

Location	5 - 12 Bookbinders Cottages Bawtry Road London N20 0SS	
Reference:	18/7241/FUL	Received: 5th December 2018 Accepted: 5th December 2018
Ward:	Oakleigh	Expiry 6th March 2019
Applicant:	The Book Trade Charity	
Proposal:	Demolition of existing buildings and erection of 4no. two storey buildings comprising of 17 self-contained flats and a site office. Associated amenity space, hard and soft landscaping, refuse/recycling storage, cycle store and provision of 17 off-street parking spaces	

Recommendation: Approve subject to s106

AND the Committee grants delegated authority to the Service Director – Planning and Building Control or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/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. Payment of £15,192.00 towards carbon offset to meet the Mayor of London's zero carbon target.
4. Monitoring of legal agreement

RECOMMENDATION II:

That upon completion of the agreement specified in Recommendation I, the Service Director – Planning and Building Control or Head of Strategic Planning approve the planning application subject to the following conditions and any changes to the wording of the conditions considered necessary by the Service Director – Planning and Building Control or Head of Strategic Planning:

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

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

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

0504-000.01 Revision B - Site and Location Plan
0504-300.02 Revision B - Existing east and west elevations
0504-100.00 Revision B - Existing ground floor plan
0504-100.01 Revision B - Existing first floor plan
0504-100.08 - Existing roof plan
JKK9431 - 1 Revision A - Topographical Survey
JKK9431 - 03 Revision A - Floor plans
JKK9431 - 04 Revision A - Floor plans
JKK9431 - 07 Revision A - Site plan

0504-100.12 Revision A - Annotated Plan
0504-200.01 - Proposed Building B
0504-200.02 - Proposed Building C
0504-200.03 - Proposed Building E
0504-200.04 - Proposed Building F
0504-300.03 Revision G - Proposed north and south elevations
0504-300.04 Revision G - Proposed east and west elevations
0504-100.02 Revision H - Proposed ground floor plan
0504-100.03 Revision G - Proposed first floor plan
0504-100.09 Revision A - Proposed roof plan
0504-400.01 Revision B - Proposed site section AA
0504-400.02 Revision A - Proposed site section BB
0504-400.03 Revision A - Proposed site section CC
0504-500.03 Revision A - Materials
0504-500.04 - Proposed (north) refuse/recycling store and cycle store
0504-500.05 - Proposed south refuse/recycling store

10440-500 Revision T1 - Proposed drainage layout
10440-501 - Proposed drainage construction details
10440-502 - Existing drainage routes

Drainage calculations by NJP Consulting Engineers Ltd
Confirmation of sufficient capacity by Thames Water dated 25 January 2019
Drainage Strategy and Flood risk assesement by NJP Consulting Engineers Limited dated January 2019 (ref: RN/10440)

Accommodation Schedule by bellis architects (Revision D dated 22.11.2018)
Primary Ecological Appraisal by Phlorum Limited, dated (16th) November 2018
Letter and supporting information for 'Energy Assessment' by Keyplan dated November 2018 (reference: E8153/RI/RI/ENERGY)

Transport Statement by Odyssey revised March 2019 with accompanying drawings and appendices

Design and Access Statement by bellis architects dated 23.11.2018 ref no 0504-DAS-01 including 'Opportunity Report'

Arboricultural Assessment prepared by Tim Pursey (date of survey November 2018) and accompanying Tree Constraints Plan and Tree Protection Plan

Planning Statement by Tetlow King Planning dated November 2018 (reference JS/OM M18 1003-01.RPT)

Correspondence from agent via email dated 26 March 2019

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).

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

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

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

4 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.

5 a) No site works or works on this development including demolition or construction work shall commence until details of the temporary means of enclosure, including boundary treatments to neighbouring properties, 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 site works including demolition and construction work commence, and retained as such throughout the demolition and construction period of the development.

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 during the demolition and construction work in accordance with Policies DM01, DM03, DM17 of the Development Management Policies DPD (adopted September 2012), and Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012).

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

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

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.

7 No site works or works on this development including demolition or construction work shall commence until the following information has been submitted to and approved in writing by the Local Planning Authority:

- Detailed assessment of the required surface water attenuation volume during the 100 plus climate change using FEH design rainfall. The assessment should consider the designed drainage network and the proposed attenuation as one system (not WinDes quick storage estimate), including evidence of attenuation volume 50% drain down time.
- Assessment of the proposed drainage system (not in simulation) during the 30-year design rainfall according to Sewer for Adoption 7th Edition.

- Prevention of overland flow into the neighbouring land to the south in the event of drainage system exceedance or blockage.

The development shall be implemented in accordance with the details approved as part of this condition.

Reason: To ensure that the development provides appropriate drainage infrastructure and to comply with Policy CS13 of the Local Plan Core Strategy (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies 5.13 and 5.14 of the London Plan 2016.

8 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).

9 Prior to first occupation of the development hereby approved, full details of the electric vehicle charging points to be installed in the development shall be submitted to and approved in writing by the Local Planning Authority. These details shall include provision for not less than 20% of the approved residential parking spaces to be provided with active electric vehicle charging facilities and 20% passive electrical charging facility. The development shall be implemented in full accordance with the approved details prior to first occupation and thereafter be maintained as such.

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

10 Before the development hereby permitted is first occupied, details of how the development would comply with Secured by Design standards (or any superseding accreditation) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with these approved details.

Reason: In the interest of community safety in accordance with London Plan Policy 7.3, London Borough of Barnet's Local Plan Policy CS12 of Core Strategy (September 2012) and Policy DM02 Development Management Policies (September 2012).

11 a) A scheme of hard and soft landscaping, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, shall be submitted to and agreed in writing by the Local Planning Authority prior to the occupation of the hereby approved development.

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

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

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

12 Before the buildings hereby permitted are first occupied the windows as indicated to be 'opaque windows' on Drawing No. 0504-100.02 Revision H and Drawing No. 0504-100.03 Revision G shall be glazed with obscure glass only and shall be permanently fixed shut or provided with only a fanlight opening and shall be permanently retained as such thereafter.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Residential Design Guidance SPD (adopted October 2016).

13 Prior to occupation of the development, vehicular parking onsite as shown on Drawing No. 0504-100.02 Revision H submitted with the planning application and the access to the parking area from public highway shall be provided. Thereafter, the parking spaces shall be used only as agreed and not be used for any purpose other than the parking and turning of vehicles in connection with the development.

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

14 Prior to occupation of the development hereby approved, the cycle parking and storage as shown on Drawing No. 0504-100.02 Revision H and Drawing No. 0504-500.04 shall be provided and shall be retained as such thereafter.

Reason: In the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012 and Policy 6.9 of the London Plan.

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 6.00pm pm on other days.

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

16 No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until the temporary tree protection shown on the tree protection plan approved under Condition 2 of this consent has been erected around existing trees on site. This protection shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas at any time. The development shall be implemented in accordance with the protection plan and Section 8 of the Arboricultural Assessment prepared by Tim Pursey approved under Condition 2 of this consent.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan 2016.

17 The recommendations set out in Section 5 of the 'Primary Ecological Appraisal' dated November 2018 prepared by Phlorum Limited, approved under Condition 2 of this consent, shall be implemented in full and adhered to throughout the site preparation, demolition and construction process.

Reason: To ensure the development makes a positive contribution to the protection, enhancement, creation and management of biodiversity and would not have a significant adverse affect on protected species in accordance with Policy DM16 of Barnet's Development Management Policies Document DPD (2012) and London Plan Policy 7.19.

18 Prior to the first occupation of the new dwellinghouses (Use Class C3) permitted under this consent, approved dwellings B1 and B2 (as shown on Drawing No. 0504-100.02 Revision H approved under Condition 2 of this consent) shall have been constructed to meet and achieve all the relevant criteria of Part M4(3) 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). The remaining dwellings hereby approved shall have been constructed to meet and achieve all the relevant criteria of Part M4(2) 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.

19 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.

20 Before the development hereby permitted is first occupied, the enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins as shown on Drawing 0504-100.02 Revision H; Drawing No. 0504-500.04 and Drawing No. 0504-500.05 shall be provided and retained as such thereafter.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS14 of the Adopted Barnet Core Strategy DPD (2012).

RECOMMENDATION III:

1 That if the above agreement has not been completed or a unilateral undertaking has not been submitted by 31.04.2019, unless otherwise agreed in writing, the Service Director for Planning and Building Control REFUSE the application under delegated powers for the following reason(s):

The proposed development does not include a formal undertaking to meet the costs of the required carbon off-set provision. The proposal would therefore not address the impacts of the development, contrary to Policy 5.2 of the London Plan (2016), Policy CS13 of Barnet's Local Plan Core Strategy (2012) and Policy DM04 of the Barnet's Adopted Development Management Policies Document DPD (2012).

Informative(s):

- 1 In accordance with paragraphs 38-57 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. 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 submitted Construction Method Statement shall include as a minimum details of:

- o Site hoarding
- o Wheel washing
- o Dust suppression methods and kit to be used
- o Site plan identifying location of site entrance, exit, wheel washing, hoarding, dust suppression, location of water supplies and location of nearest neighbouring receptors. Explain reasoning if not applicable.
- o Confirmation whether a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation.
- o 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.
- o For major developments only: provide a copy of an asbestos survey; For smaller developments -confirmation that an asbestos survey has been carried out.
- o For major developments only: confirmation that all Non Road Mobile Machinery (NRMM) comply with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999.

The statement shall have regard to the most relevant and up to date guidance including: Guidance on the assessment of dust from demolition and construction, Institute of Air Quality Management, January 2014.

4 Thames Water advises that where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. More information can be found at: <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewaterservices>

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by

telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality

- 5 The applicant will be expected to enter into with the Highways Authority under Section 278 Agreement of the Highways Act, for works affecting public highway including creation of new accesses and reinstatement of the existing accesses and consequential damage to public highway as a result of the proposed development.
- 6 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.

- 7 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.
- 8 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.

- 9 Applicants and agents are advised that this development should be designed to achieve an average water consumption target of 105 litres per head per day.
- 10 Demolition should be carried out by an approved contractor and residents notified at least seven days before commencement.
- 11 Any matters regarding 'Secure by Design' accreditation shall be discussed and designed in collaboration with the Design out Crime officer.

Officer's Assessment

1. Site Description

The application site is part of a wider site located to the south of Bawtry Road, within the ward of Oakleigh. The site is accessed from Bawtry Road.

To the west of the wider site are 'Bookbinders Cottages', a development of four buildings comprising of flats (the blue line of the location plan). This particular application relates to two of these buildings (the red line on the location plan); No.5-8 Bookbinders Cottages is located to the west and No. 9-12 Bookbinders Cottages is located centrally within the site.

The applicant's documents advise that the Bookbinders site was developed in 1927 by The Bookbinder's Charitable Society (BCS), who merged with The Book Trade Charity (BTBS) in October 2016. The buildings to the east of the wider site (St Ninian's Court and Bruce Gardens) are outside the application site and are in the ownership of a different charity, Scots Care, who have no connection to BTBS.

Historically there was a fifth building which was demolished due to subsidence issues. This was located parallel to the access road, adjacent to No. 39 and 41 Bawtry Road. This is shown on the historical maps in the applicants submitted documents.

The site is in Flood Zone 1 and is within a Critical Drainage Area.

The site is not located within a conservation area and does not include any locally or statutory listed buildings.

There are no Tree Preservation Orders within the application site.

Vehicle parking is located along the existing access road; there are currently six parking spaces within the red line boundary.

The wider site originally laid out in with seven two storey buildings built across the site in a symmetrical formation opening out towards the south. The original arrangement and plan of the site was extended with two new blocks introduced to the east (on the land owned by Scots Care), known as No. 1-4 and 5-8 Bruce Gardens, as well as an office and hall building. In addition a group of terrace properties were introduced to the south of the site, sited perpendicular to the access road. This is shown on the historical maps in the applicants submitted documents.

The site is abutted by residential properties to the north and the west. To the north of the site lie two storey semi-detached dwellings fronting Bawtry Road. Their rear gardens abut the site. To the west of the site lie two storey semi-detached and detached dwellings fronting Manor Drive. To the north-west of the site is an undeveloped open piece of land to the rear of 55-57 Manor Drive and the garage block serving Manor Court (accessed from York Way).

2. Site History

Reference: N05062

Address: Bookbinders Cottage Homes Bawtry Road N20

Decision: Approved subject to conditions

Decision Date: 17.03.1976

Description: 28 additional old persons dwellings in 7, two-storey blocks.

Reference: N05062C

Address: Bookbinders Cottage Homes Bawtry Road N20

Decision: Approved

Decision Date: 23.02.1977

Description: 28 additional old persons dwellings in 7 2-storey blocks.

Reference: N05062B

Address: Block 'E', 17-20 Bookbinders Cottage Homes Bawtry Road N20

Decision: Approved subject to conditions

Decision Date: 18.02.1977

Description: Demolition of existing block and the erection of a new block of four dwellings.

Reference: N05062A

Address: 17-28 Bookbinders Cottage Homes Bawtry Road N2

Decision: Approved subject to conditions

Decision Date: 07.12.1976

Description: Addition of bay windows to ground floor flats.

Reference: N05062E

Address: Bookbinders Cottage Homes Bawtry Road N20

Decision: Approved

Decision Date: 19.12.1979

Description: Construction of 28 additional dwellings in 7 x 2 storey blocks of four.

Reference: N05062D

Address: Bookbinders Cottage Homes Bawtry Road N20

Decision: Approved subject to conditions

Decision date: 30.03.1977

Description: Single storey side addition.

Reference: N05062F

Address: 1 to 16 Bookbinders Cottage Homes Bawtry Road London N20

Decision: Approved subject to conditions

Decision date: 23.08.1983

Description: Four two-storey front extensions, eight enclosed staircases at rear

Reference: N05062H

Address: 5 & 6 & 15 & 16 Bookbinders Cottage Homes Bawtry Road London N20

Decision: Approved subject to conditions

Decision date: 19.05.1986

Description: Two storey rear extensions to flats 5, 6, 15, 16.

Reference: N05062L

Address: 1-4 Bookbinders Cottage Bawtry Road London N20

Decision: Approved subject to conditions

Decision Date: 20.10.1993

Description: Two storey rear extension and creation of two additional flats.

Reference: 16/0839/FUL

Address: St Ninian's Court, Bawtry Road, Whetstone N20 0SX

Decision: Refused

Decision Date: 11.04.2016

Description: Demolition of existing single storey office. Erection of 2 new buildings comprising of 2 x 1 bedroom units and 4 x 1 bedroom units to provide a total of 6 no one bedroom flats with associated landscaping works, amenity space and refuse and recycling

Appeal decision: Dismissed (appeal reference: APP/N5090/W/16/3153795)

Appeal decision date: 30.09.2016

3. Proposal

The applicant proposes to demolish two of the buildings on site- No. 5-8 Bookbinders Cottages and No.9-12 Bookbinders Cottages and erect four new two storey buildings.

For ease of reference, the proposed buildings been referred to as Buildings B, C, F and E in the applicants documents.

No. 1-4 Bookbinders Cottages (Building A) and No. 21-28 Bookbinders Cottages (Building D) are to remain and fall outside the application site.

Proposed Building B and Building C would be in the same location as the existing buildings they will replace. The additional buildings would be located either side of Building C, towards the north of the site. Building E would be sited in a similar location of the building which was historically removed due to subsidence and was part of the original plan of the site. Building F would be located on the north-western section of the site.

The proposed buildings would comprise a total of 17 self-contained residential flats. The proposal also includes an office and residents' space in Building E; this office facility is currently available in No. 9 -12 Bookbinders Cottages (to be demolished).

The proposal would replace 8 existing residential units, resulting in a net gain of 9 residential units. The proposed units would be comprised of 15 one bedroom units and 2 two bedroom units. The break down is as follows:

- Building B - 8 no. x 1 bedroom 1 person units (Units B1 to B8)
- Building C - 4 no. x 1 bedroom 2 person units (Units C1 to C4)
- Building E - 1 no. x 1 bedroom 2 person unit (Unit E1) and 1 no. x 2 bedroom 3 person unit (Unit E2)
- Building F - 2 no. 1 bedroom 2 person units (Units F1 and F2) and 1 no. x 2 bedroom 3 person unit (F3)

The proposed buildings would be two storeys in height and would be contemporary in design. Proposed Buildings E and F would feature single storey projections/extensions adjacent to the properties fronting Bawtry Road. There would be shallow banking along this boundary around Proposed Buildings F and E.

The proposals also include 17 car parking spaces, an extended hammerhead for vehicles, two refuse and recycling stores (one to north of the site and the other to the south), a cycle store sited to the north, and associated outdoor amenity spaces ('courtyards gardens') around the proposed buildings.

In regards to the applicant, the applicants supporting documents advises: "BTBS was established in 1837 and provides care and support to former, current and future book trade people in need, with grants and housing. Those in the book trade include publishing,

distribution, bookselling, bookbinding and allied trades, with authors and librarians also being considered.

BTBS's charitable activities include providing low-cost housing; relieving those in social and financial need with a book trade connection by way of charitable financial support; and promoting education and training programmes for the benefit of the trade, its current and ex-employees."

The Charity provides a wide range of support through grants for re-training, living with a disability, medical needs and other circumstances brought about by redundancy, sickness or other life events.

They have identified that new entrants to the book trade, particularly in and around London, have the skills and education which the trade needs, but are often prevented from taking up jobs because of the high cost of accommodation, travel and subsistence within a reasonable distance of work in London. These proposals seek to help meet that need."

The Design and Access Statement states that the applicant's "charitable status means that they need to be especially considered and efficient in how they spend their funds to ensure the best value solution for the long term. It has therefore been decided that demolition and rebuild of buildings to provide contemporary flats will provide the best value for the charity both in the short term and in relation to on going maintenance costs when looking to the future."

4. Public Consultation

A site notice was erected 13 December 2018.

A press notice was published 13 December 2018.

Consultation letters were sent to 458 neighbouring properties.

18 responses have been received, comprising 18 letters of objection.

The objections received can be summarised as follows:

- Concerns with impact on privacy and overlooking of occupiers on Bawtry Road and Manor Drive (particularly in light of trees being removed); impact on light and outlook; impact of light pollution from new development
- Concerns with the disruption from building work, including traffic, noise and dust pollution, construction vehicles ability to access the site and damage from large vehicles on walls and fences
- Impact on character and appearance of the area
- New flats will create more traffic, congestion and parking
- Querying the use of the new dwellings (i.e. who they will be occupied by)
- Concerns with money making
- Concerns with density
- References to the appeal at the neighbouring site (application reference 16/0839/FUL at St Ninians Court)
- The destruction of current housing for senior citizens is contrary to guidance in HoC report 'Housing for older People' (05/02/18) in which Local Authorities are guided to ensure all new developments include provision for ageing populations
- Concerns with emergency access to the site
- Concerns with cycle store regarding height, noise and compromise security of neighbours

- The community (in St Ninians Court and Bookbinders Cottages including ScotsCare) are mainly elderly, retired and some quite ill residents. Their quality of life and mental health will be impacted. Would result in displacement of residents.
- Impact on local services and facilities from new development (i.e. hospitals and schools)

One objection did not include an address. It stated that:

- Suggesting that the [existing] properties do not conform to current Nationally Described Space standards is not a reason to demolish existing homes
- Does not appear that any wheelchair accessible homes are being provided
- Impact on sunlight and daylight on surrounding properties
- No plans for the replacement of trees and ecology
- No information regarding the impact of run off and increased discharge into the sewer system
- Parking issues in York Way

Internal consultees:

Traffic and Development (Highways) team: No objection subject to conditions

Environmental Health team: No objection subject to conditions

Trees and Landscaping team: No objection subject to conditions

Sustainable Drainage Review team: No objection subject to conditions

Affordable Housing team: The Planning Officer is involved in ongoing discussions regarding affordable housing matters

Ward Councillors: No comments received

External consultees:

Metropolitan Police Service (Design out Crime): No objection, subject to a condition

London Fire Brigade: No objection

Thames Water: No objection

Affinity Water Ltd: No comments received

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 revised National Planning Policy Framework (NPPF) was published on 19th February 2019. 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, creates better places in which to live and work and helps make development acceptable to communities.... being clear about design expectations, and how these will be tested, is

essential for achieving this'. 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.

The London Plan is currently under review. 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 adopted 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, CS9, CS13
- Relevant Development Management Policies: DM01, DM02, DM04, DM08, DM10, DM16, DM17

The Council's approach to extensions as set out in Policy DM01 is to minimise their impact on the local environment and to ensure that occupiers of new developments as well as neighbouring occupiers enjoy a high standard of amenity. Policy DM01 states that all development should represent high quality design and should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers. Policy DM02 states that where appropriate, development will be expected to demonstrate compliance to minimum amenity standards and make a positive contribution to the Borough. The development standards set out in Policy DM02 are regarded as key for Barnet to deliver the highest standards of urban design.

Supplementary Planning Documents

Residential Design Guidance SPD (adopted October 2016)

Sustainable Design and Construction SPD (adopted October 2016)

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

5.2 Main issues for consideration

The main issues for consideration in this case are:

- Whether the principle of development is acceptable;
- Whether the proposed density, housing mix and level of affordability of development is acceptable;

- Whether harm would be caused to the character and appearance of the surrounding area;
- Whether harm would be caused to the amenity and living conditions of neighbouring residents;
- The quality of accommodation for future occupiers;
- Whether the development would have an acceptable impact on parking and the highways network;
- The impact on trees;
- The impact on ecology;
- The accessibility and sustainability merits of the scheme;
- Matters regarding refuse and recycling;
- Matters regarding flooding and drainage

5.3 Assessment of proposals

Principle of development:

Policy CS1 of Barnet's Core Strategy DPD (2012) seeks to ensure consolidated housing growth will be complemented by protection and enhance of Barnet's high quality suburbs.

The application site has not been identified for any specific use in the development plan, is situated in an area characterised by residential housing, is located close to local amenities and services, and utilises existing access from Bawtry Road. It is not within a conservation area and the buildings are not locally or statutory listed buildings. The principle of flatted development is acceptable given the existence of flats on the site.

In such circumstances, Planning Officers find that there is nothing to specifically preclude the redevelopment of the site in the broadest sense, subject to the scheme proposed being compliant with the relevant development plan policies.

As such the principle of redevelopment of the site is deemed acceptable.

Density:

London Plan Policy 3.4 states that taking into account local context and character, the design principles in Chapter 7 of the London Plan and public transport capacity, development should optimise housing output for different types of location within the relevant density range in Table 2.3.

The site has a Public Transport Accessibility Level (PTAL) rating of 1b/2, which fall within a 'Suburban' setting. The proposal has 17 units, 45 habitable rooms (hr) and a site area of 0.233ha. The site therefore has 61u/ha and 162hr/ha. The development has 2.7hr/unit (rounded up) and with a PTAL of 2, and therefore it falls within the relevant densities in the matrix. The density is therefore acceptable.

Housing mix:

Policy DM08 of Barnet's Development Management Policies Document DPD (2012) states that development should provide where appropriate a mix of dwelling types and sizes. It states that the Council's priority for social rented housing are homes with 3 bedrooms, and for market housing homes with 4 bedrooms.

The proposal is for 17 no. one-bedroom units and 2 no. two-bedroom units. However, Planning Officers recognise that there is a requirement for the mix proposed as part of this application.

The applicant's Planning Statement states that the charity (the applicant) has over 180 years' experience in providing housing for employees in the book trade. The application proposes one- and two-bedroom units because of the specific demographic make-up of its tenants.

It states that many of its tenants are new entrants to the book trade and are therefore more likely to be younger and to require one- or two- bedroom accommodation. Furthermore, those tenants who are older and perhaps have retired (having previously worked in the industry) are also likely to require only smaller accommodation. Furthermore, it is acknowledged the existing buildings on site only contain one bedroom units, which reflects the requirements of the applicant.

In light of the above, Planning Officers deem this mix of dwelling size acceptable in this particular instance.

Affordable housing provision:

The proposed development provides more than 10 unit (gross) and therefore is expected to provide affordable housing, in accordance with Policy DM10 of Barnet's Development Management Policies Document DPD (2012).

The submitted documents advises: "In this case, 100% of the units on this site (existing and proposed) will provide much-needed affordable housing, for rent. The *raison d'être* of the Charity is to provide relief in respect of housing costs to previous, current or future members of the book trade. The Charity provides housing for those whose needs are not met by the market."

The Planning Officer remains in discussions with colleagues and with the agent of the most appropriate way to secure this.

Character, appearance and design matters:

Paragraph 124 of the National Planning Policy Framework (2018) states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Policy DM01 of Barnet's Development Management Policies Document DPD (2012) states that 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.

The wider site (Bookbinders Cottages, St Ninians Court and Bruce Gardens) consists of residential development within an open and spacious character comprising mainly two storey semi-detached properties, and short terraces.

The properties are mixed in age (due to the evolution of the site over time as previously explained) but are brick built with tiled gable-end pitched roofs.

In terms of their appearance, the proposed buildings would be contemporary in design but reflect that of the surrounding properties. Design features of the proposed buildings include pitched tiled roofs; gable end roof and gable projections and brick elevations. Such features are considered to respond positively to its context and are found to have an acceptable relationship with the neighbouring buildings and spaces.

The proposed buildings would be two storey (some with single storey projections/extensions), the same as the surrounding buildings (and those they replace). Furthermore, the lower ground levels would ensure the scale and massing of the building would respect the surrounding context. The buildings would maintain spacing between each other, the existing buildings and respective boundaries.

In regards to arrangement, proposed Building B and Building C would be sited in the same location as those buildings they replace. Building B maintains its principle entrance facing east into the centre of the site. Building E would be sited in a similar location to the building which was historically removed due to subsidence and was part of the original plan of the site. It would project no further north than the original building (and the established side building line of 1-2 St Ninians Court and 7-8 Bruce Gardens). Building F would be located to the north-west. It would project no further north than Building E and no further westwards than the existing building A. As a result, the proposed layout would reflect a similar arrangement to that of the neighbouring ScotsCare site. This scheme differs from appeal reference APP/N5090/W/16/3153795 (dated 30 September 2016) at St Ninians Court which proposed a building that projected beyond the established side building line of 1-2 St Ninians Court and 7-8 Bruce Gardens and filled the 'gap'.

The existing layout allows gaps between buildings to provide access between different green spaces, and the proposed scheme continues this arrangement.

In terms of height, size, scale, massing and materiality it is considered that these proposed buildings would not detrimentally harm the character and appearance of the surrounding area.

Conditions have been recommended to ensure that the materials used in for the new building are of an appropriate quality. Conditions are also recommended to ensure that a suitable design and quality of materials are used for the areas of hard and soft landscaping around the new building and means of enclosing the site.

Subject to the conditions recommended, the proposal is found to be acceptable and compliant with development plan policies as they relate to design, character, appearance and landscaping matters.

Impact on amenity of neighbouring occupiers:

Policy DM01 of Barnet's Development Management Policies Document DPD (2012) states that proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers and users.

Table 2.4 of Barnet's Sustainable Design and Construction SPD (2016) states that new residential development there should be a minimum distance of 21 m between properties with facing windows to habitable rooms to avoid overlooking, and 10.5 m to a neighbouring garden.

The application site has neighbouring residential properties on all four sides of the site. The site adjoins properties on Bawtry Road (north); St Ninian's Court (east); Balfour Grove (south) and Manor Drive (west).

Properties on Bawtry Road adjoin the application site to the north and their rear garden abut the site. The closest proposed buildings are Building E and Building F.

In respect of privacy there are no first floor windows in the northern elevations of these buildings facing Bawtry Road. As demonstrated from Proposed Site Section AA and BB, the ground floor windows on the northern elevations facing Bawtry Road would be 6.8 metres away from the boundary and, due to site levels, screened by the boundary fence. Building C would have obscure glaze windows at first floor in the northern elevation.

In respect of outlook and light, Building E and Building F would be two storey buildings with single storey projections. The single storey projections would be sited 6.8 metres from the boundary and feature roofs which pitch away from this boundary. The two storey elements would be sited 10 metres (Building E) and 12.9 metres (Building F) from the boundary adjacent to the properties on Bawtry Road.

No. 39 - 51 Bawtry Road are south facing to the rear. They have garden lengths of between 16 - 22 metres, meaning that the most important areas of use and amenity (immediately to the rear of these properties) are a significant distance away from Building E and Building F.

For the above reasons, it is considered that the proposed Building E and F would not cause harm to the privacy, outlook or daylight/sunlight of occupiers at Bawtry Road.

No. 1-4 St Ninians Court consist of flats on the opposite side of the access road, to the east of the site. The proposed windows in the eastern elevation of Building E are 21 metres from the front elevation of No. 1-4 St Ninians Court. No overlooking or loss of privacy would arise. They are a significant distance away not to harm outlook or light.

No. 24-27 St Ninians Court is a terrace of flats located to south. The windows in the southern elevation of Building E is 21 metres from the front elevation of this terrace. The windows in Building C facing this terrace are obscure glazed. They are a significant distance away not to harm outlook or light.

No. 13-20 St Ninians Court are under the ownership ScotsCare and are outside of the application site. They are at an angle to the development site, being to the south east. Any views to or from the proposed development, specifically proposed Buildings C or E, would be oblique and would not therefore have a direct impact on these properties.

Balfour Grove is located to the far south of the site. Their gardens abut the site. The windows in the southern elevation of Building C are sited over 30 metres from the boundary adjacent to these properties. The window in the side elevation of Building B facing these properties is sited 23 metres away. The properties on Manor Drive are essentially 'buffered' by Building A and D, which will remain. As such, no harm would arise.

Building A is within the applicant's ownership but lies outside of the application site. Proposed Building B is located to the north of Building A and would replace the existing Building B. The proposed Building B would be positioned a similar distance from Building A as the current building. The applicant's documents advise that whilst Building A had windows in its northern elevation, they are secondary windows and the rooms served all have other means of providing light and outlook. The windows in the south elevation of

proposed Building B would be obscure-glazed. No harm to Building A would therefore arise.

Manor Drive is located to the west of the site. Their rear gardens abut the site. The closest proposed buildings are Building B and Building F.

The proposed Building B and Building F would be no closer to the properties on Manor Road than the rear building line of the Building A. Building B would be sited 10.5 metres from the boundary adjacent to Manor Drive and Building F would be sited 11 metres from the adjacent boundary.

Views from the proposed first floor Units B7 and B8 towards Manor Drive avoid any direct overlooking into neighbours' gardens by the use of angled bays. The remaining first floor windows in the west elevation of Building B are sited 10.5 metres from the garden boundary, which meet the SPD requirements. The ground floor windows in the west elevation of Building B would face the boundary fence.

The properties along Manor Drive have garden lengths in excess of 40 metres, meaning that the most important areas of use and amenity (immediately to the rear of these properties) are a significant distance away from Building B and Building F. Furthermore, No. 53 -57 Manor Drive are buffered from the application site by an undeveloped open piece of land to the rear of 55-57 Manor Drive and the garage block serving Manor Court (accessed from York Way). As such, no harm would arise.

The cycle store and northern refuse/recycling store would be sited adjacent to the boundary adjacent to Bawtry Road. As demonstrated by the submitted Drawing No. 0504-500.04 (Proposed refuse and cycle stores) due to the banking of the land, the refuse store and cycle store would not project higher than the boundary fence. No harm would therefore arise.

The southern refuse/recycling store would be sited adjacent to No. 25-27 St Ninians Court. As demonstrated from Drawing No. 0504-500.05 (Proposed south refuse store) would be sited 4.9 metres away from these front elevations and be located in front of the front doors and shower room windows. No harm would therefore arise.

In conclusion, the proposed development is considered to be acceptable and compliant with the relevant development plan policies in regards to the amenities of neighbouring and surrounding occupiers.

Quality of accommodation for future occupiers:

Policy DM01 of Barnet's Development Management Policies Document DPD (2012) states that proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for potential occupiers.

Policy DM02 states that where appropriate development will be expected to demonstrate compliance with a number of national and Londonwide standards supported by guidance set out in the Council's suite of SPDs, including the minimum floor space standards (as set out in The London Plan Policy 3.8) and outdoor amenity space requirements (as set out in Barnet's Sustainable Design and Construction SPD 2016).

Dwelling size:-

The units proposed would have gross internal areas which meet the requirements of the London Plan for a dwelling of the specific type. The dwellings would have an internal head height of 2.5 metres, as required by the London Plan.

Dwellings internal layout, outlook and light:-

Development plan policy requires that new dwellings are provided with adequate outlook. The design approach proposed maximizes the outlook and light for occupiers of the new units with dual aspect. The units would meet the minimum room dimensions and floor areas as set out in Table 2.2 of Barnet's Sustainable Design and Construction SPD (2016).

External amenity space provision:-

Table 2.3 of Barnet's Sustainable Design and Construction SPD (2016) states that flats should be provided 5 sqm of outdoor amenity space per habitable room. Submitted Drawing No. 0504-100.12 (Annotated Plan) and the supporting documents demonstrates that this requirement is met through the provision of communal 'courtyard gardens', which is in keeping with the established character of the site.

Privacy and overlooking:-

Table 2.4 of Barnet's Sustainable Design and Construction SPD (2016) states that in new residential development there should be a minimum distance of 21 m between properties facing windows to habitable rooms to avoid overlooking and 10.5 m to a neighbouring garden.

As described previously, in relation to the neighbouring properties, the development meets this requirement.

Internally within the development site, proposed Building E and F would be sited 17.3 metres from each other. None of the windows would face each other, and if they do then they would be obscure glazed. Therefore no direct overlooking would occur.

Conclusions on the amenities of future occupiers:-

For the reasons set out above the development, as controlled by the conditions recommended, is found to be compliant with development plan policy.

Impact on parking and highways network:

Policy CS9 of the Barnet Core Strategy DPD (2012) identifies that the Council will seek to ensure more efficient use of the local road network and more environmentally friendly transport networks, require that development is matched to capacity and promote the delivery of appropriate transport infrastructure.

Policy DM17 of Barnet's Development Management Policies Document DPD (2012) sets out the Council's standards and policies in regards to road safety and hierarchy, accessibility, transport assessment, travel planning, local infrastructure needs and parking management.

Point g of Policy DM17 states that the council will expect development to provide parking in accordance with the London Plan standards, except in the case of residential development, where the maximum standards will be:

- i. 2 to 1.5 spaces per unit for detached and semi detached houses and flats (4 or more bedrooms);
- ii. 1.5 to 1 spaces per unit for terraced houses and flats (2 to 3 bedrooms); and
- iii. 1 to less than 1 space per unit for development consisting mainly of flats (1 bedroom).

It states that residential development maybe acceptable with limited or no parking outside a Controlled Parking Zone (CPZ) but only where it can be demonstrated through a survey that there is sufficient on street parking capacity.

The highways assessment should consider the parking requirements of the existing buildings retained (Building A, which includes 8 no. x one bedroom units, and Building D, which includes 8 no. x one bedroom units), in addition to the proposed units.

Considering the proposed development subject to this application, the parking assessment in accordance with Policy DM17 should be as follows:

29 x one bedroom = London Borough of Barnet (LBB) maximum parking standard range 1 to less than 1 space per unit = 29 maximum parking spaces and range 29 to 0.

2 x two bedroom = LBB maximum parking standard range 1 to 1.5 space per unit = 3 maximum parking spaces and range 3 to 2.

The 17 parking spaces proposed is below the maximum standard. The acceptable level of parking is based on a number of factors within the range and considering the PTAL for the site (1b/2). The acceptable level of parking at the maximum is 32 spaces, taking certain characteristics into account including existing car ownership levels, accessibility local services and public transport an acceptable level for 1 bed units would be 0.9 and for 2 bed units 1.4 spaces that would require 29 spaces for the proposal. The provision of 17 spaces is a deficit of 12 spaces.

In accordance with Policy DM17 parking under-provision can be accepted if that it can be proven that there is available space on-street to cater for any overspill. The applicant has carried out a parking survey. A parking survey should accord with the Lambeth Methodology that states acceptable walking distance is 200 metres from the site. On review of the distances 200m would include Bawtry Road and Balfour Grove via Bruce Gardens. The A109, Porch Way and York Way are beyond 200 metres walking distance. The parking survey is supplied in Appendix D of the Transport Statement submitted with the application and shows that 5 parking spaces on Friday 2nd November 2018 and 4 spaces Tuesday 6th November 2018. In the worst case there would be a deficit of 8 spaces on-street.

Consideration should be given to the parking reduction due to the loss of the existing units. The existing site had 22 x one bedroom units with 6 parking spaces and if assessing this against the expected levels of car parking in accordance with DM17 policy then 20 car parking spaces would be required meaning that 14 spaces would be required on-street. 8 units are to be demolished so would reduce the on-street requirement by 8 spaces showing that there would be available space on-street to accommodate the overspill.

In light of the above, the proposed 17 parking spaces, is deemed acceptable, subject to conditions.

The existing access onto Bawtry Road would be used to serve the site there is no existing safety concerns evident that would require modifications for this development.

24 cycle parking spaces are being proposed in accordance with the London Plan Cycle Parking Standards (Table 6.3).

In accordance with the London Plan, 20% of parking spaces will have an electric vehicle (EV) charging points whilst a further 20% will have passive provision for EV charging.

Four disabled parking spaces are proposed. This is deemed acceptable.

Impact on trees:

Policy DM01 of Barnet's Development Management Policies Document DPD (2012) states that trees should be safeguarded and that proposals will be required to include hard and soft landscaping.

The Planning Officer notes from site observations and neighbour responses that some trees have been removed along the northern and western boundaries, however these were not covered under Tree Protection Orders and thus did not require the express permission of the local authority. Neither is the site within a conservation area.

Notwithstanding these matters, the Tree Officer has assessed the application and concluded that the foot print of the proposed buildings will not directly impact on trees growing close to the development. Upon the advise of the tree officer, the agent has confirmed that the row of blackthorn trees on the northern boundary where a cycle and bin store and parking spaces 1 and 2 are provided will be retained.

The Tree Officer has advised a landscape plan must be provided that will provide suitable replacement plantings for visual screening and biodiversity reasons. This can be secured through planning condition.

Ecology/biodiversity:

London Plan Policy 7.19 states that development proposal should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity. Point c states that proposals should not adversely affect the integrity of European sites and be resisted where they have significant adverse impact on European or nationally designated sites or on the population or conservation status of a protected species or a priority species or habitat identified. Policy DM16 of Barnet's Development Management Policies Document DPD (2012) provides similar protection for biodiversity and identified/designated sites.

The application site is not in a Site of Special Scientific Interest nor is it in a Site of Importance for Nature Conservation. It is not a European site.

The application site has been the subject of a Preliminary ('Phase 1') Ecological Appraisal to establish whether it provides a habitat for protected species. The site was considered to provide negligible potential for reptiles, newts, badger, dormice and water vole. The Appraisal states that 'no evidence of bats was found'. The Appraisal does state that as a precautionary measure, a single bat emergence survey is recommended. The document also makes recommendations to avoid having an adverse impact on breeding birds and

recommendations for habitat enhancements. A condition will be attached to ensure these recommendations are adhered to, and implemented.

Accessibility and Sustainability:

London Plan Policy 3.8 states (point d) that ten percent of new housing meets Building Regulation requirement M4 (3) 'wheelchair user dwellings'. Two of the proposed units (B1 and B3) will be wheelchair user dwellings, and therefore meet the ten percent target. A condition will be attached accordingly.

London Plan Policies 5.2 and 5.3, and the GLA's Energy Assessment Guidance require that all new residential dwellings must be carbon neutral, with at least a 35% reduction beyond the 2013 Building Regulations being provided on-site. Non-domestic development must achieve a 35% reduction on site beyond the 2013 Building Regulations. The application submission includes an Energy Assessment which demonstrates that these requirements can be satisfied, which the remaining offset by a developers contribution in order for the project to comply with the 'Zero Carbon' requirement.

Table 2.11 of Barnet's Sustainable Design and Construction SPD (2016) states that new dwellings should be designed to ensure that a maximum of 105 litres of water is consumed per person per day. A condition has been attached accordingly.

Refuse and Recycling:

The agent has demonstrated that refuse capacity for the proposed and existing units complies with the standards set out the Council's document 'Information for developers and architects: Provision for Household Recycling and Waste Service'.

The agent advises that the existing arrangements and collections by the Council will continue. Photographs have been provided by the agent of refuse vehicles accessing the site. The hammerhead will be retained for the refuse vehicles to utilise. Walking distance for the crew to collect the bins would not exceed ten metres from the collection point.

Flooding and drainage:

Policy DM04 of Barnet's Development Management Policies Document DPD (2012) sets out policies in regards to flooding and run off. London Plan Policy 5.13 sets out policy in regards to drainage.

Upon revisions, the Sustainable Drainage Team have no objections to the proposed development subject to pre-commencement conditions. As such, the proposal is found acceptable in this regard.

Conditions:

In accordance with Section 100ZA of the Town and Country Planning Act 1990, the agent has agreed to the pre-commencement conditions.

5.4 Response to Public Consultation

- Concerns with impact on privacy and overlooking of occupiers on Bawtry Road and Manor Drive (particularly in light of trees being removed); impact on light and outlook; impact of light pollution from new development

As assessed in detail in the main report, it is not considered the proposed buildings would have impact on the residential or visual amenities of neighbouring occupiers.

Considering the distances between the proposed buildings and neighbouring buildings on Bawtry Road and Manor Drive, and the fact the site is already in residential use, it is not considered the development would result in a nuisance from lighting at night time.

- Concerns with the disruption from building work, including traffic, noise and dust pollution, construction vehicles ability to access the site and damage from large vehicles on walls and fences

The application has been found acceptable by both the Highways department and Environmental Health department. A condition has been attached to secure the submission of a Demolition and Construction Management Statement and Logistics Plan.

- Impact on character and appearance of the area

As assessed in the main report, it is not considered the proposed buildings would detrimentally impact the character and appearance of the surrounding area.

- New flats will create more traffic, congestion and parking

As assessed in the main report, the Highways department have found the application acceptable on highways grounds.

- Querying the use of the new dwellings (i.e. who they will be occupied by)

As explained in the main report, the applicant is a charity. The proposed development will provide housing for new entrants to the book trade, as well as retirees.

- Concerns with money making

This is not a material planning consideration.

- Concerns with density

As assessed in the main report, the density of the development is in accordance with the density matrix of the London Plan.

- References to the appeal at the neighbouring site (application reference 16/0839/FUL at St Ninians Court)

As explained in the main report, the scheme differs from appeal reference APP/N5090/W/16/3153795 (dated 30 September 2016) at St Ninians Court which proposed a building that projected beyond the established side building line of 1-2 St Ninians Court and 7-8 Bruce Gardens and filled the 'gap'. This scheme would not do this.

- The destruction of current housing for senior citizens is contrary to guidance in HoC report 'Housing for older People' (05/02/18) in which Local Authorities are guided to ensure all new developments include provision for ageing populations

As explained, the applicant (the charity) provides housing for retirees who worked in the booktrade (as well as new entrants). The proposed development meets the requirement of London Plan Policy 3.8 which states that ten percent of new housing meets Building Regulation requirement M4 (3) 'wheelchair user dwellings'.

- Concerns with emergency access to the site

The Fire Brigade has confirmed they have no objection to the scheme.

- Concerns with cycle store regarding height, noise and compromise security of neighbours

As demonstrated on the submitted plans, the northern cycle store would not project higher than the boundary fence along Bawtry Road. Planning Officers see no reason why the noise from any use would disrupt neighbours to an unacceptable level, or why the cycle store would risk the security of neighbours as their boundary fence would remain.

- The community (in St Ninians Court and Bookbinders Cottages including ScotsCare) are mainly elderly, retired and some quite ill residents. Their quality of life and mental health will be impacted. Would result in displacement of residents.

A condition has been attached securing the submission of a Demolition and Construction Management Statement and Logistics Plan to safeguard the amenity of neighbouring occupiers. A condition stating hours of construction (in line with the relevant legislation) is also attached. Considering the size, scale and nature of development it is not considered that this would constitute a reason for refusal in this instance.

- Impact on local services and facilities from new development (i.e. hospitals and schools)

Considering the size and scale of the proposed development, this is not considered a matter for refusal in this particular instance.

- Suggesting that the [existing] properties do not conform to current Nationally Described Space standards is not a reason to demolish existing homes

This is not an argument that Planning Officers have attached weight to. The merits of the scheme has been assessed above.

- Does not appear that any wheelchair accessible homes are being provided

Two of the proposed units (B1 and B3) will be wheelchair user dwellings, and therefore meet the ten percent target as set out in the London Plan. A condition will be attached accordingly.

- Impact on sunlight and daylight on surrounding properties

As assessed in detail in the main report, due to the siting and distances from the rears of the properties along Bawtry Road and Manor Drive, it is not considered the proposal would detrimentally impact the daylight and sunlight levels received to these properties.

- No plans for the replacement of trees and ecology

A condition has been attached regarding a landscape scheme, as recommended by the tree officer. As assessed above, the submitted ecology appraisal found no harm to protected species or otherwise, and set out recommendation which have been conditioned.

- No information regarding the impact of run off and increased discharge into the sewer system

The Sustainable Drainage Officer has confirmed they have no objection in principle, subject to conditions.

- Parking issues in York Way

This has been considered by the Highways team. The proposal has been found acceptable in regards to impact on highways. The error of terming York Way as 'York Road' has been addressed.

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

Having taken all material considerations into account, it is considered that subject to compliance with the attached conditions, the proposed development is considered acceptable in principle. It would have an acceptable impact on the character and appearance of the application site and the surrounding area. The development is not considered to have an adverse impact on the amenities of neighbouring occupiers. It would provide acceptable quality of accommodation for future occupiers. Subject to conditions, the development is deemed acceptable in regards to impact on parking and highways, ecology, trees, flooding, and refuse/recycling. This application is therefore recommended for approval.

