

Location **The Old Peoples Welfare Association The Fern Room Salisbury Road
Barnet EN5 4JP**

Reference: **17/7422/FUL** Received: 23rd November 2017

Accepted: 29th November 2017

Ward: High Barnet Expiry 28th February 2018

Applicant:

Proposal: Demolition of existing building and redevelopment of the site comprising
construction of a new three storey building, providing 151.5 sqm community
space (D1 Use Class) and 10no. self-contained flats (Use Class C3).
Associated amenity space, car parking, refuse storage, cycle store and
landscaping. (Amended drawings with changes to the car parking
arrangements).

Recommendation: Approve subject to s106

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

RECOMMENDATION I:

That the applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes seeking to secure the following:

1. Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;
2. All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;
3. Provision of a Community Access and Management Plan.

The Community Access and Management Plan is to include the following information:

- a) How the developer will ensure that the site is available for community use
 - b) Details of the facilities that will be available, pricing policy, hours of use, management responsibilities, internal fit-out and timetable for implementation of the Community Access and Management Plan
 - c) Detail for a mechanism for review
 - d) Details of the timetable for review
4. Provision of monitoring costs for the Community Access and Management Plan - £500

RECOMMENDATION II:

That upon completion of the agreement specified in Recommendation I, the Planning Performance and Business Development Manager/Head of Development Management approve the planning application subject to the following conditions and any changes to the wording of the conditions considered necessary by the Head of Development Management or Head of Strategic Planning:

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

- Existing Block Plan (491.(1).0.001)
- Existing Ground Floor Plan (491.(1).0.002)
- Existing Roof Plan (491.(1).0.003)
- Existing South Elevation (491.(1).0.004)
- Existing West Elevation (491.(1).0.005)
- Existing North Elevation (491.(1).0.006)
- Existing East Elevation (491.(1).0.007)
- Existing Section AA (491.(1).0.008)
- Existing Section BB (491.(1).0.009)

- Proposed Location Plan (491.(1).1.000 Rev. A)
- Proposed Block Plan (491.(1).1.001 Rev. A)
- Proposed Ground Floor Plan (491.(1).1.002 Rev. B)
- Proposed First Floor Plan (491.(1).1.003 Rev. A)
- Proposed Second Floor Plan (491.(1).1.004 Rev. A)
- Proposed Roof Plan (491.(1).1.005 Rev. A)
- Proposed Front Elevation (491.(1).2.001 Rev. B)
- Proposed West Elevation (491.(1).2.002 Rev. A)
- Proposed North Elevation (491.(1).2.003 Rev. A)
- Proposed Section AA (491.(1).3.001 Rev. A)
- Proposed Section BB (491.(1).3.002 Rev. A)
- Proposed Section CC (491.(1).3.003 Rev. B)
- Proposed Section DD (491.(1).3.004 Rev. B)
- Proposed Car Park Swept Path Analysis (173570-SK03 Rev. A)

- Daylight and Sunlight Assessment (T16 Design - February 2018 - Issue 4)
- Archaeological Desk Based Assessment (Cgms Heritage - September 2017)
- Energy Strategy (Metropolis Green - 6 November 2017)
- Flood Risk Statement and Sustainable Drainage Strategy (Ardent Consulting Engineers - November 2017)
- Noise and Vibration Impact Assessment (November 2017)
- Sustainability Statement (Metropolis Green - 6 November 2017)
- Operations Statement (March 2017)

The 'existing' plans and assessment documents were received on 23.11.2017 and the 'proposed' plans were received on 08.03.2018 and 14.03.2018.

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy

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

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

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

3 a) No development shall take place until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s) and any other changes proposed in the levels of the site have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the details as approved under this condition and retained as such thereafter.

Reason: To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies 7.4, 7.5, 7.6 and 7.21 of the London Plan 2016.

4 a) No development other than demolition works shall take place until details and samples of the materials to be used for the external surfaces of the building(s) and hard surfaced areas hereby approved have been submitted to and approved in writing by the Local Planning Authority.

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

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

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

b) The development shall be implemented and the refuse and recycling facilities provided in full accordance with the information approved under this condition before the development is first occupied and the development shall be managed in accordance with

the information approved under this condition in perpetuity once occupation of the site has commenced.

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

6 a) A scheme of hard and soft landscaping, including a maintenance plan for the soft landscaping, and details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, shall be submitted to and agreed in writing by the Local Planning Authority before the development hereby permitted is commenced.

b) All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

c) Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

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

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

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

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

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

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

9 Prior to occupation of the development the proposed parking spaces within the parking area as shown in 491.(1).1.002 Rev. B submitted with the planning application and the access to the parking area from public highway shall be provided and the access to the parking spaces shall be maintained at all time. The parking spaces shall be used only as agreed and not be used for any purpose other than the parking and turning of vehicles in connection with approved development.

Reason: To ensure that parking is provided in accordance with the council's standards in the interests of pedestrian and highway safety, the free flow of traffic and in order to protect the amenities of the area in accordance with Policy CS9 of the Core Strategy (adopted September 2012), Policy DM17 of the Development Management Policies DPD (adopted September 2012) and Policies 6.1, 6.2 and 6.3 of the London Plan 2015.

10 Prior to occupation of the development hereby approved, the electric vehicle charging points within the parking area shown in drawing no. 491.(1).1.0002 Rev. B shall be provided and thereafter 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.

11 a) The site shall not be brought into use or first occupied until details of the means of enclosure, including boundary treatments, have been submitted to and approved in writing by the Local Planning Authority.

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

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

12 The ground floor premises shall be used as a community centre as set out in the application documents and for no other purpose (including any other purpose in Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order, 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To enable the Local Planning Authority to exercise control of the type of use within the category in order to safeguard the amenities of the area.

13 The D1 use hereby permitted shall not be open to members of the public before 8am or after 10pm on weekdays and Saturdays or before 10am or after 4pm on Sundays and Bank and Public Holidays.

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

14 The green roof hereby permitted shall only be used in connection with the repair and maintenance of the building and shall at no time be converted to or used as a balcony, roof garden or similar amenity or sitting out area.

Reason: To ensure that the amenities of the occupiers of adjoining properties are not prejudiced by overlooking in accordance with policy DM01 of the Development Management Policies DPD (adopted September 2012).

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

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

16 Prior to the first occupation of the new dwellinghouse(s) (Use Class C3) hereby approved they shall all have been constructed to have 100% of the water supplied to them by the mains water infrastructure provided through a water meter or water meters and each new dwelling shall be constructed to include water saving and efficiency measures that comply with Regulation 36(2)(b) of Part G 2 of the Building Regulations to ensure that a maximum of 105 litres of water is consumed per person per day with a fittings based approach should be used to determine the water consumption of the proposed development. The development shall be maintained as such in perpetuity thereafter.

Reason: To encourage the efficient use of water in accordance with policy CS13 of the Barnet Core Strategy (2012) and Policy 5.15 of the March 2016 Minor Alterations to the London Plan and the 2016 Mayors Housing SPG.

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

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

18 Prior to the first occupation of the development hereby approved it shall be constructed incorporating carbon dioxide emission reduction measures which achieve an improvement of not less than 40% in carbon dioxide emissions when compared to a building constructed to comply with the minimum Target Emission Rate requirements of

the 2010 Building Regulations. The development shall be maintained as such in perpetuity thereafter.

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

19 Provisions shall be made within the site to ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway.

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

20 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:

- details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
- site preparation and construction stages of the development;
- 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;
- 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;
- the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
- 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;
- noise mitigation measures for all plant and processors;
- staff travel arrangement;
- details of contractors compound and car parking arrangements;
- details of interim car parking management arrangements for the duration of construction;
- provision of a competent banksman;
- details of a community liaison contact for the duration of all works associated with the development;
- details of site hoarding;
- confirmation whether a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation;
- confirmation that an asbestos survey has been carried out;
- confirmation of the following: log book on site for complaints, work in accordance with British Standards BS 5228-1:2009+A1:2014 and best practicable means are employed; clear contact details on hoarding. Standard construction site hours are 8am-6pm Monday - Friday, 8am-1pm Saturday and not at all on Sundays and Bank Holidays. Bonfires are not permitted on site.

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

21 The measures detailed within the Noise and Vibration Impact assessment (ref: 173570-04, dated November 2017) shall be implemented in their entirety prior to the commencement of the use/first occupation of the development and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are not prejudiced by rail and/or road traffic and/or mixed use noise in the immediate surroundings in accordance with policies DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and 7.15 of the London Plan 2011.

22 a) No development other than demolition works shall take place until details of mitigation measures to show how the development will be constructed/adapted so as to provide sufficient air borne and structure borne sound insulation against internally/externally generated noise and vibration has been submitted to and approved in writing by the Local Planning Authority.

This sound insulation shall ensure that the levels of noise generated from the D1 use hereby approved as measured within habitable rooms of the development shall be no higher than 35dB(A) from 7am to 11pm and 30dB(A) in bedrooms from 11pm to 7am.

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

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

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

23 a) Before the development hereby permitted is first occupied cycle parking spaces and cycle storage facilities shall be provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the details as approved under this condition and the spaces shall be permanently retained thereafter.

Reason: To ensure that cycle parking facilities are provided in accordance with the minimum standards set out in Policy 6.9 and Table 6.3 of The London Plan (2016) and 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.

24 a) No development other than demolition works shall take place until details of the appearance, materials, living wall and opening mechanism for electronically controlled access gates have been submitted to and approved in writing by the Local Planning Authority. Details of a maintenance plan for the living wall hereby approved shall also be provided.

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

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

25 The development shall not be occupied until disabled parking spaces have been provided and clearly marked with a British Standard disabled symbol in accordance with the details shown on drawing no. 491.(1).1.002 Rev. B The disabled parking spaces shall then permanently retained for the use of disabled persons and their vehicles and for no other purpose.

Reason: To ensure and promote easier access for disabled persons within the development in accordance with London Borough of Barnet's Local Plan Policy CS9 of the Core Strategy DPD and Policy DM17 of the Development Management Policies DPD.

26 a) The building hereby approved shall not be occupied until details of the means of management of security access for both residents and any non-resident member of the D1 use have been submitted to and approved in writing by the Local Planning Authority and the approved details have implemented:

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

27 a) No external lighting shall be installed and used in relation to the D1 use until details of the appearance and luminance of the proposed lighting has been submitted to and approved in writing by the Local Planning Authority.

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

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

RECOMMENDATION III:

1 That if the above agreement has not been completed or a unilateral undertaking has not been submitted by 30 June 2018, unless otherwise agreed in writing, the Head of Development Management REFUSE the application under delegated powers for the following reason:

The proposed development does not include a formal undertaking to meet the requirements set out in Recommendation 1. The proposal would therefore not address the impacts of the development, contrary to Policy CS15 of the Local Plan Core Strategy (adopted September 2012), and the Planning Obligations SPD (adopted April 2013).

Informative(s):

- 1 In accordance with paragraphs 186-187, 188-195 and 196-198 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.
- 2 The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.

The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £35 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge.

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

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

You will be sent a 'Liability Notice' that provides full details of the charge and to whom it has been apportioned for payment. If you wish to identify named parties other than the applicant for this permission as the liable party for paying this levy,

please submit to the Council an 'Assumption of Liability' notice, which is also available from the Planning Portal website.

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

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

Relief or Exemption from CIL:

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

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

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

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

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

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

- 3 The applicant is advised that any development or conversion which necessitates the removal, changing, or creation of an address or addresses must be officially registered by the Council through the formal 'Street Naming and Numbering' process.

The London Borough of Barnet is the Street Naming and Numbering Authority and is the only organisation that can create or change addresses within its boundaries.

Applications are the responsibility of the developer or householder who wish to have an address created or amended.

Occupiers of properties which have not been formally registered can face a multitude of issues such as problems with deliveries, rejection of banking / insurance applications, problems accessing key council services and most importantly delays in an emergency situation.

Further details and the application form can be downloaded from: <http://www.barnet.gov.uk/naming-and-numbering-applic-form.pdf> or requested from the Street Naming and Numbering Team via street.naming@barnet.gov.uk or by telephoning 0208 359 4500.

- 4 For any proposal new crossovers or modification to the existing crossovers, a separate crossover application must be submitted for approval to the Highways Authority. Details of the construction and location of the new crossover are required to be agreed with the highway authority. Any street furniture, road markings or parking bays affected by the proposed works following site investigation would be relocated at the applicant's expense.

In the case where a highway tree is present in the vicinity of the proposed access road or a crossover for the development the final approval would be subject to the detailed assessment carried out by the Highways Crossover Team in conjunction with the highway tree section as part of the crossover application. The outcome of this assessment cannot be prejudged.

Please Note: A maximum width of a crossover allowed from a public highway is 4.8 metres.

Information on application for a crossover could be obtained from London Borough of Barnet, Crossover Team, Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.

- 5 Any details submitted in respect of the Demolition and Construction Management Plan above shall control the hours, routes taken, means of access and security procedures for construction traffic to and from the site and the methods statement shall provide for the provision of on-site wheel cleaning facilities during demolition, excavation, site preparation and construction stages of the development, recycling of materials, the provision of on-site car parking facilities for contractors during all stages of development (Excavation, site preparation and construction) and the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials and a community liaison contact and precautions to minimise damage to trees on or adjacent to the site.
- 6 The applicant advised that an application under the Highways Act (1980) will need to be submitted for any works proposed on public highway to facilitate the development. The works on public highway shall either be carried out under S184 or S278 of the Highways Act (1980). As part of the application, the applicant shall submit proposed design and construction details to Development Team for approval. The applicant is also advised that any consequential damage to public highway as a result of the development proposal shall be borne by the applicant.

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

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

- 7 Damage to public highway as a result of development and construction activities is a major cause of concern to the Council. Construction traffic is deemed to be "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. During the course of the development, a far greater volume of construction traffic will be traversing the public highway and this considerably shortens the lifespan of the affected highway.

To minimise risks and damage to public highway, it is now a requirement as part of any new development to undertake a Highway Condition Survey of the surrounding public highway to the development to record the state of the highway prior to commencement of any development works. The condition of the public highway shall be recorded including a photographic survey prior to commencement of any works within the development. During the course of the development construction, the applicant will be held responsible for any consequential damage to the public highway due to site operations and these photographs will assist in establishing the basis of damage to the public highway. A bond will be sought to cover potential damage resulting from the development which will be equivalent to the cost of highway works fronting the development. To arrange a joint highway condition survey, please contact the Highways Development Control / Network Management Team on 020 8359 3555 or by e-mail highways.development@barnet.gov.uk or nrswa@barnet.gov.uk at least 10 days prior to commencement of the development works.

Please note existing public highways shall not be used as sites for stock piling and storing plant, vehicles, materials or equipment without an appropriate licence. Any damage to the paved surfaces, verges, surface water drains or street furniture shall be made good as directed by the Authority. The Applicant shall be liable for the cost of reinstatement if damage has been caused to highways. On completion of the works, the highway shall be cleared of all surplus materials, washed and left in a clean and tidy condition.

- 8 It is an offence under Section 151 of the Highways Act 1980 to allow mud, debris or other materials to be deposited on the highway so as to damage it, obstruct it or create a nuisance or danger. The applicant will ensure that highways in the vicinity of the works are kept free from mud, debris and dust falling from vehicles or the wheels of vehicles associated with the works or spreading from the works. Where the deposit of mud, debris or dust is unavoidable, warning signs must be exhibited whilst works are in progress. Carriageways and footways affected must be swept at least every two hours or otherwise to the satisfaction of the Authority. The applicant shall be responsible for keeping the highway clean in the vicinity of the site. Any mud or spoil deposited on the public highway shall be removed without delay.
- 9 If a concrete pump lorry is operated from the public highway, the surface of the highway and any gullies or drains nearby must be protected with plastic sheeting. Residue must never be washed into nearby gullies or drains. During the

development works, any gullies or drains adjacent to the building site must be maintained to the satisfaction of the Local Highways Authority. If any gully is damaged or blocked, the applicant will be liable for all costs incurred. The Applicant shall ensure that all watercourses, drains, ditches, etc. are kept clear of any spoil, mud, slurry or other material likely to impede the free flow of water therein.

- 10 Applicants and agents are encouraged to sign up to the Considerate Contractors Scheme (www.ccscheme.org.uk) whereby general standards of work are raised and the condition and safety of the Borough's streets and pavements are improved.

Officer's Assessment

1. Site Description

The application site is a 0.06 hectare (ha) irregular shaped plot located on the northern side of Salisbury Road within the High Barnet Ward. The site currently comprises of a single storey pitched roof building that provides 196m² of community (D1) floorspace. The building is currently let to Barnet's Old People's Welfare Association (BOPW). The building, given its age and construction, is currently in a poor state of repair and does not provide facilities which are considered to be fit-for-purpose or in compliance with modern construction and sustainability standards. As a result of the shortcomings of the structure only around half of the building is currently in use. The building's design and external facing materials while modest in scale appear somewhat out of character with the prevailing two and three-storey buildings surrounding the application site. Hardstanding is located to the front of the building which provides an area used as 5.no informal parking spaces. The application site is within the Chipping Barnet Town Centre as outlined within Map 2 contained within Barnet's Development Management Policies (2012).

The area surrounding the application site is mixed in character. To the west of the site is predominantly characterised by two storey residential dwellings, with other examples of three-storeys evident. The exception to residential uses along Salisbury Road to the west of the site are The Stables, which is a church and community centre located immediately to the west of the application site, and a multi-storey car park sited at the junction with Staplyton Road. Opposite the site to the south are two and three-storey residential properties which connect with three-storey units at the junction with the High Street which contain banks at grade and form part of the Primary Shopping Frontage of Chipping Barnet Town Centre. The Wood Street Conservation Area includes some of the area to the south-east of Salisbury Road, but is primarily focused along the High Street and the streets to the south of Salisbury Road. The application site is not located within the Wood Street Conservation area, nor is the majority of Salisbury Road. To the north of the site is a service road that serves the Spires Shopping Centre. The Spires Shopping Centre, along with the Chipping Barnet Town Centre, is located within 40m of the application site and contains a mix of retail, office and community uses.

As aforementioned, the application site is not located within a conservation area, although the Wood Street Conservation Area is located nearby at the junction with Salisbury Road and the High Street. The application site is not a listed building, resides within a Flood Zone 1 Area and is located within the Chipping Barnet Area of Special Archaeological Significance. The site benefits from a PTAL (Public Transport Accessibility Level) of 3.

2. Site History

n/a

3. Proposal

- Demolition of existing building;
- Construction of a three-storey building containing 10.no flats (C3) and 151.5m² of community space (D1);
- 9.no on-site parking spaces from residential use and 1.no parking space for community use;
- Associated hard and soft landscaping, cycle parking and refuse and recycling storage.

4. Public Consultation

Consultation letters were sent to 313 neighbouring properties. 44 responses were received comprising 2.no letters of support, 1.no representation and 41.no objections. Barnet Residents Association, The Stables and the BOPW were all consulted on the proposal. Any comments received have been summarised and included with other neighbour comments below:

Support:

- Good to see some higher quality modern architecture in the centre of Barnet which reflects some of the history of the area and local context.

Representation:

- Pleased some of the public comments have been incorporated into the proposed development;
- Community space would be an improvement to the existing community centre although there needs to be commitment to re-house the existing community users at an affordable rent;
- Concern that the proposed community space is unsuitable for other community uses such as a day care centre given there is not outdoor play area, or a sports centre given the restricted floor-to-ceiling height and glass wall;
- Concerns about the design and viability of the proposed landscaping due to the overhanging cantilevered floors above.

Object:

- Proposed design is incongruous and inconsiderate of Wood Street Conservation Area and historical character of Chipping Barnet Town Centre;
- Proposed design is discordant and out of character with surrounding buildings and uses along Salisbury Road;
- This is not the place for a modern statement building;
- Significant parking and traffic congestion issues along Salisbury Road. Therefore, more homes will result in more parking and traffic issues;
- 2.no on-street parking bays to the front of the development would reduce the width of the road and result in difficulty for buses and other larger vehicles to pass;
- No guarantee who will run or use the community area;
- Not opposed to the redevelopment of the site although a modern design would damage attempts to protect the historic character of Chipping Barnet;
- The design should use recent developments like the OWCH building on Union Street which is a modern design but responds better to local character and design detailing;
- Balconies should not be at the front of the building as they will likely be used for storage / drying washing and overlook a busy street;
- No seating has been provided to the front of the community use;
- There is no parking for mobility vehicles although elderly and disabled people use the community centre;
- There will be traffic congestion as cars queue to enter and exit the on-site parking area;
- No parking spaces should be provided on-site as there are many public transport links nearby, the site is close to the town centre and the Mayors recent draft transport strategy wants to reduce cars in these locations;
- The design does not provide visual interest at street level;

- The design is too close to the public footpath and boundary with The Stables;
- The design will block light into the Stables and reduce the quality of the church's courtyard which is used for community based activities;
- Future of the Old Peoples Welfare Association is in doubt; its future should be secured;
- The ground level entrance is uninviting and the garage façade is not an appealing feature;
- Doubts whether there is sufficient demand for a mixed-use community facility in a town where we have six such venues already;
- A lack of soft landscaping to the front of the application site. Front gardens are characteristic along Salisbury Road.

Statutory Consultees:

Environmental Health: Acceptable subject to conditions and informatives

Highways: Acceptable subject to condition and informatives

Sustainable Urban Drainage: Acceptable subject to informatives

Historic England: No objection

Greater London Archaeology Advisory Service: No objection

Fire Brigade: No objection

Heritage: No objection given discussions were held between the applicant and Officers regarding the proposal and its design prior to formal submission

Urban Design: No objection

5. Planning Considerations

5.1 Policy Context

National Planning Policy Framework and National Planning Practice Guidance

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

The 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 Mayor's London Plan 2016

The London Development Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2050. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

The 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.

Draft Mayor's London Plan

Whilst capable of being a material consideration, at this early stage very limited weight should be attached to the Draft London Plan. Although this weight will increase as the Draft London Plan progresses to examination stage and beyond, applications should continue to be determined in accordance with the 2016 London Plan.

Barnet's Local Plan (2012)

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

- Relevant Core Strategy Policies: CS NPPF, CS1, CS4, CS5, CS6, CS10, CS14.
- Relevant Development Management Policies: DM01, DM02, DM03, DM06, DM08, DM11, DM13, DM17.

Supplementary Planning Documents

- Chipping Barnet Town Centre Strategy (2013)
- Residential Design Guidance SPD (2016)
- Sustainable Design and Construction SPD (2016)

5.2 Main issues for consideration

The main issues for consideration in this case are:

- Principle of site redevelopment;
- Whether harm would be caused to the character and appearance of the application site, the street scene and the wider locality;
- Whether harm would be caused to the amenity of neighbouring residents;
- Whether a sufficient level of amenity has been provided for future occupiers;
- Whether harm would be caused to parking and traffic in the surrounding area;
- Whether sufficient refuse storage has been provided.

5.3 Assessment of proposals

Principle of Site Redevelopment

The application seeks planning permission for the redevelopment of the application site by demolishing the existing community centre and constructing a three-storey building which will contain 10 no self-contained flats, 151.5m² of community floor space at ground floor and 10 no on-site parking spaces. The comprehensive redevelopment of the site will result in the loss of the existing community centre which as explained above is in a poor state of repair, underutilised due to its deteriorating condition and fails to meet modern design and building specifications. The proposal would result in the loss of a building which while modest in scale, is considered to be something of an anomaly as far as the Town Centre location is concerned. Indeed, it is considered to be out of character with the surrounding built form given its layout, scale, design and facing materials.

Compounded by the poor state of repair, the existing building is not considered to either maintain or enhance the appearance of the application site and the wider character of the Chipping Barnet Town Centre. Indeed, if left in its current form, it is likely that the building will continue to deteriorate and ultimately cease to provide any meaningful function for the community use in which it serves and result in a building that will detract still further from the wider character and appearance of the application site and Chipping Barnet Town Centre. As outlined within a number of the public comments received, it is acknowledged

that there is the opportunity to redevelop the site to improve its use, visual appearance and wider contribution to the vibrancy and vitality of the Chipping Barnet Town Centre. To unlock the full potential of the site, and to provide a scheme that responds well to the constraints of the site, it is considered that the demolition of the existing building is necessary. Retention of what is currently there is not considered to be an option from the point of view of seeking a quality redevelopment of the site.

Although the retention of the building is not considered to be something that the Council would insist upon, any redevelopment of the site must consider the impact on the existing community use. Policy DM13 states that:

a: Loss of community or educational use will only be acceptable in exceptional circumstances where:

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

Paragraph 14.1.9 of Policy DM13 notes that the 'Redevelopment of a community or educational facility will be permitted where ... the criteria set out in the policy are met. It needs to be clear that the existing community's needs would still be met.'

As the applicant has not sought to demonstrate that there is no continued demand for community use on the site, or provided an alternative location for the existing community use, it is the quality of the re-provided community use that needs to be assessed to ensure policy compliance.

Existing Use:

The existing building has a total of 196m² of community floorspace although, as outlined above, given the building's poor state of repair, light optimisation and building insulation, only around a half of the available floorspace is currently used. Indeed, the building is no longer fit-for-purpose and fails to meet current building and sustainability standards. The building is currently leased to Barnet's Old People's Welfare Association (BOPW), although the lease on the property is soon to expire. The applicant states that the BOPW run activities from the site at the following times:

- 8:30am to 4pm Wednesday & Friday
- 9am to 12:15pm Saturday

Given the building provides activities for elderly people, mobility and accessibility are important elements of the community use. At present, a pick up and drop off service is provided via a mini-bus which collects 6.no people per day. Outside operational hours, the minibus is often parked within the area of hardstanding at the front of the site.

Re-provided Community Floorspace:

The proposed community use provides 151.5m² of high quality flexible use floorspace. While it provides 44.5m² less than the current community centre, it is considered that the new community space is a significantly better and more accessible space than existing and designed to higher building and sustainability standards. The new community space would benefit from better amenity facilities for future users, higher levels of natural light

due to full height glazing to the front of the site and a more flexible and functional open plan space which can accommodate a different range of educational and recreational activities. As outlined above, only around half of the existing community centre is used due to the site's poor state of repair and accessibility. Therefore, while smaller, the new community space would unlock a larger and more accessible and usable space for future users through the incorporation of better design and building standards. Policy 3.16 of the London Plan (2016) states that, 'Multi-use community centres that provide flexible and accessible spaces adaptable to communities' needs should be encouraged.' Given the flexibility of the re-provided space, the community centre can easily be adapted to meet the needs of a number of different community end-users and therefore provides a wider community benefit in line with the London Plan (2016). It is considered that the new community floorspace in terms of its design, construction and future use would be to a higher quality than the existing and address both DM13 of Barnet's Development Management Policies (2012) and Policy 3.16 of the London Plan (2016).

Needs of existing community use:

It is acknowledged that the BOPW currently use the site and therefore any redesign should consider their needs. During both the design and public consultation processes, discussions were held with BOPW to understand what their needs were and whether or not the new community space met their requirements. No objection was subsequently received and no concerns were raised regarding the viability of the new community space for use by the BOPW. The applicant has confirmed that following their discussions with the BOPW they communicated that they were satisfied with the re-provided community space and supportive of the proposal. Confirmation was also received from the applicant that BOPW have an alternative premises which they can use during construction as well as after completion of the development should they choose to do so.

It is noted that the use of the existing community centre by BOPW is only on certain days and times of the week. Therefore, there is capacity outside of these times to accommodate additional community uses. The new community space will also be available for use by BOPW, although not exclusively. As a result, the Council considers that the community space must not only address the explicit needs of BOPW, but demonstrate flexibility in design to ensure it can accommodate a number of different community end-users. For the avoidance of doubt, it is difficult for a Planning Authority to insist on a community space being only available for one specific community group unless this would be supported by policy. The objective of having the space available to all users, including the BOPW is manifest in the proposed open plan design which can be easily adapted for use by different community groups and end-users. As outlined above, the new community floorspace provides a greater level of usable space than the existing community centre and a design which provides a more flexible area that can be better adapted for BOPW's specific needs. Furthermore, the applicant has confirmed that the new community space will be fully fitted out at completion and ready for community use. This will be secured by condition and would ensure that future burdens are not imposed on users which could result in the space actually being less attractive. As a result, it is considered that the proposed community space would adequately accommodate the current activities of the BOPW, whilst providing improved kitchen, washrooms and storage facilities. A management plan will be conditioned and controlled through a Section 106 legal agreement to address the use and operation of the community space, including access for the BOPW at certain times during the week.

Site Accessibility:

The current site accommodates 5.no informal parking spaces to the front of the community centre. A mini-bus is often parked to the front of the community centre which is used to collect and drop-off attendees of the site. The proposed development will result in the loss of these informal parking spaces, but provides 1.no secured on-site parking space for the community use in line with the London Plan (2016). Due to site constraints and the form that the development is taking, mini-bus parking on-site is not possible. There is capacity on-street to the front of the site to collect and drop off attendees of the community centre, but there is no provision for the permanent parking of a mini-bus on-site. It is considered that to provide such space would have a significant impact on the overall quality of development proposed and would not be something that would be required by policy in any event. The mini-bus currently provides 6.no collections and drop-offs only. This implies that the majority of users of the community centre currently access the site without the need of the mini-bus and, therefore, its use only meets a small portion of the community centre attendees. Given the new community space will not be used exclusively by BOPW, it would be unreasonable to fundamentally alter the design and viability of the development to accommodate a permanent mini-bus parking space to the front of the site. The provision of 1.no secured on-site parking space for use by community members, in addition to paid parking bays along Salisbury Road, is considered to provide an acceptable level of site access for members of the BOPW and other end-users. Furthermore, the removal of informal parking to the front of the site to be replaced within an integral garage is considered a better design solution and helps to provide a more coherent building line and vibrant public realm. A Community Access and Management Plan will be secured by condition to agree an appropriate mechanism for site parking and access for community groups.

In summary, it is considered that the re-provision of community use complies with Policy DM13 in that it provides a new community use of 'at least equivalent quality' and would address the diverse needs of both the existing and future community users via a flexible open plan space. The proposal provides a new community space which is to modern design and building standards, creates a space which is adaptable to meet the needs of a number of different end-users including BOPW, and accommodates on-site parking provision in line with London Plan (2016) standards. The new space is smaller than the existing, but given the deteriorating condition of portions of the existing building, it provides a greater amount of usable space for future users in real terms. The open plan design does not preclude use of the site by the BOPW, but rather provides a more flexible use that can be adapted to meet the BOPW's exact requirements, whilst also complying with Policy 3.16 of the London Plan (2016) around the creation of a space that can be used by a number of different community end-users. The site is considered to provide an acceptable level of on-site parking for community use in line with the London Plan (2016), particularly given the site is located within a town centre and accessible location. The 1.no on-site community parking space has been designed to meet wheelchair standards and can be used by the BOPW to provide secure access to the site for members who are unable to access the site via public transport. As outlined above, a Community Access and Management Plan will be secured by condition to address site access and use. Based on the above, it is deemed that the re-provision of community space is acceptable and in line with both Policy 3.16 of the London Plan (2016) and Policy DM13 of Barnet's Development Management Policies.

As the proposal includes the re-provision of community space to an acceptable quality and given Salisbury Road is predominantly characterised by residential dwellings and flats, it is considered that the introduction of a residential use at the application site is acceptable in-principle. Therefore, subject to character, amenity and highways considerations, no

objection would be made to a residential and community mixed-use development at the application site.

Character and Appearance

The application site is located within the Chipping Barnet Town Centre and within area no.3 of the Chipping Barnet Town Centre Strategy (2013) which is defined as the 'High Street (The spires to the Market - Principle Retail Area).' The other three character areas outlined in the aforementioned town centre strategy document include area no.1 'Cultural Quarter', area no.2 the 'Historic Heart' and area no.4 'Hadley Edge'. The Chipping Barnet Town Centre Strategy (2013) states that, 'The overall character (of area no.3 'High Street') is of a mixed quality, small town high street. There are opportunities to improve the streetscape.' Furthermore, paragraph 3.2.6 states that along the High Street one of the local policy objectives is to 'Identify development sites and encourage development on these to bring investment and new uses to the town centre.' The application site can therefore be considered to be in an area where development opportunity is encouraged and where there is scope to improve both the quality of development and the appearance of the wider streetscape. The application site is proximally located to, but not located within the Wood Street Conservation Area which predominantly fronts onto the High Street and not along Salisbury Road. It is not defined within local policy documents as being part of the 'Cultural Quarter' or 'Historic Heart'.

Policy DM01 states that

- a. All development should represent high quality design which demonstrates high levels of environmental awareness and contributes to climate change mitigation and adaptation.
- b. Development proposals should be based on an understanding of local characteristics. Proposals should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.
- c. Development proposals should ensure attractive, safe and, where appropriate, vibrant streets which provide visual interest, particularly at street level and avoid blank walls.

It is acknowledged that the proposed development would introduce a more contemporary design within the Salisbury Road streetscape. The protruding boxed design, flat roof form and three-storey scale would appear different to adjacent two-storey pitched roof Victorian terraced properties. However, DM01 does not state that all development must be the same. Indeed, it states that proposals should preserve or enhance local character and respect appearance. This is a distinction worth particular consideration.

Firstly, the character and built form of Salisbury Road needs to be examined. Between Staplyton Road and the High Street there is evidence of three-storey buildings with flat, pitched and mansard style roofs, two-storey pitched roofed Victorian terraced properties, a multi-storey car park and immediately to the east and south of the application site, three-storey flats and retail uses. Indeed, it could be argued that the three-storey buildings immediately adjoining the site to the east and south of the application site have very little in common with the two-storey residential dwellings along Salisbury Road to the west, in terms of appearance, scale, materials and design detailing. Moreover, it is considered that the section of Salisbury Road in which the application site is located, is characterised by three-storey development incorporating both flat and pitched roof forms and varying design details. This mixed character does not mean that any development is acceptable at the

application site. It merely serves to demonstrate that Salisbury Road is not uniform in its design, scale and external finish and that there is scope for considered design variance.

Secondly, the current site's design merits need to be considered to understand the proposals impact on the character and appearance of the application site. The application site comprises a single storey pitched roof building which is of a design and scale that it out of character with the prevailing two and three-storey buildings along Salisbury Road. The wooden façade painted white does not draw upon any design characteristics evident within the existing streetscene. To the front of the site is a large area of hardstanding which is used as informal parking spaces for the community centre. For a street where front gardens are characteristic, the hard surfacing to the front of the application site neither maintains nor enhances the character and appearance of the street. It provides an austere, hard and poor level of street engagement and vibrancy. Aside from the well documented internal deficiencies of the site, the external appearance is in a poor state of repair and does little to contribute to the appearance of the application site and streetscene, or announce the arrival into the Chipping Barnet Town Centre. It is a site which is out of character with the adjacent streetscape and a design which detracts from the appearance of the application site and wider Chipping Barnet Town Centre. Therefore, the loss of the single storey structure is considered to be an opportunity to improve the appearance and vibrancy of the application site.

In summary, it is considered that the application site resides within a street and section of Salisbury Road which has a mixed character where there is scope for considered design variance, and in an area where development is encouraged within the local town centre policy. Furthermore, it is deemed that the current single storey structure on the application site is out of character with the prevailing design and scale of buildings along Salisbury Road and does little to enhance the character and appearance of Salisbury Road and the Chipping Barnet Town Centre. Consequently, the redevelopment of the site would represent an opportunity to improve the site's poor visual aesthetic and provide high quality residential units and community space within a town centre location.

The proposed development incorporates a contemporary design which introduces a three-storey flat roofed form, with a staggered building façade and protruding boxed design. At street level the building is split between an integral garage and the aforementioned community centre. The garage screen and gates have incorporated a green living wall to improve the appearance of the site and despite site constraints, provide a visual link to the green infrastructure provided by front gardens common along Salisbury Road. The community centre has a full height clear glazed façade which includes areas of soft landscaping between the glazing and public realm. This again is to improve the building's relationship with the public realm and to create a level of visual interest and streetscene vibrancy in line with DM01. It is considered to be a significant improvement from the current hardstanding and informal surface level car park to the front of the application site. Public comments have been raised regarding the viability of the 5.no planters along the front of the proposed building due to the overhanging first and second floors. A hard and soft landscaping plan including details regarding the planter's long-term maintenance will be secured via condition. A comment was also received as to why benches were not located to the front of the site given it is a community centre. However, due to space constraints the design has not sought to restrict pedestrian flow along Salisbury Road, or to and from the Community Centre. Instead, planters have been proposed which in conjunction with the extensive living wall to the front of the garage will provide a level of softness, texture and colour to the ground floor façade. The first and second floor levels incorporate a staggered boxed façade which frames larger glazed windows used to optimise the level of light and outlook received by future occupiers and to enable private

amenity space via balconies to be provided for each unit. Concern has been raised by public comments that the balconies will just be used to dry laundry and therefore they should be orientated to the rear of the site to protect the site's appearance. However, it is considered that the balconies add a level of vibrancy and activity which is common within town centre locations and given the north-south orientation of the building, locating the balconies on the southern elevation enables future occupiers to benefit from good levels of direct sunlight; an important component in the creation of good amenity space.

The building is clad in brick to better integrate with the established character of Salisbury Road. A condition will be attached to any permission to ensure the brick used protects the visual appearance of Salisbury Road. Again, this is considered a significant improvement to the white wooden clad finish of the existing building. The scale and height of the proposed development has been designed to align with the adjoining three-storey mixed-use development fronting onto the High Street, sit comparable in height to the three-storey residential flats opposite and to respect the ridge height of The Stables adjacent to the application site to the west. The staggered façade not only breaks up the visual bulk and massing of the building, but as shown in the visuals submitted with this application, helps to better respond to the curve in Salisbury Road and transition between different building lines. The proposed design restores and better reinforces a coherent building line which was lost due to the current buildings orientation and hardstanding to the front of the site that has been used as informal parking. On the roof of the proposed building there will be a green roof and photovoltaic panels which will significantly improve the sustainability of building and serve to meet the Mayor's stated objectives within Policies 5.3, 5.11 and 5.13 of the London Plan (2016).

It is acknowledged that the proposed design has raised concern amongst many of those who have submitted responses to the public consultation. The applicant engaged with neighbouring residents prior to the submission of the proposed design via a public consultation process and has amended their design to take on board a number of concerns raised. Design changes have included a change to the proposed facing materials used. Ultimately, design is often a matter of subjectivity and it is difficult to incorporate the preferences of all third parties into any design. What is to be considered is not whether the design is universally liked, as indeed public consultation does not account for all local opinion, but whether the design amongst other criteria complies with Policy DM01. It is considered that the proposed development results in a good design which demonstrates high levels of environmental awareness, is built to a scale, mass and height within respects adjacent built form and provides visual interest and vibrancy to a site which at present has an austere and dated appearance. Furthermore, the proposed development would introduce a more contemporary design within a section of Salisbury Road which has an established mixed character and on a site which is currently out of character with adjacent built forms. The proposed design optimises residential amenity for future occupiers, maximises the site's sustainability, improves its ecology and results in a design which would respect adjacent building scales and forms. While the architectural design merits of the proposed development will provoke subjective debate, the design is not considered to detract from the established mixed character of this section of Salisbury Road, but is deemed to provide a high quality form of residential accommodation and community facilities which will regenerate a site which is currently underutilised and detracts from the character, appearance and vibrancy of Salisbury Road and the Chipping Barnet Town Centre. Consequently, the application is recommended for approval on character and appearance grounds.

Neighbouring Amenity

Paragraph 2.7.1 of Policy DM01 states that:

Schemes which significantly harm the amenity of neighbouring occupiers will be refused planning permission. Protecting amenity helps to protect the well-being of the boroughs residents. It is important to ensure that developments do not significantly overshadow neighbouring buildings, block daylight, reduce sunlight, or result in a loss of privacy or outlook.

It is not considered that the proposed development would result in harm to the residential amenity of neighbouring occupiers. The applicant has submitted a Daylight / Sunlight Report which assesses the impact of the proposed development on residential units opposite the application site. The test undertaken (Vertical Sky Component) demonstrates that all windows evaluated retain over 80% of their current levels of daylight. This is in compliance with BRE guidance. The rear of the site looks onto a service road and therefore has no implications for residential amenity. While not a residential form of accommodation, analysis was also undertaken to understand the impact on The Stables immediately to the west of the application site. The applicant wanted to ensure that the impact on the church and community based activities held at The Stables would not be significantly harmed as a result of the proposed development. The Vertical Sky Component test conducted showed that over 80% of the current daylight levels received by The Stables would be retained which is considered acceptable. It is deemed that any development that maximised the potential of the application site and was built to a three-storey level comparable to adjacent buildings within this section of Salisbury Road, would have some impact on The Stables and neighbouring residential units. However, the applicant has demonstrated that the proposed design would maintain acceptable levels of daylight / sunlight provision for neighbouring units in excess of the BRE guidelines.

In regards to overlooking, overbearing, or an increased sense of enclosure, it is considered that the proposed development would have an acceptable impact. It is acknowledged that the proposed development will build up to the public footpath where the current single storey building has a greater set-back. It will therefore inevitably have some impact on neighbouring occupiers as outlined above. However, it is considered that the proposed development has merely reinforced the natural building line along the north of Salisbury Road and built to a height and scale deemed appropriate for the application site in line with adjacent three-storey residential development within this section of Salisbury Road. The impact of the development would not be so significant as to justify the refusal of planning permission on amenity grounds. The site is surrounded by a Church (The Stables), the rear of a mixed-use building fronting onto the High Street (no.99) and a service road to the rear. It is therefore considered that there would be no harmful impact from an overlooking, overbearing, enclosure perspective.

It is acknowledged that the proposed development would result in an increased level of site activity. However, the increase is considered acceptable and appropriate considering its town centre location and level of site accessibility, particularly given the proposed development is self-sufficient and self-contained in regards to parking, cycle and refuse. Furthermore, the applicant has submitted a Transport Statement which shows an increase of only 1.no two-way movement per hour during the weekday period as a result of the development. This is not expected to cause significant harm to the residential amenity of neighbouring occupiers, or result in a significant increase in vehicular traffic along Salisbury Road. It should also be noted that the corner of Salisbury Road and the High Street which is 32m from the application site, forms part of the primary shopping frontage and therefore attracts a high level of footfall. Therefore, it is considered that the increase in the level of site activity as a result of the proposed development would be acceptable.

In regards to the new community use, this replaces a larger community centre which if in full working condition could accommodate a larger number of users. The new community use provides on-site parking in line with the London Plan (2016) requirements and therefore is considered to have an acceptable impact on the public highway and adjacent residential occupiers. A Community Access and Management Plan will be secured via condition to ensure neighbouring residential amenity is protected during the hours that the community centre is in use.

In summary, it is considered that the proposed development would not result in significant harm to the residential amenity of neighbouring occupiers by way of a loss of outlook, daylight / sunlight and privacy. The increase in the level of site activity is considered acceptable given the site's town centre location and level of accessibility and the resulting impact of additional trip generation along Salisbury Road is considered limited and manageable. The new community centre replaces an older community centre which if in full working condition could accommodate a larger number of end-users than the proposed. The community use also has on-site parking provision in line with the London Plan (2016) to mitigate disruption to the public highway. As outlined above, a Community Access and Management Plan will be secured by condition to protect neighbouring residential amenity whilst the community centre is in use. Consequently, the application is recommended for approval on amenity grounds.

Future Occupier Amenity

Minimum Internal Space:

The London Plan (2016) and section 2.1 of the Sustainable Design and Construction SPD (2016) set out the minimum gross internal area (gia) space requirements for residential units. Following a review of the internal floor plans, all units are deemed to meet the minimum internal space standards:

Flat 1: 3-bed, 5-person, 1-storey - 87m² provided (86m² required)
Flat 2: 2-bed, 3-person, 1-storey - 65m² provided (61m² required)
Flat 3: 2-bed, 4-person, 1-storey - 76m² provided (70m² required)
Flat 4: 2-bed, 4-person, 1-storey - 74m² provided (70m² required)
Flat 5: 2-bed, 3-person, 1-storey - 61m² provided (61m² required)
Flat 6: 3-bed, 5-person, 1-storey - 87m² provided (86m² required)
Flat 7: 2-bed, 3-person, 1-storey - 65m² provided (61m² required)
Flat 8: 2-bed, 4-person, 1-storey - 76m² provided (70m² required)
Flat 9: 2-bed, 4-person, 1-storey - 74m² provided (70m² required)
Flat 10: 2-bed, 3-person, 1-storey - 61m² provided (61m² required)

Furthermore, Table 2.2: Internal layout and design requirements of Barnet's Sustainable Design and Construction SPD (Oct 2016) states that bedrooms should meet the following requirements.

- Single bedroom: minimum area should be 7.5 m² and is at least 2.15m wide;
- Double/twin bedroom: minimum area should be 11.5 m² and is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide.

All proposed single and double bedrooms meet these standards.

Outlook and Daylight / Sunlight:

Barnet's Sustainable Design & Construction SPD (Oct 2016) section 2.4 states that glazing to all habitable rooms should not normally be less than 20% of the internal floor area of the room and bedrooms and living rooms /kitchens should have a reasonable outlook with clear glazed windows.

It is considered that all units benefit from an adequate outlook, with acceptable levels of daylight / sunlight provided to all habitable rooms. All but 2.no of the units benefit from south facing outlook. Flats nos. 5 and 10 which do not benefit from south-facing outlook have been subject to a daylight assessment (Average Daylight Factor) which demonstrates that the daylight received by both units is in excess of BRE guidance.

Floor-to-ceiling heights:

Table 3.3 of Policy 3.5 of the London Plan (2016), states that a minimum ceiling height of 2.3 metres is required for at least 75% of the gross internal area of a dwelling.

Each of the proposed units meets this standard.

Amenity Space:

Table 2.3 of Section 2.3 of the Sustainable Design & Construction SPD (2016), states that for flats, 5m² of usable amenity space is required per habitable room. Each unit provides usable amenity space by way of private balconies, although they don't meet the minimum standards outlined above. Given the constraints of the site, in addition to its town centre location, it is considered that the amenity space provided is on balance acceptable. Paragraph 2.3.3 of the aforementioned SPD states that 'Higher density development, such as flats may not always be able to provide amenity space to the standards outlined in Table 2.3.' Furthermore, paragraph 8.2 of the Residential Design Guidance SPD (2016), states that 'Sufficient, functional amenity space should therefore be provided for all new houses and flats wherever possible.' It is considered that the large front and rear balconies provide an acceptable level of usable amenity space considering the site's location and constraints. Moreover, King George Fields, a large publically accessible recreational space is located 400m from the application site and provides a good level of additional amenity space. Based on the above, no objection would be made on amenity space grounds for this town centre development.

In summary, it is considered that the proposed development would provide an acceptable level of amenity for future occupiers. All units meet the minimum internal space standards, supply levels of daylight / sunlight that meet BRE guidelines and provide private usable amenity space which considering the site's physical constraints and town centre location is deemed acceptable.

Highways

The proposed development provides 10.no on-site parking spaces via an integral ground floor parking garage. Of the 10.no parking spaces proposed, 9.no would be allocated for use by the residential units and 1.no for the community use. The on-site parking garage will be secured by an electronically operated gate, which following amendments will include a living wall to provide better street level aesthetic value. 1.no residential and 1.no community parking space will be wheelchair accessible and 3.no electric charging points will be provided in line with Policy 6.13 of the London Plan (2016). The layout of the on-site parking spaces have been revised following discussion with Highways to ensure all cars

that access the parking garage can exit in forward gear. The original proposal had 2.no on-street parking spaces proposed on Salisbury Road. However, following consultation with Officers, these were removed given that their size and siting would lead to a reduction in the overall width of the public footpath which would have been unacceptable in regards to the free flow of pedestrian movement past the site. Aside from the existing pay and display parking spaces on Salisbury Road, no additional on-street parking will be provided. Salisbury Road is subject to a Controlled Parking Zone (CPZ) with the parking bays opposite for permit holders only between Monday to Saturday 8am-6.30pm and parking bays outside The Stables for Resident Permit Holders only.

Residential Use:

The original parking arrangement proposed 10.no spaces for future residential occupiers. However, following further review, 1.no parking space was reallocated for community use to ensure compliance with the London Plan (2016) and to ensure the re-provision of community space enabled multi-modes of transport to the site for a range of different end-users. Consequently, 9.no parking spaces have been designated for use by future residential occupiers. Despite this reduction, it is considered that 9.no parking spaces for residential use would be acceptable give the site's town centre location and level of accessibility (PTAL 3). In regards to whether or not the proposal would result in any increased pressure on parking capacity along Salisbury Road and if so, whether the local road network could accommodate any overspill without impacting on pedestrian and highway safety, the applicant has submitted a Transport Statement which demonstrates that the total projected car ownership of the development would be 7.no cars. Furthermore, the applicant has confirmed that they will restrict on-site parking via Tenancy Agreement for 1.no proposed flat to ensure a ratio of 1.no parking space per flat. The Highways Department sought to ensure that on-site parking was provided for existing BOPW and future community centre users, as well as residential occupiers. Consequently, it was agreed that 1.no residential parking space would instead be allocated for use by the community centre. Given that Highway Officers were originally satisfied that the 1.no community space could be accommodated via on-street parking, it is considered that any overspill of residential parking by the single car that is no longer proposed to be provided on-site, could also be accommodated by current on-street parking provision.

A concern was raised during public consultation about potential congestion caused by cars entering and exiting the site. However, the integral garage will be fob key operated which enables approaching vehicles to activate the electronically operated garage gate in advance of arriving outside the site. Furthermore, the layout of the on-site parking spaces has been revised following discussion with Highways to ensure all cars that access the parking garage can exit in forward gear. Highways have reviewed the entering / exiting arrangements for the garage and are satisfied it would not result in significant harm to the free flow of traffic along Salisbury Road.

21.no cycle parking spaces are proposed in compliance with Policy 6.9 of the London Plan (2016). These are located in the residential lobby. This is deemed to be acceptable and will be secured via condition.

Community use:

As outlined above, the 1.no parking space provided for community use would comply with the requirements set out in Policy 6.13 of the London Plan (2016). The parking space would be designed to be wheelchair accessible, with access to the parking garage via a fob key. A Community Access and Management Plan which addresses fob key allocation

will be secured by condition. Consideration has been given to the loss of the mini-bus parking space within the principle section above. It is deemed that as the proposed community use provides secure on-site parking in compliance with the London Plan (2016) and given the accessible town centre location in which the application site resides, that sufficient site access provision have been provided for users of the community centre who are unable to travel via public transport.

2.no cycle parking spaces have been provided within the internal storage room to the rear of the community space in compliance with Policy 6.9 of the London Plan (2016). This is deemed to be acceptable and will be secured via condition.

In summary, it is considered that the proposed development is acceptable on highways grounds. A Community Access and Management Plan will be secured via condition to clarify site access, including fob distribution. The provision of 9.no parking spaces for use by future residential occupiers given the site's town centre location and PTAL rating (3) is considered to be acceptable and would reduce the impact of the development on existing street parking capacity and neighbouring amenity. The 1.no secure on-site parking space proposed for the community use is in compliance with the London Plan (2016) and ensures there is on-site provision for existing and future users of the community space that are unable to access the site via public transport. This is particularly relevant in addressing the needs of the BOPW.

Refuse

Refuse and recycling bins have been located to the rear of the site within the parking garage section of the development. This has direct access via the lobby for residential occupiers. The management company for the community space will have fob key access to the parking garage and refuse storage. As the refuse storage is located in a secure area, refuse collection services will not have direct access to the bins. Therefore, a refuse collection point has been designated to the front of the site where bins will be dropped off and collected by the management company on collection day. A refuse and recycling strategy will secured be condition to ensure bin collection and storage is appropriately managed.

5.4 Response to Public Consultation

All public comments have been received and acknowledged. Where they address material considerations, they have been discussed in the report above. For clarity please see below:

- Good to see some higher quality modern architecture in the centre of Barnet which reflects some of the history of the area and local context.

This is noted.

- Pleased some of the public comments have been incorporated into the proposed development.

This is noted.

- Community space would be an improvement to the existing community centre although there needs to be commitment to re-house the existing community users at an affordable rent.

A Community Access and Management Plan will be secured by condition to ensure existing community users have appropriate access to the new community space.

- Concern that the proposed community space is unsuitable for other community uses such as a day care centre given there is not outdoor play area, or sports centre given the floor-to-ceiling height and glass wall.

This is noted. However, it is considered that the open plan design could be adapted to host a number of different community-led recreational and educational based activities. It should also be noted that the existing community centre does not have external amenity space.

- Concerns about the design and viability of the proposed landscaping due to the overhanging cantilevered floors above.

A Hard and Soft Landscaping Plan including details pertaining to the maintenance of site planting will be secured via condition.

- Proposed design is incongruous and inconsiderate of Wood Street Conservation Area and historical character of Chipping Barnet Town Centre.

This is addressed within the character section above.

- Proposed design is discordant and out of character with surrounding buildings and uses along Salisbury Road.

This is addressed within the character section above.

- This is not the place for a modern statement building.

This is addressed within the character section above.

- Significant parking and traffic congestion issues along Salisbury Road. Therefore, more homes will result in more parking and traffic issues.

This has been addressed in both the amenity and highways sections.

- 2.no on-street parking bays to the front of the development would reduce the width of the road and result in difficulty for buses and other larger vehicles to pass.

These have been removed from the proposed development.

- No guarantee who will run or use the community area.

A Community Access and Management Plan will be secured by condition to ensure an appropriate management mechanism is in place for the community use.

- Not opposed to the redevelopment of the site although a modern design would damage attempts to protect the historic character of Chipping Barnet.

This is addressed within the character section above.

- The design should use recent developments like the OWCH building on Union Street which is a modern design which better responds to local character and design detailing.

This is addressed within the character section above.

- Balconies should not be at the front of the building as they will likely be used for storage / drying washing and overlook a busy street

This is addressed within the character section above.

- No seating has been provided to the front of the community use.

This is addressed within the character section above.

- There is no parking for mobility vehicles although elderly and disabled people use the community centre.

1. no secure on-site parking space has been provided for community users. This has been designed to meet wheelchair accessibility standards.

- There will be traffic congestion as cars queue to enter and exit the on-site parking area.

This is addressed in the highways section above.

- No parking spaces should be provided on-site as there is many public transport links nearby, the site is close to the town centre and the Mayors recent draft transport strategy wants to reduce cars in these locations.

This is noted. The site has been designed to be self-contained and to minimise any harmful impact on adjacent on-street parking capacity and neighbouring occupier amenity.

- The design does not provide visual interest at street level.

This has been addressed within the character section above.

- The design is too close to the public footpath and boundary with The Stables.

This has been addressed within the character section above.

- The design will block light into the Stables and reduce the quality of the church's courtyard which is used for community based activities.

This has been addressed in the amenity section above.

- Future of the Old Peoples Welfare Association is in doubt; its future should be secured.

The proposed development has been designed with input from the BOPW. Conditions will be attached to any permission relating to management and use of the community space.

- The ground level entrance is uninviting and the garage façade is not an appealing feature.

The garage has been amended to introduce a living wall. This is considered to significantly improve the visual appearance at ground floor level. This is addressed in the character section above.

- Doubts whether there is sufficient demand for a mixed-use community facility in a town where we have six such venues already.

This is a re-provision of an existing community use. The applicant did not seek to demonstrate that the existing community use was no longer viable or needed.

- A lack of soft landscaping to the front of the application site. Front gardens are characteristic along Salisbury Road.

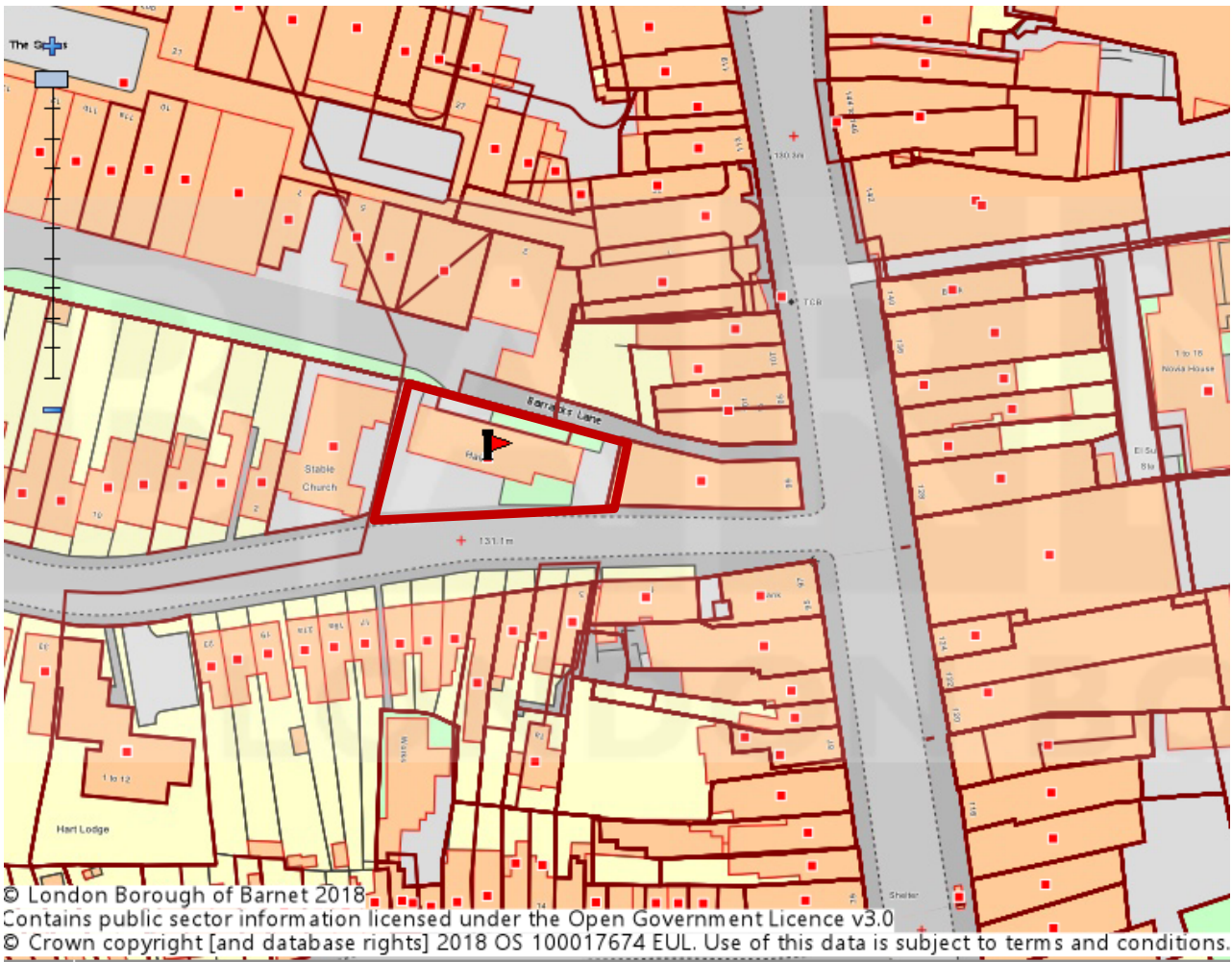
The revised plans include enhanced soft landscaping via a living wall and 5.no planters.

6. Equality and Diversity Issues

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

7. Conclusion

It is considered that the proposed development would have an acceptable impact on the character and appearance of the application site, the wider streetscene and Chipping Barnet Town Centre, and provide a good level of amenity for future occupiers. It would ensure that community floorspace is retained on the site in a form, design and finish that compensates for the reduction in the size of the space. Furthermore, the proposed development is not considered to result in significant harm to the residential amenity of neighbouring occupiers and is deemed acceptable on highways grounds. Consequently, the application is recommended for approval.



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