objection subject to a contribution towards the Travel Plan monitoring of £5000 and conditions.
- **Barnet Council's Lighting Officer:** No objection subject to further lighting design details. To be conditioned.
- **Barnet Council's Arboricultural Officer:** No objection subject to conditions. The submitted Arboricultural report by MJC ref 17-0117 has been reviewed. The Officer has commented as follows:-
  - The proposed scheme provides for an increase in the size of the buildings and car parking for the canoe club. Currently the club is very well screened by trees and high hedges from the rest of Woodside Park.
  - The proposal seeks to remove these established trees and hedges and replace them around the edge of the larger footprint. This will have an impact on visual tree amenity in the local area particularly from the park. The canoe club has no screening along the water edge.
  - The need for recreational facilities needs to be balanced against loss of visual tree amenity. T7 category B oak tree is proposed for removal, it is a prominent tree currently in the boundary hedge. The scheme proposes car parking and boat

storage in the area of this tree. With the use of no dig surfacing retaining this tree will have significant landscape benefits without jeopardising the overall scheme.

- Other trees of quality (T1 and T3 applicants plan) are located on the footprint of the proposed building and without a significant redesign these will be lost to development.
- The submitted landscape scheme does not provide any detailed species or maintenance schedules. The proposed trees around the edge of the scheme will not help soften the new building into the landscape. An extensive planting programme extending up the slope of Woodside Park is required to achieve in the long term sustainable development at this location.

## **6. KEY PLANNING POLICY**

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

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

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

More detail on the policy framework relevant to the determination of this development and an appraisal of the proposal against the development plan policies of most relevance to the application is set out in subsequent sections of this report dealing with specific policy and topic areas. This is not repeated here.

Officers have considered the development proposals very carefully against the relevant policy criteria and have concluded that that the development will fulfil them to a satisfactory level, subject to the conditions and planning obligations recommended. The proposed development is therefore considered to comply with the requirements of the development plan.

### *6.1 National Planning Policy Framework*

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

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

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

- 7. Requiring good design
- 9. Protecting Green Belt land
- 10. Meeting the challenge of climate change, flooding and coastal change
- 11. Conserving and enhancing the natural environment
- 12. Conserving and enhancing the historic environment

### *6.2 The Mayor's London Plan 2017*

The London Development Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2031. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

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

- Policy 1.1 - Delivering the Strategic Vision and Objectives for London
- Policy 3.16 - Protection and Enhancement of Social Infrastructure
- Policy 3.19 - Sports Facilities
- Policy 4.6 - Support For and Enhancement of Arts, Culture, Sport and Entertainment
- Policy 5.1 - Climate Change Mitigation
- Policy 5.2 - Minimising Carbon Dioxide Emissions
- Policy 5.3 - Sustainable Design and Construction
- Policy 5.7 - Renewable Energy
- Policy 5.12 - Flood Risk Management
- Policy 5.13 - Sustainable Drainage
- Policy 5.15 - Water Use and Supplies
- Policy 5.16 - Waste net Self-Sufficiency
- Policy 5.17 – Waste Capacity
- Policy 5.21 - Contaminated Land
- Policy 6.1 - Strategic Approach
- Policy 6.2 - Promoting Public Transport Capacity and Safeguarding Land for Transport
- Policy 6.3 - Assessing Effects of Development on Transport Capacity
- Policy 6.5 - Funding Crossrail and Other Strategically Important Transport Infrastructure
- Policy 6.9 - Cycling
- Policy 6.10 - Walking
- Policy 6.11 - Smoothing Traffic Flow and Tackling Congestion
- Policy 6.13 - Parking
- Policy 7.4 - Local Character
- Policy 7.6 - Architecture
- Policy 7.8 - Heritage Assets and Archaeology
- Policy 7.15 - Reducing and Managing Noise
- Policy 7.17 - Metropolitan Open Land
- Policy 7.18 - Protecting Open Space and Addressing Deficiency
- Policy 7.19 - Biodiversity and Access to Nature
- Policy 7.21 - Trees and Woodlands
- Policy 7.30 - London's Canals and Other Rivers and Waterspaces

### *6.3 Barnet London Borough Local Plan*

The development plan documents in the Barnet Local Plan constitute the development plan in terms of local planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The relevant documents comprise the Core Strategy and Development Management Policies documents, which were both adopted in September



2012. The Local Plan policies are most relevance to the determination of this application are set out below.

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

- Policy CS NPPF - (National Planning Policy Framework–Presumption in favour of sustainable development)
- Policy CS1 - (Barnet's Place Shaping Strategy – Protection, enhancement and consolidated growth – The three strands approach)
- Policy CS5 - (Protecting and enhancing Barnet's character to create high quality places)
- Policy CS7 - (Enhancing and Protecting Barnet's Open Spaces)
- Policy CS9 - (Providing safe, effective and efficient travel)
- Policy CS10 - (Enabling inclusive integrated community facilities and uses)
- Policy CS11 - (Improving health and wellbeing in Barnet)
- Policy CS13 - (Ensuring the efficient use of natural resources)
- Policy CS14 - (Dealing with our waste)
- Policy CS15 - (Delivering the Core Strategy)

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

- Policy DM01 - (Protecting Barnet's character and amenity)
- Policy DM02 - (Development standards)
- Policy DM03 - (Accessibility and Inclusive Design)
- Policy DM04 - (Environmental considerations for development)
- Policy DM06 - (Barnet's Heritage and Conservation)
- Policy DM13 - (Community and education uses)
- Policy DM15 - (Green Belt and open spaces)
- Policy DM16 - (Biodiversity)
- Policy DM17 - (Travel impact and parking standards)

#### 6.4 *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 developments within Barnet meets sufficiently high environmental and design standards.

- *Sustainable Design and Construction (May 2016)*  
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.
- *Accessible London: Achieving an Inclusive Environment (April 2004)*  
The strategy sets out to provide detailed advice and guidance on the policies in the London Plan in relation to achieving an inclusive environment.
- *Planning for Equality and Diversity in London (October 2007)*  
This guidance sets out sets out some of the overarching principles that should guide planning for equality in the London context

- *All London Green Grid (March 2012)*  
This strategy provides guidance for designing and managing green and open spaces to bring about previously unrealised benefits. In doing so, it aims to encourage boroughs, developers, and communities to collectively increase the delivery of green infrastructure for London.

## 7. PLANNING CONSIDERATIONS

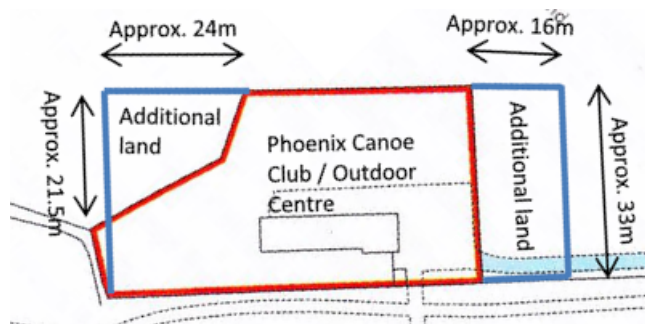
The main areas for consideration are:

- Principle of Development
- Design
- Impact on Neighbouring Amenity
- Biodiversity
- Trees
- Sustainability
- BREEAM
- Highways
- Refuse and Recycling Storage

### 7.1 *Principle of Development*

The scheme proposes a more intensive use of land, a greater number of staff and a new building.

The application proposes to increase the size of the existing land used by the canoe club as detailed in the below image. The new area would include the existing trees that border the site. This proposed increase forms part of a separate legal agreement with the Council. The area has been included to better rationalise the site.



The principle to build for recreational use within the SSSI and MOL site and use it as a canoe club has already been established, this existing use would simply be continued. In addition, this form of use falls under the Council's definition of a recognised community use. Under Policy DM13, these uses are to be protected. Policy CS7 also states that the Council will look to enhance the green infrastructure in the Borough by protecting existing open spaces, such as children's play areas and sports facilities, and by securing improvements to them. Greater importance is being placed on existing Nature Conservation and biodiversity. As such, the continued use of the site and the upgrading of the existing sports facilities is policy compliant and welcomed.

These works are also compliant with Policy 4.6 of the London Plan, which states under point 'B' that developments should:

- fulfil the sequential approach and where necessary, complete an impact assessment (see Policy 4.7)
- be located on sites where there is good existing or planned access by public transport
- be accessible to all sections of the community, including disabled and older people

d) address deficiencies in facilities and provide a cultural focus to foster more sustainable local communities.

Given the café use would be ancillary to the main D2 use, it is considered acceptable and compliant with guidance detailing what is acceptable within the Metropolitan Open Land.

A discussion on the acceptability of the proposed building is detailed below in the section titled 'Design'.

In light of the above, the proposal is on balance considered acceptable in principle as it is compliant with all relevant policies.

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

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

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

At present the site comprises a number of single storey timber clad units with a total internal floor space of 206 square metres. The existing units have a height of approximately 4 metres. They also have a dilapidated appearance both internally and externally. The units have also been built in the middle of the site creating a disconnection between the open spaces that remain in and around the building. The newly proposed club house would be part-single and part two-storey, have an angled roof measuring between 5 metres and 12.5 metres.

The building its exterior would be finished in timber to better relate to its wooded surroundings. The applicant's supporting documents state that the design of the proposed clubhouse has been inspired by other such buildings in the US and UK. In particular, the

building roof which has sharp pitched edges (known as 'saw tooth' roof forms) and timber cladding.

The building has an L-shaped footprint built close to the edge of the site boundary and enclosed by heavy planting. The building looks onto an open boatyard, referred to in the submitted documents as a "courtyard" and provides views onto the Welsh Harp. From the proposed building it would be possible to view the activities taking place on the river and the general activity of the site at large. The climbing frame wall would be to the north of the site near the disabled parking bays. A wrap-around terrace area is proposed at first floor. In assessing the appropriateness of proposed scale and massing, due regard must be given to the existing environment urban fabric of the immediately surrounding area and general locality. However the site is some distance away from much of the urban and built landscape.

It is considered that the height, form and massing of the building represents a considered response to a number of issues – from the SSSI site, to the location of the unit being with a parkland, as well as views from across the river. It is also considered that the scheme would not compromise the openness of the Metropolitan Open Land. Care has also been taken to arrive at a choice of construction material palettes that, while assuming its own identity, also carefully makes referencing to the woodland setting and natural environment.

The detailed design of the windows makes use of natural light and views of the river. When viewed from across the river or on approach of the site the design and materials would sit comfortably within its surroundings, responding with a scale that would not dominate the landscape.

The position of the new building makes better use of the Site allowing a greater open courtyard feel. It should also be noted that permission was given for a two storey building in the MOL for the previous Hendon Cadet Corps in 2012 (see planning permission H/02629/12). Therefore the two-storey structure has previously been deemed suitable for the MOL (subject to its use).

On balance, the proposal to erect a building of a greater height and increased footprint is considered acceptable in principle given the location of the site, the existing condition of the timber clad buildings and the necessity to improve the facilities of the community sports use if it is to survive long term and better serve the area. The development is also in keeping with what is considered acceptable in the MOL. In light of the above, the proposed development is considered to comply with policies governing design.

### **7.3 Impact on Neighbouring Amenity**

At a national level, the NPPF has an approach based on the central principle of sustainability through the pursuit of amenity improvements, developments driven by context, long term improvements to the environment and high quality design. Amenity is also an important consideration of The London Plan (2017) Chapter 7.

Under the Local Plan, the protection of existing amenity arrangements in any area is considered to be an important aspect of determining whether a proposal is acceptable or otherwise. The protection of existing residential amenity is required through good design in new developments which in turn promotes quality environments. More specifically Policy DM01 states that proposals should seek to manage the impact of new developments to ensure that there is not an excessive loss of amenity in terms of daylight/sunlight, outlook and privacy for existing occupiers. While Policy DM04 under point 'd', states that proposals that are likely to generate an excessive level of noise close to noise sensitive uses, such as residential dwellings, will not normally be permitted.

This is further supported by Barnet's Adopted Residential Design Guidance SPD (adopted April 2013) which provides further guidance on safeguarding the amenities of neighbouring and surrounding residential occupiers. This includes the requirement that there should be a

minimum inter-looking distance of around 21 metres between windows of existing habitable rooms and newly proposed facing windows, as well as a distance of 10.5 metres between new windows and any neighbouring garden to avoid overlooking.

#### *Privacy, overlooking and outlook*

The application proposes windows within all its elevations aside of its north elevation and a first floor terrace at its south elevation. None of the windows or terraces would directly face any habitable rooms of neighbouring residential rooms. The nearest residential property to the proposed new club house would be over 200 metres away. This is significantly greater than the stipulated 21 metres detailed in the above guidance. There would be no views to neighbouring residential units and therefore no impact on their amenity. Therefore the development is more than compliant with the required policies governing loss of privacy, outlook and overlooking to neighbouring amenity.

#### *Noise and general disturbances*

The Environmental Health Officer has commented that there are no significant issues with the development and they do not object to the proposal. However the Council's Lighting Officer has requested that further details pertaining to the exact location of the lighting and its likely spillage to be submitted in order to ascertain the level of light pollution likely from the proposal. This includes an overlay of the isolux diagrams of the report with the parking areas, public areas and the surrounding houses and roads showing as a minimum 3, 5 and 10 lux lines. It is also required that details be submitted as to the highest and average point on the surrounding properties at 2m and 4m heights and everything above 10 lux. Intrusive light calculations to nearby properties will also be required. This will be dealt with under condition.

Whilst the application would be an intensification of the use at the site, owing to the upgrading of the sports facilities and the introduction of new sports activities such as climbing, the general use is consistent with the existing character of the site and nearby playing fields. Any noise generated would also be in keeping with this character. Given the situation of the site (being over 200metres away from the nearest residential unit) it is not considered that any noise generated from the use would carry to nearby residential units in such a way as to create an unacceptable level of harm to their amenity. No significant new or cumulative operational noise impacts are identified for neighbours as a consequence of the proposed development. Furthermore, no objections have been raised by neighbouring properties pertaining to harmful noise.

Therefore Officers do not consider that would be any impact on the existing residential amenity at the location due to the development being some distance away from its nearest residential unit. In light of the above the development is acceptable on amenity grounds.

#### **7.4 Biodiversity**

The 'sustainable development' imperative of NPPF 2012 includes enhancing the natural environment and improving biodiversity (para 7). London Plan 2017 Policy 7.19 states that development proposals, where possible, should make a positive contribution to the protection, enhancement, creation and management of biodiversity.

The applicant has submitted an Ecological Appraisal (March 2017) detailing the impact of the development on local birds life, bats and biodiversity at the site.

The Ecological Appraisal includes a ecological site walkover and as ornithological survey. It concludes that there are important ecological features associated with the Site that may be affected by the development proposals if implemented. This includes the foraging and commuting bats using the SSSI site, breeding winter birds and other wildlife that benefit from the Brent Reservoir. However that any impact can be managed via a Demolition and Construction Management Statement detailing how the proposed works would be undertaken with minimal disruption to the local wildlife as well as Landscape and Ecology Management Plan. Together these should ensure that there are no significant effects on the

important ecology of the local. A commitment to ecological enhancement through additional wildlife planting and inclusion of features for roosting bats will also go some way to delivering relevant and effective ecological enhancements. The submitted report notes the following:

#### Habitats:

- Loss of trees/hedges: the habitats present within the Site are not considered to be 'important ecological features' when valued in accordance with CIEEM guidance (CIEEM, 2016). As such, the felling of trees or reduction in hedgerow from within the Site is not considered to be significant in terms of loss of intrinsic ecological value.
- Change of trees/hedges: A Landscape and Ecology Management Plan will set out the approach to new planting; this will include replacement tree and hedgerow planting, new areas of native scrub, and establishment of marginal and aquatic vegetation at the water's edge.

#### Bat life:

- Demolition: it is very unlikely that bat roosts would be found in the areas to be demolished. However ahead of any works an inspection of internal and external areas of each of the buildings will be undertaken. This is a precautionary approach to establish any steps required to ensure demolition results in no breach of the legislation that protects bats and their roosts.
- Loss of Trees/hedges: seven trees and a length of the hawthorn hedgerow in the west of the site are likely to be felled/cleared ahead of construction. Some of these trees have features typically used by tree roosting bats. However, as the bat assemblage associated with the reservoir is dominated by pipistrelle species, which are not strongly associated with tree roosts, the presence of a tree roost is highly unlikely. However, as a precautionary measure, following the grant of planning permission and in good time ahead of felling or significant arboricultural work, any tree to be affected by works will be inspected by an experienced ecologist in order to determine whether any dedicated measures are required to manage the risk of a breach of the legislation that protects bats and their roosts
- Detailed design will minimise lighting to that required to meet security requirements. It will be specified to ensure light spill across the Brent Reservoir SSSI, the vegetation that borders the reservoir and the trees and hedgerow habitat around the clubhouse is minimised, and will not exceed 0.5lux.

#### Birds:

- Bird surveys completed during the 2012 breeding and non-breeding season to inform the West Hendon ES (appendix 10.1 of the ES. BSG, 2013) found that two bird species were present on the reservoir in numbers exceeding 1% of their respective national population. The species and their valuation was set out in the West Hendon ES (Barratt, 2013) and are:
  - Gadwall – non-breeding population of **County** importance (Greater London)
  - Shoveler – non-breeding population of **Borough** importance (Barnet/ Brent).
- Non-breeding duck species, including gadwall and shoveler, did not typically exhibit significant responses to recreational activity.
- The report also looked at the claim made by the West Hendon ES (Barratt, 2013) which predicted that birds using the SSSI had become habituated to the existing noise profile in the local area and therefore would not be significantly affected by the additional noise associated with the demolition of the building. The assertion was based on data collected over the period between 2014-2016 and looked at the expanse across the northern arm of the reservoir, which is the area closest to the construction works on the adjacent West Hendon Estate. The acoustic monitoring undertaken as part of the Ecological Appraisal found that due to the existing high background noise levels in the area, the *“proposed the noise associated with construction works did not dominate the noise profile across the SSSI”*. These findings

have been shared with Natural England who raised no objections to them. The appraisal therefore confirms that “*no evidence of significant disturbance to waterfowl attributable to construction noise was recorded during the monitoring period, nor is disturbance likely to occur during the ongoing works on the West Hendon Estate*”. Table 4.1 (below) provides a summary of the findings of the appraisal.

Table 4.1: Evaluation and impact assessment summary

<b>Ecological Feature</b>	<b>Importance</b>	<b>Important Ecological Feature</b>	<b>Significant Effects</b>	<b>Further Considerations</b>
Brent Reservoir SSSI	National	Yes	No significant effects	Details of precautionary construction measures, operational management activities and enhancements are set out in Section 5
Amenity grassland, hardstanding	Negligible	No	N/A	N/A
Trees and hedgerow	Site	No	N/A	Details of embedded mitigation and enhancements are set out in Section 5

Ecological Feature	Importance	Important Ecological Feature	Significant Effects	Further Considerations
Great crested grebe	National	Yes	No significant effects	Details of precautionary construction measures, operational management activities and enhancements are set out in Section 5
Gadwall	County	Yes	No significant effects	Details of precautionary construction measures, operational management activities and enhancements are set out in Section 5
Shoveler	Borough	Yes	No significant effects	Details of precautionary construction measures, operational management activities and enhancements are set out in Section 5
Waterfowl assemblage of Brent Reservoir SSSI	Borough	Yes	No significant effects	Details of precautionary construction measures, operational management activities and enhancements are set out in Section 5
Bats	Site	Yes	No significant effects	Details of embedded mitigation, precautionary construction measures and enhancement are set out in Section 5

The report concludes:

*Based on the ecological information and assessment rationale set out above, and assuming implementation of the measures described, important ecological features associated with the*

*Site will be protected and enhanced as required by national and local planning policy and wildlife legislation. As such there is no overriding reason relating to ecological resources that planning permission should not be granted for these proposals.*

The Council's Ecology Officer previously raised concerns that there is insufficient information to confirm that the existing timber clad buildings do not harbour bats presently. Therefore a Preliminary Roost Assessment should be undertaken. This will be dealt with under condition. Subject to this, the acceptability of the scheme relies on comments received by Natural England. Natural England have been consulted and have requested that conditions be attached requiring a Construction Environmental Management Plan to protect the birds during works and that works to trees and shrubs should be done outside of the breeding period. Subject to these conditions they have no objection. Should members be minded to grant permission these conditions will be attached.

In light of the above, the submitted ecological appraisal demonstrates that there are important ecological benefits to the site that have value and require conservation. Bird species, bats as well as the river's own ecological systems are all present at the SSSI site.



However with the proper mitigation measures the proposed works are unlikely to have a harmful impact on the wildlife habitat. These measures would ensure that species are maintained and protected.

Therefore subject to conditions the proposed works comply with policies governing biodiversity.

### **7.5 Trees**

Policy DM01 requires that proposals should include hard and soft landscaping that:

- Is well laid out in terms of access, car parking and landscaping.
- Considers the impact of hardstandings on character.
- Achieves a suitable visual setting for buildings.
- Provides appropriate levels of new habitat including tree and shrub planting.
- Contributes to biodiversity including the retention of existing wildlife habitat and trees.
- Adequately protects existing trees and their root systems.
- Makes a positive contribution to the surrounding area.

DM01 further states that trees should be safeguarded and when protected trees are to be felled the Council will, where appropriate, require replanting with trees of an appropriate size and species. This is also supported by the Barnet Local Plan Policy DM16, which elaborates that when considering development proposals, the Council will seek the retention, enhancement or creation of biodiversity.

The applicants has submitted an Arboricultural Impact Assessment and Tree Protection Plan (February 2017) which has been reviewed by the Council's Arboricultural Officer. This report states that there are no TPO or significant trees on the site but that the landscaping proposed for the site is considered to include an adequate balance of hard and soft surfaces. It concludes that:

*...there are no substantive arboricultural reasons to refuse planning permission for the proposed development, provided tree protection measures suggested in the Arboricultural Impact Assessment Plan and detailed in the Tree Protection Plan are undertaken, along with adequate planting of new trees and hedges as suggested and illustrated in the Arboricultural Impact Assessment Plan.*

The Council's Arboricultural Officer has commented that currently the canoe club is well screened by trees and hedges. However the proposed works would lead to the removal of most of these, thereby having an impact on the visual amenity of the site. In particular, concerns have also been raised regarding the loss of tree T7, a Category B tree and trees T1 and T3, which are thought to be trees of some quality. Given the design of the site it is not possible to protect these trees from removal. However a balanced approach must be taken in considering the need for recreational facilities in the area against the loss of visual tree amenity.

Officers have assessed the loss of trees and note that the applicant aims to make provisions for the replanting of six new trees and hedges along the boundary of the new site area. Mention is made in the report that a Hawthorn Hedges and UK nursery grown Common Oaks (size to be agreed by the LPA) may be used. Nevertheless, details provided in the report fail to fully confirm the species of trees and how they would be installed. As such, If Members are minded to approve the scheme conditions will be attached to ensure that the final landscaping details are of an appropriate design and quality and makes a positive contribution to the area, including assisting in the creation of a safe and secure environment. Matters relating to access, parking biodiversity and habitat provision are addressed in other sections of this report in full. However, in each of these regards the landscaping proposed is found to be acceptable subject to conditions.

It is concluded that the scheme is acceptable and compliant with development plan policy in respect of tree and landscaping matters.

## **7.6 Sustainability**

In keeping with the fundamental practices of the NPPF, the Council's Local Development Plan provides policies to enforce sustainable practices. In particular, Policy CS NPPF states that a positive approach will be taken for developments that have been built to sustainable methods. Policy DM01 of the Local Plan states that all developments should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. This approach is also echoed by the London Plan at Policy 5.3 where it states that the highest sustainability standards should be met by all developments. Therefore developments should demonstrate that sustainable design standards have been considered as part of the proposal, construction and day-to-day running of the new building.

The applicant has submitted a Sustainability and Energy Statement undertaken by Whitecode Design Associates. The submitted statement identifies the following measures:

- Reducing of CO2 emissions by 21.64% over Part L2A 2013 of the Building Regulations, achieved through enhanced building fabric specification and Air Source Heat Pumps, 20m2 of photovoltaic array and Mechanical Ventilation with Heat Recovery.
- Low energy internal and external lighting design.
- The site will register with the Considerate Constructors Scheme with an aim to achieve a score significantly exceeding 'compliance' with the scheme.
- A Building User Guide will be developed and training will be provided for the building occupiers/premises managers to ensure efficient use of the building systems.
- Use of low environmental impact materials.
- Reducing water usage by installing flow restrictors to kitchen, WC and shower facilities.
- Providing recyclable waste storage and implementing a Resource Management Plan (RMP).
- Enhancing the health and safety of occupants/visitors by improving day lighting, thermal comfort, internal air quality, internal and external noise quality.

The above measures are welcomed. However the report identifies the main sustainability challenge to be the use of water as part of the daily club activity primarily for showering. Under the current proposal there would be 16 shower cubicles that could be used simultaneously four times a day or more. Therefore the reduction of water wastage is an important challenge. Policy 5.15 of the London Plan under point 'd' states that local planning authorities should protect and conserve water supplies by "minimising the amount of energy consumed" by its use.

The applicant's submitted report states that the development has been designed to *"...ensure that water efficient appliances are specified to reduce the water consumption by 25%, when compared to BREEAM's notional baseline performance. Flow control devices will be [used]... within the shower, WC and kitchen facilities to regulate the water supply and minimise water leaks and wastage ...showers will be restricted to 8 litres per minute."* In addition, *"...water consumption will be monitored using a water meter and a water leak detection system will also be installed on the incoming mains to the building; therefore, minimising water waste..."*

The applicant's report demonstrates that clear thought has been given to future water usage. These water and energy reduction measures are considered appropriate to the proposed use and would go some way in reducing water waste in keeping with the London Plan policies. Should permission be granted a condition requiring that these measures be implemented would be attached to ensure compliance.

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

The supporting text states that it is required that “*Carbon dioxide emissions from new development should be reduced by sustainable use of energy in accordance with the Mayor’s energy hierarchy. The first step in the hierarchy, to reduce energy demand, should be met through adopting sustainable design principles outlined in Policy 5.3. The second step, to supply energy efficiently, should be met by prioritising decentralised energy, as outlined in Policies 5.5 and 5.6. The third step, to use renewable energy, is outlined in Policy 5.7.*”

To help aid this, Policy 5.2 (B) sets minimum targets for the carbon dioxide emissions reduction in buildings that are non-residential. This policy states that non-domestic building developments should meet these targets as per the building regulations requirements. Regulation 26 of the building regulations states that “Where a building is erected, it shall not exceed the target CO2 emission rate for the building...”. Policy CS13 of the Local Plan supports this aim by expecting all developments to be energy efficient and seek to minimise any wasted heat or power. In order to meet these targets it is required that the development submit detailed calculations to the Building Inspector in order for Officers to determine the building emission rate (BER). In the event that members are minded to approve the scheme, a condition will be attached to this effect.

#### **7.7 BREEAM**

As the development is characterised as a minor development, it is not required that BREEAM standards be met. Nevertheless, the applicant has submitted a BREEAM pre-assessment which indicates that the scheme would be able to meet BREEAM ‘Very Good’ can be achieved.

#### **7.8 Highways**

Policy CS9 of the Barnet Core Strategy (Providing safe, effective and efficient travel) states that the Council will promote the delivery of appropriate transport measures to relieve pressure on the existing infrastructure and support growth, whilst maintaining the level of freedom in terms of public access to these facilities. The Council is also driven by the objective to ensure that any proposed use or development would match the current transport capacity and capabilities at the local. If necessary these will be undertaken via the use of the Community Infrastructure Levy or S106 Legal Agreements. In doing so, the following measures will be prioritised:

- The reduction congestion
- Continued investment in the highways network
- Working with TFL
- The management of parking
- Maintaining road safety
- Encouraging sustainable modes of transport

Policy DM17 states that the Council will ensure that there is safety for all road users and will refuse applications that may lead to safety concerns on the highway or increase risk to vulnerable users. In considering new developments the Council will require the submission of a Transport Assessment where the proposed development is anticipated to have significant transport implications. Developments should be located close to existing public transport links and should encourage their use and if necessary, new routes and services should be created. Cycle and parking provisions should be proposed in line with the London Plan standards.

The applicant has supported by a Transport Statement prepared by CH2M. The applicant is proposing to install 10 cycle parking units, 12 car parking spaces, widen and pave the existing dirt track off Cool Oak lane onto the site.

An assessment of the public transport accessibility for the Phoenix Club identifies a PTAL index of 0 (worst). The PTAL index is 0 due to the site being located within the middle of both the Welsh Harp and the Woodfield Park, away from roads and railway stations along which public transport services could travel. The closest railway station is Hendon, which is measured 1.36km away from the Phoenix Canoe Club building. This station is located upon the Thames link service, which links towns south of London via central London and St Pancras to Bedford in the north. There nearest bus stop is 973 metres (13mins walk) away from the site. However, there is a good bus service that operates along the West Hendon Broadway from which the site can be accessed via foot. The site also benefits from a public footpath accessed from cool Oak Lane.

Currently, there are two vehicular access roads into the site both via Cool Oak Lane. These current access roads will be maintained and continue to provide access for both ingress and egress for the site. However the main access is via a gated track road off Cool Oak Lane. This area is currently a “dirt road”. Under the current application, it is proposed to repave this area with an asphalt or concrete finish. In addition, the track itself will be modified to accommodate a new width of 3.7m as based on Manual for Streets guidance for minimum Fire Appliance Access. The track will also provide two ‘passing places’ therefore allowing vehicle flows in both directions. The applicant has stated in their submission that there will be no upgrades to the public footpath. However the Highways Officer has commented that the existing access from Cool Oak Lane is of poor quality and it is requires to be upgraded with a dropped crossing, kerb and Heavy Duty Crossover and this will be secured under a S184 Highway Agreement.

The London Plan Policies 6.1 and 6.9 detail the requirements for car and cycle parking. The application complies with these requirements.

#### *Car Parking and Cycle Parking*

The application would provide 12 onsite car parking spaces including two disabled bays and 2 electric charging points. The Highways Officer has commented that this is in accordance with the London Plan parking standards.

A total of 10 cycle parking spaces are being provided. The Transport Statement also states that 1 long stay will be provided for the café for staff. However in keeping with the London Plan the total number of cycle parking spaces required is 11 - Ten for the Café and sports use and two for the A3 use. Plans submitted with the application demonstrate that there are sufficient spaces to include another Sheffield stand. As such, this will be required under condition.

Table 1.1 (below) provides a more detailed look at the parking requirements for the development as set out under the London Plan.

**Table 1.1**

<b>Requirement type</b>	<b>Note</b>	<b>Requirement</b>	<b>Total Proposed</b>	<b>Fail/Comply</b>
Electric vehicles	<i>London Plan:</i> 20% of all spaces must be for electric vehicles with an additional 20 per cent passive provision for electric vehicles in the future.	2	2 (see p.12 of Sustainability statement)	Complies

	<i>Barnet SPD</i> : Proposed development to ensure that every 1 car parking space in 5 has provision or is future proofed to provide a suitable electrical charging point or as agreed in a Travel Plan.			
Disabled parking	Disabled parking spaces as per London Plan and Sport England publication 'Accessible Sports Facilities' dated 2010 (see London Plan Policy 6.15)	2	2	Complies
Cycle Parking A3 use	Table 6.3 Cycle Parking minimum standards for A2- A5 uses- <ul style="list-style-type: none"> <li>• from a threshold of 100 sqm: 1 space per 175 sqm</li> <li>• from a threshold of 100 s sqm: 1 space per cafes &amp; restaurants 40 sqm</li> </ul>	2	10	Complies
Cycle Parking D2 use	Table 6.3 Cycle Parking minimum standards for D2 use - <ul style="list-style-type: none"> <li>• 1 space per 8 staff Long stay (a total of 7 staff members proposed)</li> <li>• 1 space per 100 sqm- Short</li> </ul>	9	10	Complies, however the total space require together with the A3 use is 11.*
Car parking requirements	None required for sports facilities. The existing facility currently has 8.	0	12	Complies

### Safety

In terms of safety concerns, the applicant has analysed data for the last 5 years obtained from TfL. The details submitted do not show that there are any significant safety concerns associated with the site or use. See below table from applicant's transport statement.

**TABLE 3.5**  
**Personal Injury Accident Summary**

Severity	Accident (Date Range)					Total
	2012	2013	2014	2015	2016	
Slight	2	1	0	1	2	6
Serious	1	0	0	0	0	1
Fatal	0	0	0	0	0	0
<b>Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>7</b>

The London Fire and Emergency Planning Authority and Metropolitan Police Service have not raised any objection to the proposal or requested that conditions are placed upon any grant of consent.

The proposal is deemed to be acceptable in respect of providing a safe and secure development with an environment which reduces opportunities for crime and the fear of crime.

#### *Travel Plan*

The Highways Officer has commented that The Transport Statement submitted by the applicant sets out the requirements for a Travel Plan Statement in accordance with the LBB SPD Planning Obligations. A contribution of £5,000 towards the management of the Travel Plan will also be required. This will be secured via a Grampian condition.

#### *Drainage*

Policy DM04 states that developments should demonstrate compliance with the London Plan water hierarchy for run off especially in areas identified as prone to flooding from surface water runoff. All new development in areas at risk from fluvial flooding must demonstrate application of the sequential approach set out in the NPPF (paras 100 to 104) and provide information on the known flood risk potential of the application site.

The applicant has submitted a Drainage Strategy that has been reviewed by all parties concerned. While it makes some provisions for drainage concerns have been raised that further assessments and more suitable methods with greater sensitivity to the SSSI site is required. In particular, Natural England have requested that other means of waste management be considered. As such, it is considered that the current waste strategy falls short of what is required and should be revisited. Natural England have requested conditions to this end. This will be attached in the event of an approval.

### **7.9 Refuse and Recycling Storage**

Under Policy CS14 of the Local Plan Core Strategy, the Council has taken a proactive approach to dealing with waste production and disposal. It notes that a key component of dealing with waste in a more sustainable way is to find better ways of reducing the amount of waste and taking more responsibility for its disposal, instead of relying on landfill sites such as that in Bedfordshire. The London Borough of Barnet has one of the largest carbon footprints per head of population in London. However it was the first local authority to introduce compulsory recycling in March 2005. As such, it is clear that the Council employs a sustainable approach to refuse and recycling. This approach also forms part of The Mayor of London's objectives. The London Plan (see Policy 5.16 and 5.17) sets a target of working towards managing the equivalent of 100 per cent of London's waste within London by 2031. Meeting this target will require the use of new facilities and technologies.

In keeping with the above, Policy CS14 encourages sustainable waste management practices for all developments by way of waste prevention, re-use, recycling, composting and resource efficiency over landfill. All developments should seek to present waste disposal techniques which are able to meet future needs. The Sustainable Design and Construction

SPD provides a detailed minimum requirement for waste provisions stating that “*All non-residential developments should provide a minimum of 10m2 designated waste storage space for materials for recycling, such as paper, glass bottles and jars, cans, cardboard, and plastic bottles*” (p.30). The application makes provisions for two central waste storage areas, one for the club use and the second for the café use.

The waste storage for the club is provided via a refuse enclosure situated northeast of the Canoe Club next to car parking space number 8 in the car parking zone. This area will accommodate 1x 1,100 litre four wheeled bin and recycling facilities. It is proposed that the community café serve hot and cold beverages as well as food. A separate bin store area has been allocated to the south of the site next to the terrace area and café. This will contain 1x 1,100 bin and recycling facilities. Details submitted with the application states that the Club Room at first floor, will also serve hot and cold beverages, confectionary and snacks, however no alcoholic drinks will not be served. It should be noted that should alcohol be served a separate alcohol licence will be required.

The existing refuse collection arrangements will remain as is with the waste being moved to the kerbside at Cool Oak Lane on collection day. No objection is raised to the proposed arrangements.

In the event that members are minded to approve the development, a condition will be attached requiring the proposed waste storage facilities to be implemented in accordance with the plans.

## **8. EQUALITY AND DIVERSITY ISSUES**

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

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

For the purposes of this obligation the term “protected characteristic” includes:- age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; and sexual orientation.

In recommending the application for approval, 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.

Details submitted with the application demonstrate that thought has been given towards wheelchair access, with the provision of two wheelchair spaces as required under Policy 6.2 of the London Plan. The development also includes step-free pedestrian access to the main entrances of the building to ensure that all occupiers and visitors, including wheelchair users of the development can move freely in and around the public and private communal spaces. A lift is provided via the ground floor lobby 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.

## 9. CONCLUSION

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within The Mayor's London Plan and the Barnet Local Plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority in their assessment of this application.

For the reasons set out in the previous sections of this report it is concluded that on balance the proposed development accords with the relevant development plan policies and represents a sustainable form of development. It is therefore considered that there are no material planning considerations to justify withholding planning approval accordingly, the application is recommended for APPROVAL subject to conditions set out under Appendix 1.

## RECOMMENDATION: GRANT WITH CONDITIONS.

### APPENDIX 1: CONDITIONS AND INFORMATIVES

#### TIME LIMIT

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

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

#### APPROVED DRAWINGS

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

1102\_07\_001(Rev P3); 1102\_07\_050(Rev P3); 1102\_07\_100(Rev P4); 1102\_07\_101(Rev P3); 1102\_07\_102(Rev P3); 1102\_07\_110(Rev P3); 1102\_07\_200(Rev P3); 1102\_07\_201(Rev P3); 1102\_07\_202; 1102\_07\_203(Rev P3); 1102\_07\_300(Rev P3); Ecological Appraisal (March 2017), Transport Statement (March 2017), Sustainability and Energy Statement (March 2017); Arboricultural Impact Assessment and Tree Survey (March 2017); Drainage Strategy Statement (March 2017); Flood Risk Assessment (June 2017); 1102\_SK0116; Topographical Survey; Nearest dwelling image.

**Reason:** For the avoidance of doubt and in the interests of proper planning.

#### CONSTRUCTION MATERIALS

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

**Reason:** To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policy CS5 of the Barnet Local Plan Core Strategy (adopted) September 2012 and DM01 of the Development Management Policies (adopted) September 2012 and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan.

#### BOUNDARY TREATMENT



4. Notwithstanding the details submitted and hereby approved, no development shall be begun until details pertaining to boundary treatment to be used are submitted in writing to the Local Planning Authority. These details shall include materials, type and siting of all boundary treatments. The development shall be implemented in full accordance with the approved details and specifications and shall be permanently retained as such thereafter.

**Reason:** To safeguard the privacy and amenities of the future occupiers of the proposed residential dwellings and in the interests of the appearance of the development, in accordance with Policies DM01 and DM02 of the Development Management Policies (adopted) September 2012.

#### **USE CLASS**

5. The approved Class D2 (sports and recreational use) hereby approved (together with any ancillary uses) shall not be used for any other purpose, including any other use within Use Class D2 of the Town and Country Planning (Use Classes) Order 2015 (as amended).

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

#### **PONTOON**

6. Prior to the occupation of the development hereby permitted, details of the existing pontoon anchors shall be submitted to and approved in writing by the Local Planning Authority.

**Reason:** To ensure that they are anchored suitably in order that they could withstand any flood situation without floating free or otherwise becoming a danger to craft on the reservoir.

#### **TREES**

7. No development shall take place on the site until a landscape management plan, including long-term design objectives, management responsibilities and maintenance schedules, including replanting, for all landscaped areas within the application site boundary, shall be submitted to and approved in writing by the local planning authority.

**Reason:** This condition is necessary to ensure the protection of wildlife and the habitat which supports it and secure opportunities for the enhancement of the nature conservation value of the site in line with national planning policy. This is also supported by your Local Plan Policy DM16 of the Development Management Policies (adopted) September 2012.

8. Prior to the commencement of any works on site a revised Arboricultural Assessment and Method Statement to retain tree T7 shall be submitted to and approved by the Local Planning Authority.

**Reason:** To safeguard the health of existing trees which represent an amenity feature in accordance with Policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

9. No development shall take place until a tree planting scheme to improve the screening/softening of the new building and associated infrastructure is submitted to and approved by the Local Planning Authority. The approved tree planting scheme

shall be implemented during the first planting season following occupation of the property.

**Reason:** To offset the loss of visual tree amenity and provide longer term visual enhancement in the local area in accordance with DM01 of the Development Management Policies (adopted) September 2012.

#### **CYCLE PROVISION**

10. Prior to the occupation of the site hereby permitted, the approved development shall make provision for 12 cycle parking/cycle storage facilities in accordance with a scheme that shall be submitted to and approved in writing by the Local Planning Authority. Such spaces shall be permanently retained and made available for use thereafter.

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

#### **EXTERNAL LIGHTING**

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

**Reason:** To ensure that appropriate lighting is provided as part of the development in accordance with Policy DM01 of the Barnet Local Plan and 5.3 of the London Plan.

#### **DRAINAGE STRATEGY**

12. No works, including demolition, shall be commenced until a formal Drainage Strategy detailing all on and off site drainage works is submitted to and approved in writing by the Local Planning Authority and Natural England. This shall include:

- Details regarding the treatment and discharge of foul sewage
- Evidence to demonstrate any pollutant levels of the foul water discharge from any Treatment Plant and the location of discharge
- The proposed future management plans
- Details of the proposed headwall structure
- Confirmation that the proposed drainage will not have a detrimental impact on the SSSI
- Confirmation that works to implement the drainage method would be undertaken without damage to the SSSI

The development shall be undertaken in accordance with the approved Drainage Strategy.

**Reason:** The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the SSSI site in compliance with Policy CS13 of the Barnet Local Plan Core Strategy adopted September 2012 and Policies 5.13 and 5.14 of the London Plan.

#### **ECOLOGY**

13. No works, including demolition, shall take place until a Preliminary Roost Assessment on the existing buildings for bats has been submitted to and approved in writing by the Local Planning Authority.

**Reason:** To ensure the proposed development does not prejudice the adjacent SSSI and that onsite ecological features are protected, enhanced, created and managed in accordance with Policies DM16 of the Barnet Local Plan and 7.19 of the London Plan.

14. The clearance of trees and areas of scrub, or demolition of structures that may be used by breeding birds, shall take place outside the bird breeding season (March to August inclusive). If this is not possible then a detailed check of the site for active birds' nests must be undertaken by a suitably qualified ecologist and written confirmation submitted to the local planning authority that no birds will be harmed and that there are appropriate measures in place to protect nesting bird interest on the site.

**Reason:** To reduce the likelihood of harm to breeding birds which are protected in law, Part 1 of the Wildlife and Countryside Act 1981 (as amended) in keeping with Policy DM16 of the Development Management Policies (adopted) September 2012.

#### **ENVIRONMENTAL CONSTRUCTION MANAGEMENT PLAN (CEMP)**

15. No works in connection with the development (including demolition, ground works and vegetation clearance) shall commence until an Environmental Construction Management Plan (ECMP) has been submitted to and approved in writing by the planning authority. The ECMP will include the measures being undertaken to prevent run off and damage to the SSSI during construction.

**Reason:** In the interests of protecting the biodiversity of the SSSI.

#### **DISABLED PARKING**

16. Notwithstanding the plans submitted, 2 disabled parking space shall be provided and clearly marked with a British Standard disabled symbol where appropriate and permanently retained for the use of disabled persons and their vehicles and for no other purpose. Details of any revised parking spaces shall be submitted to and approved in writing by the Local Planning Authority. Such arrangements shall be completed to the Authority's satisfaction before the building is first occupied and shall thereafter be kept available/ maintained for such use.

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

#### **ELECTRIC VEHICLE CHARGING POINTS**

17. 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 2 parking spaces to be provided with electric vehicle charging facilities. 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.

### **CYCLE PARKING**

18. The development hereby approved shall make provision for cycle parking and cycle storage facilities in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority. 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.

### **REFUSE**

19. Before the development commences details of the refuse collection arrangements 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.

### **TRAVEL PLAN**

20. Prior to occupation of the site the applicant shall enter into a strategic level Travel Plan with the Local Planning Authority that seeks to reduce reliance on the use of the private car and to ensure the sustainability of the development. The document shall set out the development's 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 shall also include the following obligations:

- a. £5000 contribution towards Council monitoring of the plan.
- b. Evidence based target for take up and provision of these incentives.

The Travel Plan shall be implemented in accordance with the details approved.

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

### **DEMOLITION AND CONSTRUCTION MANAGEMENT AND LOGISTICS PLAN**

21. 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 and CS14 of the Core Strategy (adopted) September 2012 and Policies DM01, DM04 and DM17 of the Development Management Policies (adopted) September 2012 and Policies 5.3, 5.18, 7.14 and 7.15 of the London Plan.

## INFORMATIVES

### EA Advice to Applicant

1. Ecological assessments and surveys will need to be carried for any demolition and vegetation/tree removal within 8 metres of the Brent Reservoir SSSI, in order to inform any environmental permit for flood risk activities. This is in line with the Environmental Permitting (England and Wales) Regulations 2010 from the Environment Agency for any proposed works or structures, in, under, over or within eight metres of the top of the bank of the Brent Reservoir SSSI. Some activities are also now excluded or exempt. A permit is separate to and in addition to any planning permission granted. Further details and guidance are available on the GOV.UK website: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.
2. There is the potential risk of introducing the invasive non-native species Oak Processionary Moth (OPM) from oak tree species supplied from an 'instant tree' stock. The applicant should take this potential for introduction and associated human health hazards arising from the moth seriously. It is strongly recommended that background checks and assurances are in place regarding the quality of biosecurity measures for imported oak. Furthermore, the applicant and landowner should incorporate a monitoring and eradication strategy for a potential OPM infestation. For further information on the current known extent of OPM through London please see: <https://www.forestry.gov.uk/oakprocessionarymoth>.
3. Please refer to our comments on non-mains drainage as written in our previous response (NE/2017/126840/01-L01, 10 May 2017). As stated, any discharge of sewage or trade effluent made to either surface water or groundwater will need to be registered as an exempt discharge activity or hold a permit issued by the Environment Agency, in addition to planning permission. This applies to any discharge to inland freshwaters, coastal waters or relevant territorial waters.

### Canal and River Trust

4. The applicant/developer is advised to contact the CRT Works Engineering Team on 0330 040 4040 in order to ensure that any necessary consents are obtained and that the works comply with the Trust's "Code of Practice for Works affecting Canal & River Trust". See <https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-property-and-our-code-of-practice> The applicant/developer is advised that use of the waterspace requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust regarding the required agreement on 0203 204 4421.

5. The applicant/developer is advised to contact the Canal & River Trust Utilities Team at the Hatton Office on 01926 626100 to discuss the acceptability of discharging surface and or foul water from the site to the adjacent canal in order to ensure that any necessary consents are obtained. Please be advised that the Trust is not a land drainage authority, and such discharges are not granted as of right- where they are granted, they will usually be subject to completion of a commercial agreement.

#### **Informative Arb Officer**

6. 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."

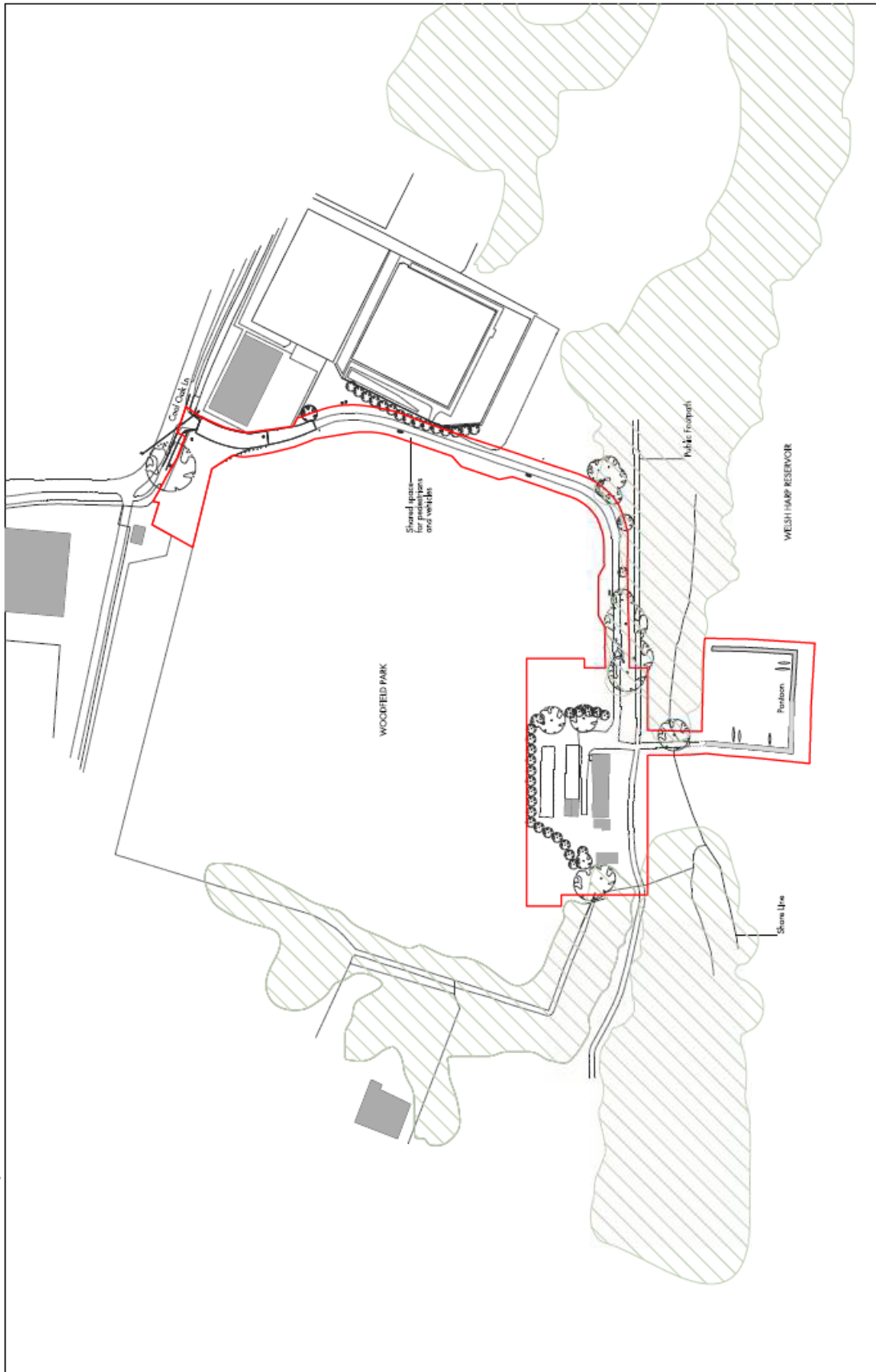
#### **Highways**

7. The applicant must submit an application under Section 184 of the Highways Act (1980) for the proposed vehicular access. The proposed access design details, construction and location will be reviewed by the Development Team as part of the application. Any related costs for alterations to the public highway layout that may become necessary, due to the design of the onsite development, will be borne by the applicant.
8. The applicant is advised that due to location of the site deliveries during the construction period should not take place between 0800 hrs - 0930 hrs and 1630 hrs - 1800 hrs. Careful consideration must also be given to the optimum route(s) for construction traffic and Development and Regulatory Services should be consulted in this respect.

#### **Background Documents**

None.

**SITE LOCATION PLAN: Phoenix Canoe Club, Cool Oak Lane, London NW9 7ND.  
REFERENCE: 17/2076/FUL**




**PHOENIX CANOE CLUB**  
 APPLICATION SITE LOCATION PLAN  
 EXISTING LAYOUT  
 1102\_07\_201  
 11/03/2015

40 Woodfield Lane  
 London NW9 7ND  
 Tel: 020 7991 0181  
 Email: info@phoenixcanoeclub.com  
 AMAN 026 NO. 1102

P2  
 Scale

NO.	DATE	REVISION

This plan is a site location plan for the Phoenix Canoe Club. It shows the existing layout of the site and the proposed new layout. The plan is for information only and does not constitute an offer of any services. The Phoenix Canoe Club is not responsible for any errors or omissions in this plan.

