

**Location**                      **Land Between Broadfields Primary School And Hartland Drive  
Edgware HA8 8JP**

**Reference:**                      **20/4031/FUL**                      Received: 1st September 2020

Accepted: 1st September 2020

Ward:                              Edgware                              Expiry 1st December 2020

Applicant:                      Rachel Mottram

Proposal:                      Redevelopment of the site to provide 137 residential units (Use Class C3) comprising 51 houses and 86 apartments ranging from 2-5 storeys, 158 car parking spaces, cycle parking, landscaping, access improvements and other associated development. Extension of the Edgware Eruv to include the site and installation of poles and wire gateway.

## **OFFICER'S RECOMMENDATION**

### **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. 35% Affordable Housing by habitable rooms ( 28 affordable rent Units and 23 Shared Ownership Units )
4. Payment of £174,760 to support local economic development initiatives including but not limited to Employment and Skills training and Business Support, with London Borough of Barnet.
5. Payment of £298,228 towards Carbon Offset fund in order to satisfy the 100% requirement (Proposal meets a 35% carbon reduction on the site).

6. Travel Plan. Payment of £15,000 towards Travel Plan monitoring- this contribution would be required to include the provision of funding for a Travel Plan Incentive fund. The fund would be used to offer to the first households of each unit the choice of 2 of the 3 following travel incentives to the value of £300:
  - Transport for London voucher with £150 credit
  - Cycle shop voucher to the values of £150
  - Car club credit/membership to the value of £150

#### Non- financial obligations

7. 10% Local Labour in construction
8. Reasonable endeavours to procure 2 local suppliers to support Site commercial needs
9. Car Club - A minimum of 2 car club spaces must be provided on the development with a commitment to monitor use and to add additional spaces should demand be demonstrated.
10. Section 106 Monitoring contribution – TBA
11. All financial contributions listed above to be subject to indexation.

#### **RECOMMENDATION 2:**

That subject to Recommendation 1, the Committee grants delegated authority to the Service Director Planning & 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).

#### **Conditions:**

- 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:

- o 3266-D1000-rev04 Location Plan
- o 3266-D1100-rev02 Existing Site Plan
- o 3266-D5100-Rev03 Ground Floor Plan
- o 3266-D5101-Rev00 First Floor Plan
- o 3266-D5102-Rev00 Second Floor Plan
- o 3266-D5103-Rev00 Third Floor Plan
- o 3266-D5104-Rev00 Fourth Floor Plan
- o 3266-D5110-Rev04 Roof Plan
- o 3266-D5120-Rev03 GA Plans
- o 3266-D5150-Rev03 Ground Floor Plan (Tenure Blind)
- o 3266-D5151-Rev00 First Floor Plan (Tenure Blind)
- o 3266-D5152-Rev00 Second Floor Plan (Tenure Blind)
- o 3266-D5153-Rev00 Third Floor Plan (Tenure Blind)
- o 3266-D5154-Rev00 Fourth Floor Plan (Tenure Blind)
- o 3266-D5160-Rev04 Roof Plan (Tenure Blind)
- o 3266-D5195-rev01 Eruv Plan
- o 3266-D5200-rev00 Core A Ground Floor Plan
- o 3266-D5201-rev00 Core A First Floor Plan
- o 3266-D5202-rev00 Core A Second Floor Plan
- o 3266-D5205-rev00 Core A Roof Plan
- o 3266-D5210-rev00 Core B & C Ground Floor Plan
- o 3266-D5211-rev00 Core B & C First Floor Plan
- o 3266-D5212-rev00 Core B & C Second Floor Plan
- o 3266-D5213-rev00 Core B & C Third Floor Plan
- o 3266-D5214-rev00 Core B & C Fourth Floor Plan
- o 3266-D5215-rev00 Core B & C Roof Plan
- o 3266-D5220-rev00 Core D Ground Floor Plan
- o 3266-D5221-rev00 Core D First Floor Plan
- o 3266-D5222-rev00 Core D Second Floor Plan
- o 3266-D5223-rev00 Core D Third Floor Plan
- o 3266-D5225-rev00 Core D Roof Plan
- o 3266-D5230-rev00 House Plans Sheet 1 Ground Floor
- o 3266-D5231-rev00 House Plans Sheet 1 First Floor
- o 3266-D5240-rev00 House Plans Sheet 2 Ground Floor
- o 3266-D5241-rev00 House Plans Sheet 2 First Floor
- o 3266-D5250-rev00 House Plans Sheet 3 Ground Floor
- o 3266-D5251-rev00 House Plans Sheet 3 First Floor
- o 3266-D5260-rev00 House Plans Sheet 4 Ground Floor
- o 3266-D5261-rev00 House Plans Sheet 4 First Floor
- o 3266-D5270-rev00 House Plans Sheet 5 Ground Floor
- o 3266-D5271-rev00 House Plans Sheet 5 First Floor
- o 3266-D5500-rev00 Site Sections AA & BB

- o 3266-D5501-rev00 Site Sections CC & DD
- o 3266-D5502-rev00 Site Sections EE & FF
- o 3266-D5700-rev00 Site Elevations AA & BB
- o 3266-D5701-rev00 Site Elevations CC & DD
- o 3266-D5750-rev00 Core A Elevations
- o 3266-D5751-rev00 Core B, C & D Elevations AA & BB
- o 3266-D5752-rev00 Core B, C & D Elevations CC, DD & EE
- o 3266-D5753-rev00 Core B, C & D Elevations FF & GG
- o 3266-D5754-rev00 Core B, C & D Elevations HH
- o 3266-D5760-rev00 House Terrace 01 Elevations
- o 3266- D5761-rev00 House Terrace 02 Elevations
- o 3266- D5762-rev00 House Terrace 03 Elevations
- o 3266- D5763-rev00 House Terrace 04 Elevations
- o 3266- D5764-rev00 House Terrace 05 Elevations
- o 3266- D5765-rev00 House Terrace 06 Elevations
- o 3266- D5766-rev00 House Terrace 07 Elevations
- o 3266- D5767-rev00 House Terrace 08 Elevations
- o 3266- D5768-rev00 House Terrace 09 Elevations
- o 3266- D5769-rev00 House Terrace 10 Elevations
- o 3266- D5770-rev00 House Terrace 11 Elevations
- o 3266- D5771-rev00 House Terrace 12 Elevations
- o 3266- D5772-rev00 House Terrace 13 Elevations
- o 3266- D5773-rev00 House Terrace 14 Elevations
- o 3266- D5774-rev00 House Terrace 15 Elevations
- o 3266-D5800-rev00 Elevation Detail 01
- o 3266-D5801-rev00 Elevation Detail 02
- o 3266-D5802-rev00 Elevation Detail 03
- o 3266-D5803-rev00 Elevation Detail 04
- o 3266-D5804-rev00 Elevation Detail 05
- o 3266-D5805-rev00 Elevation Detail 06
- o 3266-D5806-rev00 Elevation Detail 07
- o 3266-D5807-rev00 Elevation Detail 08
- o 3266-D5808-rev00 Elevation Detail 09
- o 3266-D5809-rev00 Elevation Detail 10
- o 3266-D5810-rev00 Elevation Detail 11
- o 3266-D5811-rev00 Elevation Detail 12
- o 3266-D5812-rev00 Elevation Detail 13
- o 3266-D5813-rev00 Elevation Detail 14

## Landscape

- o ExA\_2025\_P03\_001\_Rev C Landscape GA Plan 1 of 4
- o ExA\_2025\_P03\_002\_Rev C Landscape GA Plan 2 of 4
- o ExA\_2025\_P03\_003\_Rev B Landscape GA Plan 3 of 4
- o ExA\_2025\_P03\_004\_Rev B Landscape GA Plan 4 of 4

## Documents

- o Design and Access Statement Addendum (prepared by Metropolis) dated November 2020
- o Planning Statement Rev B (prepared by Fairview New Homes Ltd)
- o Affordable Housing Statement (prepared by Fairview New Homes Ltd)
- o Statement of Community Involvement (prepared by Terrapin Group)
- o Ecological Appraisal (prepared by Aspect Ecology)
- o Tree Survey & Impact Assessment (prepared by Keen Consultants)
- o Tree Constraints Plan (prepared by Keen Consultants)
- o Tree Protection Plan (prepared by Keen Consultants)
- o Daylight / Sunlight Statement (prepared by eb7 Ltd)
- o Noise Assessment (prepared by Syntegra Consulting)
- o Transport Assessment (prepared by Vectos Transport Consultants)
- o Flood Risk Assessment (prepared by Stantec)
- o Drainage Strategy Report (prepared by Infrastructure Design Ltd)
- o Air Quality (prepared by Syntegra Consulting)
- o Geotechnical Report (prepared by CGL)
- o Sustainability and Energy Statement (prepared by Syntegra Consulting)
- o Utilities Assessment (prepared by Fairview New Homes Ltd)

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 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 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 The details hereby approved within the Ecological Appraisal, prepared by Aspect Ecology dated August 2020 (Ref no: 1005839 EcoAp vf JC/CL dated August 2020) including site clearance mitigation measures and biodiversity enhancement measures shall be implemented and maintained in perpetuity.

Reason: To ensure that nature conservation interests are not prejudiced by the development in accordance with Policy DM16 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted October 2016).

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

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

Reason: To ensure that nature conservation interests are not prejudiced by the development in accordance with Policy DM16 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted October 2016).

- 7 The approved measures as set out in the Air Quality Assessment by Syntegra dated August 2020 shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies 3.2, 5.3 and 7.14 of the London Plan 2016.

- 8 a) Notwithstanding the details shown on the plans submitted and otherwise hereby approved, the development hereby approved shall not be first occupied or brought into use until details of all acoustic walls, fencing and other acoustic barriers to be erected on the site, close to adjacent school, have been submitted to the Local Planning Authority and approved in writing.
- b) The details approved by this condition shall be implemented in their entirety prior to the commencement of the use or first occupation of the development and retained as such thereafter.

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

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

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

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

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

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

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

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

- 11 a) No development other than demolition works shall take place on site until a noise assessment, carried out by an approved acoustic consultant, which assesses the likely impacts of noise on the development and measures to be implemented to address its findings has been submitted to and approved in writing by the Local Planning Authority. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations

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

Reason: To ensure that the amenities of occupiers are not prejudiced by rail and/or road traffic and/or mixed use noise in the immediate surroundings in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.15 of the London Plan 2015.

- 12 Part 1

The "Geotechnical and Geoenvironmental Interpretative Report and Remediation Strategy, prepared by CGL consultants (dated August 2020) shall be implemented in accordance with the details hereby approved.

Part 2

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

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and 5.21 of the London Plan 2016.

- 13



- a) Prior to first occupation of a residential unit onsite, a, development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water to allow development to be occupied.
- b) No occupation of the development shall take place other than in accordance with the agreed development and infrastructure phasing plan."
- c) The details approved within the development and infrastructure phasing plan shall be implemented in accordance with the details hereby approved.

Reason: To ensure that the development provides appropriate infrastructure to minimise the risk of flooding in accordance 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.

- 14 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).

- 15 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).

- 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 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 35 % 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.

- 18 Notwithstanding the parking site layout plan submitted with the planning application, prior to commencement of the development; a detailed parking layout plan showing the exact dimensions of the existing/proposed crossovers and proposed off-street parking spaces including any redundant crossovers to be reinstated to footway in the development shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the 159 off-street parking spaces including 14 disabled parking bays shall be used only as agreed and not to be used for any purpose other than the parking and turning of vehicles in connection with the approved development.

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

- 19 Details of cycle parking including the type of stands, gaps between stands, location and type of cycle store proposed shall be submitted to and approved in writing by the Local Authority. Thereafter, before the development hereby permitted is occupied, 232 (long stay) and 4 (short stay) cycle parking spaces in accordance with the London Plan Cycle Parking Standards and London Cycle Design Standards shall be provided and shall not be used for any purpose other than parking of vehicles in connection with the approved development.

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

- 20 Before the permitted development is occupied, details of servicing management plan including refuse storage and collection arrangements shall be submitted to and approved in writing by the Local Planning Authority. The development thereafter shall only be operated in accordance with the approved refuse storage and collection arrangements.

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

- 21 Before the permitted development is occupied, details of parking management plan shall be submitted to and approved in writing by the Local Planning Authority. The development thereafter shall only be operated in accordance with the approved parking management plan

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

- 22 No site works including demolition or construction work shall commence until a 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 Construction Management and Logistics Plan submitted shall include, but not be limited to, the following information:

1. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
2. site preparation and construction stages of the development;
3. 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;
4. 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;
5. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;

6. 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;
7. noise mitigation measures for all plant and processors;
8. details of contractor's compound and car parking arrangements;
9. Details of interim car parking management arrangements for the duration of construction;
10. Details of a community liaison contact for the duration of all works associated with the development.
11. Provision of a competent banksman.

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.

- 23 Prior to commencement of the development 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 the provision of a minimum of 32 active and 32 passive electric vehicle charging points. 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

- 24 Within 3 months of occupation, a full Framework Travel Plan that meets the criteria of the current Transport for London Travel Plan guidance , currently 'Travel Planning for new development in London incorporating deliveries and servicing' and Itrace or TRICS compliant surveys shall be submitted to and approved in writing by the Local Planning Authority. The document shall set out the transport policy to incorporate measures to reduce trips by the private car especially single occupancy and single passenger journeys and encourage non-car modes of transport such as walking, cycling and public transport and to reduce, consolidate or eliminate delivery trips. The Travel Plan Statement should include the appointment of a Travel Plan Champion, SMART targets and a clear action plan for implementing the measures. The Travel Plan should be reviewed, updated and resubmitted in writing for approval in years 1, 3 and 5 in accordance with the targets set out in the Plan. Monitoring of the travel plan is to be funded by the applicant in accordance with the Barnet's Travel Plan SPD. The key headlines of the travel plan are to be secured via a s106 agreement.

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

- 25 Prior to commencement of the development, a plan of the proposed off-site highway works listed below shall be submitted to the Local and approved in writing by the Local Highway Authority. Details to be agreed/finalised as part of the S278 agreement.

Reason: To ensure that the works on the public highway are carried out to the satisfaction of the highway authority in the interest of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012

- 26 The applicant shall carry out a "before" and "after" condition survey of the agreed route to be utilised by all construction traffic. The "before" survey shall be submitted to and approved in writing by Local Planning Authority prior to the commencement of the development. The "after" survey shall be completed three months before the completion of the development and thereafter submitted to and approved in writing by the Local Planning Authority. Any recommended works necessary to reinstate the condition of the agreed route to that identified within the "before" survey shall be implemented as approved following completion of the development.

Reason: To ensure that the road is maintained in a suitable condition in order to minimise danger, obstruction and inconvenience to users of the highway.

- 27 Prior to commencement of the development, a plan of the agreed areas to be stopped-up shall be submitted to and approved in writing by the Local Planning Authority. The applicant shall thereafter take the necessary steps to stop up the agreed areas

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

- 28 Prior to commencement of the development, construction details of internal access roads which meet adoptable standards shall be submitted to and approved in writing by the Local Highway Authority.

Reason: This is to ensure that internal roads within the development have been constructed to adoptable standards and thus suitable for use by refuse vehicles. This is to indemnify the Council against claims for consequential damage caused

to private roads arising from and/or in connection with the collection of waste by the Council from the premises.

- 29 Prior to the occupation of the first residential unit onsite, the applicant shall be awarded Secure by Design accreditation, in consultation with the Metropolitan Police.

Reason: To ensure that the development is safe and secure for future occupiers in accordance with policies 7.3 of the London Plan (2016); CS5 of the Core Strategy (2012) and DM02 of the Development Management Document (2012).

- 30 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.

- 31 a) No development shall take place until details of the location, extent and depth of all excavations for services (including but not limited to electricity, gas, water, drainage and telecommunications) in relation to trees on and adjacent to 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 details approved under this condition.

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

- 32 a) No site works or development (including any temporary enabling works, site clearance and demolition) shall take place until a dimensioned tree protection plan in accordance with Section 5.5 and a method statement detailing precautions to minimise damage to trees in accordance with Section 6.1 of British Standard BS5837: 2012 (Trees in relation to design, demolition and construction - Recommendations) have been submitted to and approved in writing by the Local Planning Authority.
- b) 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 this condition 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 method statement as approved under this condition.

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.

- 33 a) Prior to the first occupation of the hereby approved development, details of the proposed green roof have been submitted to and approved in writing by the Local Planning Authority.
- b) The green roof shall be implemented in accordance with the details approved this condition prior to the commencement of the use or first occupation of the development and retained as such thereafter. Should part of the approved green roof be removed, die, become severely damaged or diseased within five years of the completion of development, it shall be replaced in accordance with the details approved by this condition.

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

- 34 a) Prior to the occupation of the hereby approved development, details of a Landscape Management Plan for all landscaped areas for a minimum period of 25 years have been submitted to and approved in writing by the Local Planning Authority.

b) The Landscape Management Plan shall include details of long term design objectives, management responsibilities, maintenance schedules and replacement planting provisions for existing retained trees and any new soft landscaping to be planted as part of the approved landscaping scheme.

c) The approved Landscape Management Plan shall be implemented in full in accordance with details approved under this condition.

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

35 a) Before the development hereby permitted is first occupied, details of the subdivision of the amenity area(s) shall be submitted to and approved in writing by the Local Planning Authority.

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

Reason: To ensure that the development does not prejudice the amenity of future occupiers or the character of the area in accordance with policies DM01 and DM02 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted April 2013).

36 a) No development other than demolition work shall take place unless and until a Drainage Strategy detailing all drainage works to be carried out in respect of the development hereby approved and all Sustainable Urban Drainage System features to be included in the scheme has been submitted to and approved in writing by the Local Planning Authority.

b) The development hereby approved shall not be first occupied or brought into use until the drainage works and Sustainable Urban Drainage System features approved under this condition have been implemented in their entirety.

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.

37 a) Before the development hereby permitted is first occupied, details of any privacy screens to be installed shall be submitted to and approved in writing by the Local Planning Authority.



b) The screens shall be installed in accordance with the details approved under this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure that the development does not prejudice the amenity of future occupiers or the character of the area in accordance with policies DM01 and DM02 of the Development Management Policies DPD (adopted September 2012), the Residential Design Guidance SPD (adopted October 2016) and the Sustainable Design and Construction SPD (adopted October 2016).

- 38 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).

- 39 Notwithstanding the details shown in the drawings submitted and otherwise hereby approved, prior to the first occupation of the new dwellinghouse(s) (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). 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.

### **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. 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](http://www.planningportal.gov.uk/cil).

The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £60 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge. Your planning application has been assessed at this time as liable for a payment under Mayoral CIL.

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. Your planning application has therefore been assessed at this time as liable for a payment under Barnet CIL.

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

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

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

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

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

Please visit

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

- 3 A Planning Obligation under Section 106 of the Town & Country Planning Act 1990 (as amended) relates to this permission.
- 4 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](mailto:street.naming@barnet.gov.uk) or by telephoning 0208 359 4500.

- 5 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.
- 6 The applicant is advised that the provisions of The Party Wall etc. Act 1996 may be applicable to this scheme. This relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. Further information can be found at <https://www.gov.uk/party-wall-etc-act-1996-guidance>.
- 7 The applicant is advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

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

The Council's Sustainable Design and Construction Supplementary Planning Document requires that dwellings are designed and built to insulate against external noise so that the internal noise level in rooms does not exceed 30dB(A) expressed as an Leq between the hours of 11.00pm and 7.00am, nor 35dB(A) expressed as an Leq between the hours of 7.00am and 11.00pm (Guidelines for Community Noise, WHO). This needs to be considered in the context of room ventilation requirements.

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

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

- 1) BS 7445(2003) Pt 1, BS7445 (1991) Pts 2 & 3 - Description and measurement of environmental noise;
- 2) BS 4142:2014 - Method for rating industrial noise affecting mixed residential and industrial areas;

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

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

- 8 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.

9 Damage to Gullies and Sewers

Informative: If a concrete pump lorry is operated from the public highway, 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.

Informative: The developer is informed that hoarding, scaffolding, crane and skips on or abutting the public highway require a licence. To make an application for these licenses please contact the council's Highways Licence Team on 0208 359 3555 for any necessary Highways Licenses or email [highwayscorrespondence@barnet.gov.uk](mailto:highwayscorrespondence@barnet.gov.uk).

- 10 The applicant is advised that it is their responsibility to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off-site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where you propose to discharge to a public sewer, prior approval from Thames Water Developer Services will be required, and they can be contacted on 0800 009 3921. The above is in order to ensure that the surface water discharge from the site is not detrimental to the existing sewerage system.
- 11 Tree and shrub species selected for landscaping/replacement planting provide long term resilience to pest, diseases and climate change. The diverse range of species and variety will help prevent rapid spread of any disease. In addition to this, all trees, shrubs and herbaceous plants must adhere to basic bio-security measures to prevent accidental release of pest and diseases and must follow the guidelines below.  
"An overarching recommendation is to follow BS 8545: Trees: From Nursery to independence in the Landscape. Recommendations and that in the interest of Bio-security, trees should not be imported directly from European suppliers and planted straight into the field, but spend a full growing season in a British nursery to ensure plant health and non-infection by foreign pests or disease. This is the appropriate measure to address the introduction of diseases such as Oak Processionary Moth and Chalara of Ash. All trees to be planted must have been held in quarantine."
- 12 Various trees, shrubs and hedging are protected as they are shown to be retained or planted as part of the landscaping condition of the planning permission granted for the development of the site. This landscaping condition specifies that any trees or shrubs removed, dying, becoming severely damaged or becoming diseased within five years of the completion of the development are to be replaced with trees or plants of appropriate size and species.

## **OFFICER'S ASSESSMENT**

### **1. Site Description**

The application site is a vacant plot of land, approximately 1.7ha in area, located to the north of Hartland Drive, to the south of Broadfields Primary School and to the west of Bushfield Crescent. The southern part of the site was previously grass fields used in conjunction with the school with the two school buildings on the northern part of the site. The north-eastern building was accessed via Bushfield Crescent and the western building accessed via Hartland Drive.

The site subject is accessed via Bushfield Crescent. The surrounding development, other than the school, is suburban residential development with two storey detached and semi-detached dwellings to the south and east, and two and three storey semi-detached and terraced dwellings to the north east. To the north and west of the site is Metropolitan Green Belt land, currently open fields with Edgwarebury Cemetery beyond. The site slopes up from east to west, with the northern portion set almost two metres higher than the remainder.

The site has a public transport accessibility level (PTAL) rating of 2 (low). This is on a scale of 1 to 6 where, 1 represents poor accessibility to public transport and 6 represents excellent access to public transport. One bus route (288) can be accessed from stops on Bushfield Crescent within 3-4 minutes walking distance of the site. The site is not in a CPZ but there are yellow lines around junction corners in the area.

The site is not in a Conservation Area and there is no listed building on or immediately adjacent to the site.

### **2. Site History**

Planning ref: 15/03137/FUL

Description of development: Redevelopment of the site to provide 112 residential units (Use Class C3) comprising 52 houses (2-3 storeys) and an apartment block (3-4 storeys) of 60 flats. New vehicular access incorporating a mini-roundabout, and associated facilities including 137 car parking spaces (surface level and basement), cycle parking, refuse/recycling stores, landscaping, substation and external amenity space. Alterations to parking layout within Broadfields School

Decision: Approved subject to conditions and legal agreement

Decision date: April 2016

Planning Ref: 14/08088/FUL

Description: In connection with the Eruv in Edgware, the construction of 2 poles with wire gateway at the junction of Roseberry Drive and Bushfield Crescent, Edgware."

Decision: Approved subject to conditions

Decision date: February 2015

Planning Ref: H/04494/08

Description: Demolition of existing junior school and erection of part single, part two storey replacement two form entry primary school, including playgrounds, access road, parking and multi-use games area.

Decision: Approved subject to conditions

Decision date: 2009

### **3. Proposal**

The proposal seeks full planning permission for the redevelopment of the site to provide 137 residential units (Use Class C3) comprising 51 houses and 86 apartments ranging from 2-5 storeys in height, 158 car parking spaces, cycle parking, landscaping, access improvements and other associated development. Extension of the Edgware Eruv to include the site and installation of gateway.

The proposal would provide a mix of flat types including 42 no. 1 bed, 40 no. 2 bed and 4 no. 3 bed family units, in addition to a mix of 19 no. 2 bed, 28 no. 3 bed and 4 no. 4 bed houses. Of the 137 homes, 35% will be affordable housing calculated by habitable room. This equates to a total of 51 units, comprising 28 Affordable Rented units and 23 Shared Ownership units.

The main access to the development is from Broadfields Crescent onto The Street. Linear rows of 2-storey terraced houses with small front gardens front onto the northern and southern sides of the new access road, with rear gardens backing onto the School to the north and existing back gardens to the south. Halfway along The Street there are two areas of green open space on either side of the road, providing communal space amongst mature Oak Trees.

The scheme provides a total of 1,441 sqm of communal amenity space on site as well as 3,632 sqm of private amenity space in the form of terraces, balconies and gardens. The communal amenity space is provided in the central open space located in The Green and the two pocket parks along The Street. The scheme includes 621 sqm of onsite play space for children aged under 5 and 5-11-year olds.

The scheme includes provision of 158 car parking spaces and 151 cycle spaces for the flats. The houses will have individual cycle storage within the curtilage of the property.

### **4. Public Consultation**

147 Consultation letters were sent to neighbouring properties on 26.09.2020. A site notice was also published onsite on 24.09.2020 and published in the local press (Barnet Times) on 17.09.2020.

67no. letters of objections were received, including a detailed representation received on behalf of Broadfields Residents' Association.



The objections received can be summarised as follows:

- The Local Highway, including Broadfields Avenue and Glengall Road are heavily congested due to the absence of parking restrictions;
- Proposal would overpopulate the area and exhaust local amenities (schools and busses);
- Proposal would increase traffic congestion;
- Proposed two storey dwellings would result in overlooking to existing neighbouring properties on Hartland Drive;
- Proposed residential block would result in overlooking of the adjacent school playground and could compromise the privacy and safety of the children;
- The proposed heights of the apartment blocks at 4-5 storeys would be out of keeping in the area and would create a precedent for tall apartment blocks throughout the Broadfields Estate;
- Proposed could affected drainage and caused flooding in neighbouring properties.
- The access point should be uncluttered and should include a drop-off/pick-up point for the school, the area would become too congested at drop off and pick up times during school term.
- Proposal would impact on the health and safety of children during construction works.
- Concerns regarding safeguarding at the school from overlooking.
- Congestion already results from school drop-off and pick-up traffic.
- Development adjacent to the Green Belt should not have a detrimental impact on the visual amenity and should respect the character of its surroundings. Proposal is out of character with the surroundings.
- Proposal would place additional pressures on existing social infrastructure.
- The density of the proposed development is unacceptable. It would be 22% greater than the number of residential units (112 units) which was approved onsite in 2016.
- Overdevelopment of the site
- Lack of public engagement with the local community prior to the submission of the full planning application.
- The access point is not adequate to handle peak flows. It will be inconvenient and congested for residents and unsafe for children. A drop-off/pick-up point should be included.
- Privacy for existing properties should be considered more seriously.
- Increased Air pollution
- Increased Noise pollution

## 2nd public consultation on amendments

Following the original consultation exercise, amended documents and plans were issued to the Local Planning Authority on the 4th November, and a new period of public consultation was opened on 5th November 2020. During the assessment of the application and following further consideration of comments from both statutory consultees and local residents, the applicant removed the pedestrian path originally proposed between Hartland Drive and the site. The applicant issued amended drawings

and any documents which needed to be updated following the removal of the pedestrian footpath.

The Local Planning Authority notified and sent Consultation letters to the same 147 people on 5 November to neighbouring properties as per the original consultation and were given 14 days to submit representations to the Local Planning Authority.

37 no. letters of objections were received, including a further representation made on behalf of Broadfields Residents' Association.

The new concerns and objections raised objections which were not previously made as part of the original public consultation process) can be summarised as follows:

- Groundworks have already started, without planning consent;
- The previous residential development approved in 2016 for 112 residential units (mix of dwelling and flats) did not include a gated development. The proposed gated development would only exacerbate parking problems in the surrounding streets (visitors to the development) which already suffer from all day school parking;
- Put further pressure on no 288 bus, when is already full to capacity with children during school term;
- Limited weight should be attributed to the emerging London Plan policies;
- A private gated estate would be out of keeping with the public highways that serve the Edgware ward. Blocks of flats rising to 4/5 storeys will be out of character in a location where the dominant buildings are public buildings namely schools and places of worship;
- The assumptions and predictions within the Transport Assessment, including the number of cars from the development which would likely be on a highway at any given time) appear unrealistic and underestimate the adverse impact it would have on the highway;
- The proposed roundabout would require cars arriving at the school, via Hartland Drive, to drive through all 4 junctions;
- A draft Unilateral Undertaking or draft Section 106 Agreement is not publicly made available to view on the Council website. As such, residents are uncertain as to whether the proposed affordable housing or the requirement for Travel Plan monitoring plan would be secured in a legal agreement.
- The previous development approved in 2016 had a maximum height of 4 storeys and had an acceptable impact on the adjacent Greenbelt. The subject proposal has a maximum height of 5 storeys which would have an unacceptable impact on the Greenbelt.
- The proposal does not provide sufficient information to demonstrate that proposed biodiversity measures proposed would be implemented in perpetuity.
- The applicant's public consultation document submitted with the planning application is misleading and suggests that many local residents had a positive to neutral response to the scale of development proposed onsite, which is not the case.

- The submitted Drainage Strategy lacks a comprehensive assessment. The Local Water Authority would be obliged to undertake offsite reinforcement to ensure that post development discharges can be accommodated within the sewer system.
- The proposal removal of the pedestrian /cycle access to Hartland Drive from the original plans would mean more movements would occur at the junction of the new road/school access, the junction with Bushfield Crescent and the junctions at Hartland Drive and Hamonde Close with Broadfields Avenue.
- The Transport Assessment made on behalf of the applicant does not take account of the proposed development which was submitted to the Local Planning Authority in August 2020 for 47 new residential units at Bushfield Crescent (Council ref no: 20/3742/FUL). The cumulative impact of that application and this subject application should be assessed together to determine the impact on the local highway.
- Whilst the revised drawings show the closure of the original footpath/cycleway proposed between 54 and 56 Hartland Drive which was a ground of contention with residents in the original drawings. The revised plan indicates a "removable fence". Consequently, whilst this point of access is to remain closed at the outset it may be opened by removing the fence as allowed for the revised plans. This access should either be deleted from the submitted plans or kept in the plans.

Supporting Comments received:

The removed from the plans the public footpath which was to be situated in Hartland Drive is welcomed.

Officer Comment:

Officers note that the above is a summary of the representatives received by local residents, including two presentations on behalf of Brownfield Residents Association.

All matters raised within the representations have been fully considered during the planning assessment prior to reaching the Officers recommendation set out within this report. All representation received where uploaded by the Local Planning Authority upon receipt and made publicly available to view on the Councils website.

### **Internal consultees**

#### **Traffic and Development**

LLB Highways department have reviewed the proposal and do not object to the proposal subject to the following conditions.

Conditions:

- A detailed parking layout plan showing the exact dimensions of the existing/proposed crossovers and proposed off-street parking spaces including any redundant crossovers to be reinstated to footway in the development;

- Details of cycle parking including the type of stands, gaps between stands, location and type of cycle store
- Details of servicing management plan including refuse storage and collection arrangements
- A Construction Management and Logistics Plan
- Details of the electric vehicle charging points to be installed in the development
- Travel Plan
- Off site plan of the proposed off-site highway works -details to be agreed/finalised as part of the S278 agreement
- A "before" and "after" condition survey of the agreed route to be utilised by all construction traffic
- A plan of the agreed areas to be stopped-up shall be submitted to and approved in writing by the Local Planning Authority
- A construction details of internal access roads which meet adoptable standards; or, prior to occupation of the development, a waiver of liability and indemnity agreement must be signed by the developer and be submitted to and approved in writing by the Local Planning Authority. This is to indemnify the Council against claims for consequential damage caused to private roads arising from and/or in connection with the collection of waste by the Council from the premises

(Officers comment: The above would be secured by way of conditions).

## Section 106 obligations

### Travel Plan monitoring

An approved strategic level Residential Travel Plan and a £15,000 Travel Plan Monitoring Contribution will be required to be secured via Section 106 agreement to include the provision of funding for a Travel Plan Incentive fund. The fund will be used to offer to the first households of each unit the choice of 2 of the 3 following travel incentives to the value of £300:

- Transport for London Vouchers with £150 credit
- Cycle shop voucher to the values of £150
- Car club credit/membership to the value of £150

At least 2 car club spaces must be provided on the development with a commitment to monitor use and to add additional spaces should demand be demonstrated

Prior to the occupation of the development the owner/developer shall appoint a Travel Plan Coordinator and notify LBB in writing of the name, address, telephone number and email address of the person appointed. Details of any future Travel Plan Co-Ordinator to be provided to LBB by email within 5 working days

The above would be secured a the S106 Agreement

## Highway improvement works

The applicant shall enter into a s278/38 agreement with the council to be for the following off-site highway works:

- i) relocation of the existing pelican crossing to the south of Woodbery Drive
- ii) introduction of an informal crossing point on Roseberry Drive
- iii) widening of the junction of Roseberry Drive and introduction of new footways (both sides) of the road
- iv) review and introduction of yellow lines in the
- iv) provision/upgrade of tactile paving and dropped kerbs in the vicinity of the site

The above off-site highway works shall be included in the S106 agreement

## **Housing Development and Affordable Housing**

The overall dwelling mixes across all tenures and the provision for 35% affordable housing on site is supported.

## **Estates Business Support or Property Services**

Supportive of residential development coming forward for this site.

## **Employment Team**

In accordance with the Councils Supplementary Planning Document (SPD) on Delivering skills, Enterprise and Training (SEET), the following planning obligation are required to be secured in a Section 106 Agreement.

- Prior to commencement to pay £174,760 to be applied by the Council to support local economic development initiatives including but not limited to Employment and Skills training and Business Support, in the administrative area of the borough of Barnet
- 10% Local Labour in construction
- Reasonable endeavours to procure 2 local suppliers to support Site commercial need

## **Environmental Health**

LBB Environment Health team have assessed the proposal and raise no objections subject to securing the following conditions:

- Acoustic fencing to be constructed close to the school;
- Restrict noise from plant if used
- Impact of noise from ventilation and extraction plant on development
- Impact of noise on development

- Construction Method Statement

(Officer comment: The above would be secured by way of conditions).

### **Arboricultural Officer**

Insufficient information has been submitted with the planning application to make a comprehensive assessment the impacts the proposed development would have on some of the Trees which are designated with Tree Preservation Orders. The applicant has not provided details of services and therefore it is not clear whether the services would be installed through the Root Protection Areas of two of the TPO's oak trees (marked T19 and T22) on the drawings. Outline details of all services must be submitted to support this application.

Greater detail is required in relation to the access road as it passes between T19 and T22 a scaled section plan is required to gain better understanding of how the road would relate to the trees.

As such, the following conditions are required.

- Details of level changes onsite, prior to the commencement of works onsite;
- Details of excavation for services prior to the commencement of works onsite;
- Hard and soft landscaping (including the planting of semi mature trees onsite);
- Tree protection and method statement including on-site schedule of monitoring, prior to commencement of works onsite to prevent harm to trees;
- Details of green roofs;
- Details of hard and soft landscaping;
- Landscape Management Plan to ensure that the landscaping details are fully maintained in perpetuity

(Officers comment: The above details are secured by way of condition as set out at the beginning of this report)

### **Lead Local Flood Authority- Flood/Sustainable Urban Drainage Systems**

The application is accompanied by a Drainage Strategy Report. This has been assessed by the Council's appointed drainage specialists whom have advised that insufficient information has been submitted to provide a comprehensive assessment of the strategy. The report contains some inconsistencies and discrepancies and various assessments relating to (but not limited to) rainfall, drainage system; attenuation storage volumes ; details of overload flood flow routes have not adequately been submitted to the Local Planning Authority for consideration.

As such, prior to the commencement of works onsite, the applicant would be required to submit a revised Drainage Strategy, detailing all drainage works to be carried out in

respect of the development and all Sustainable Urban Drainage System features to be included in the scheme.

Furthermore, the drainage works and Sustainable Urban Drainage Systems (to be approved in the future) must be implemented in their entirety before the first residential unit can be occupied onsite. This would be secured by way of condition, to ensure that the development provides appropriate drainage infrastructure onsite.

### **Ecology/Biodiversity**

LBB Biodiversity Officer stated that "the applicant has submitted a detailed and comprehensive Biodiversity assessment and leaves no residual considerations in regard to impacts related to Biodiversity". The mitigation measures and biodiversity enhancement measures as set out in the report must be secured by way of condition, to ensure these works are implemented. This includes a site-specific construction method statement to safeguard ecological features and associated fauna identified.

(Officers comment: The above has been secured by way of condition)

### **Children's Services**

No comments received

### **Green Spaces**

No comments received

### **Waste and Recycling**

No comments received

### **Street Lighting**

No comments received

### **External Consultees**

#### **Metropolitan Police - Secure by Design**

The Metropolitan Police have confirmed they raise no objections, subject to a condition which requires the applicant to achieve Secure by Design accreditation.

#### **Thames Water**

Insufficient information has been submitted to full demonstrate the proposal provides appropriate infrastructure to minimise the risk of flooding. A condition should be attached to a planning consent which requires the follow.

- a) Prior to first occupation of a residential unit onsite, a, development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water to allow development to be occupied.
- b) No occupation of the development shall take place other than in accordance with the agreed development and infrastructure phasing plan."
- c) The details approved within the development and infrastructure phasing plan shall be implemented in accordance with the details hereby approved.

(Officers comment: The above details are secured by way of condition to ensure that the development provides appropriate infrastructure to minimise the risk of flooding).

### **Greater London Authority**

No comments received. An application is referable to the Mayor if it meets the criteria set out in the Mayor of London Order (2008). The criteria include:

- Developments of 150 residential units or more
- Development over 30 metres in height (outside the City of London)
- Development on Green Belt or Metropolitan Land.

The subject application does not meet any of the above criteria to be referable to the GLA. The LPA consulted the GLA as the site lies adjacent to a Green Belt are a courtesy and [precautionary measure. Notwithstanding, the GLA had no comments to make on this application.

### **Transport for London**

No comments received

### **London Wildlife**

No comments received

### **National Grid Planning**

No comments received

### **Affinity Water Limited**

No comments received

### **London Fire Brigade**

No comments received



## **UK Power Network**

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 relevant planning policies within the adopted London Plan (2016) are as follows:

- 2.2 London and the wider metropolitan Area
- 3.1 Ensuring equal life chances for all
- 3.2 Improving health and addressing health inequalities
- 3.3 Increasing Housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.6 Children and young people's play and informal recreational space
- 3.7 Large residential developments
- 3.8 Housing choice

- 3.10 Definition of affordable housing
- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing on individual private residential and mixed-use schemes
- 3.13 Affordable housing thresholds
- 3.14 Existing housing
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.4 Retrofitting
- 5.5 Decentralised energy in development proposals
- 5.6 Decentralised energy in development proposals
- 5.7 Renewable Energy
- 5.8 Innovative energy technologies
- 5.9 Overheating and cooling
- 5.10 Urban greening
- 5.11 Green roofs and developments
- 5.12 Flood Risk Assessments
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Construction, excavation and demolition waste
- 5.21 Contaminated land
- 6.3 Assessing effects of development on transport capacity
- Enhancing London's transport Connectivity
- 6.9 Cycling
- 6.10 walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road network capacity
- 6.13 Parking
- 7.1 Lifetime neighbourhoods
- 7.2 An inclusive environment
- 7.3 Design out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 7.13 Safety, security and resilience to emergency
- 7.14 Improving air quality
- 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
- 7.16 Green Belt
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodlands
- 8.2 Planning obligations
- 8.3 Community Infrastructure Levy

## Draft London Plan

The Draft London Plan (DLP) published in November 2017 sets out the Mayor's overarching strategic planning framework from 2019 up to 2041. When adopted this will replace the London Plan 2016.

The Inspector Panel Report following the Examination in Public was published in October 2019. The Inspector Panel was broadly supportive of the majority of the DLP, subject to several changes being made. The Mayor subsequently declared in December 2019 it's "intention to publish", accepting some but not all of the Inspector's recommendations. As not all of the Inspector's recommendations have been accepted, it is for the Secretary of State to decide whether the DLP can proceed to adoption.

The Secretary of State wrote to the Mayor on the 13th March advising that the London Plan cannot be adopted in its current form without further changes being made as outlined in the Secretary of State's letter.

Due to the advanced nature of the DLP increasing weight should be attached to those policies which the Inspector's report considered sound and those policies which the Secretary of State did not raise objections to. Nevertheless, the London Plan 2016 remains the statutory development the statutory Development Plan until such stage as the replacement plan is adopted and as such applications should continue to be determined in accordance with the 2016 London Plan, while noting that accounts needs to be taken of emerging policies.

## 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 (Compliance with the NPPF),  
CS1 (Barnet's place shaping strategy),  
CS4 (Providing quality homes and housing choice in Barnet),  
CS5 (Protecting and enhancing Barnet's character to create high quality places),  
CS7 (Enhancing and protecting Barnet's open space)  
CS9 (Providing safe, effective and efficient travel),  
CS13 (Ensuring the efficient use of natural resources),  
CS14 (Dealing with our waste).

### - Relevant Development Management Policies:

DM01 (Protecting Barnet's character and amenity),  
DM02 (Development standards),

DM03 (Accessibility and inclusive design),  
DM04 (Environmental considerations for development),  
DM06 (Barnet's heritage and conservation),  
DM08 (Ensuring a variety of sizes of new homes to meet housing need),  
DM10 (Affordable housing contributions),  
DM15 (Green Belt), DM16 (Biodiversity),  
DM17 (Travel impact and parking standards)

### Supplementary Planning Documents

- 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.
- Residential Design Guidance SPD (adopted October 2016).
- Affordable Housing SPD (February 2017)
- SPD Delivering Skills, Employment, Enterprise and Training (SEET) (Adopted Oct 2014)
- Planning Obligations SPD (adopted April 2013)
- Delivering Skills adopted October 2014
- Barnet Open Space Strategy 2016-2026
- Green Infrastructure (October 2017)

### Barnet's Local Plan (Reg 18) 2020

Barnet's Local Plan Reg 18 Preferred Approach was approved for consultation on 6th January 2020. The Reg 18 document sets out the Council's preferred policy approach together with draft development proposals for 67 sites. It is Barnet's Emerging Local Plan. The Local Plan 2012 remains the statutory development plan for Barnet until such stage as the replacement plan is adopted and as such applications should continue to be determined in accordance with the 2012 Local Plan, while noting that account needs to be taken of emerging policies and draft site proposals.

### **5.2 Main issues for consideration**

The main issues for consideration in this case are:

- Principle of development / Land use
- The proposed design and its impact on the character and appearance of the streetscene and wider locality, including its impact on the adjacent Green Belt
- Housing delivery, including density, dwelling mix and affordable Housing
- Amenity of Future Occupiers (including Accessibility)
- Amenity of Neighbouring Occupiers
- Parking & Highways
- Trees & Landscaping
- Sustainability, Air Quality & Noise

- Any other material considerations.

### **5.3 Assessment of proposals**

#### Principle of development / Land Use

The site is located in an otherwise residential area. The site is not located within the Green Belt or Metropolitan Open Land, although it is adjacent to Green Belt land to the north

The site is included in the LBB Brownfield Land Register and the London Brownfield Register. The principle of residential development has already been established in the previous planning consent onsite for 112 residential units comprising 52 houses and 60 flats onsite (Ref no: 15/0137/FUL).

On this basis, the principle of residential development resident onsite is welcomed.

#### *Residential Density*

London Plan policy 3.4 seeks to optimise the housing output of sites. This considers local context and character, the design principles outlined within chapter 7 of the London Plan (2016) and public transport capacity. Table 3.2 of the London Plan (2016) sets out a density matrix which serves as guidance for appropriate densities in different locations and with varying levels of accessibility.

It should be noted that the Draft London Plan, takes a less prescriptive approach with Policy D6 stating inter alia, that the density of a development should result from a design-led approach to determine the capacity of the site. This again should consider site context, its connectivity and accessibility by walking and cycling, existing and planned public transport (including PTAL) and the capacity of surrounding infrastructure. Policy D6 goes on to state that proposed residential development that does not demonstrably optimise the housing density of the site in accordance with this policy should be refused.

The site is located in a suburban area with a PTAL rating of 1b. The London Plan Density Matrix - at Table 3.2 pursuant to Policy 3.4 - sets a density range of 150-200hr/ha and 50-75 u/ha for new developments on such sites. The proposed scheme has a density of 76 units/ha or 303 hr/ha, and therefore is over the maximum range. Notwithstanding, Chapter 11 of the NPPF (Revised 2019) states that: Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or 'brownfield' land.

This strategic objective to optimise redevelopment opportunities within sustainable locations is reinforced within both the existing and draft London Plan. Indeed, Policy 3.4

of the London Plan (2016) advocates a more flexible approach to density and should not be applied mechanistically, stating: A rigorous appreciation of housing density is crucial to realising the optimum potential of sites, but it is only the start of planning housing development, not the end. It is not appropriate to apply Table 3.2 (Density Matrix) mechanistically. Its density ranges for particular types of location are broad, enabling account to be taken of other factors relevant to optimising potential - local context, design and transport capacity are particularly important, as well as social infrastructure.

The numerical application of the density matrix needs also to be balanced against design and the quality of residential environment created. The application site has been subject to a design-led approach to optimise the potential of the site. In this instance it is not considered to result in any overdevelopment symptoms. Officers consider that the density of the scheme is suitably expressed through development of a height and scale that is appropriate for the site; the delivery of 35% affordable housing; and a generous provision for larger family sized units (3 and 4 bedroom units) across the site.

### *Housing delivery*

Policy 3.3 of the London Plan recognises the pressing need for more homes in London and seeks to increase housing supply in order to promote opportunity and provide real choice for all Londoners in ways that meet their needs at a price they can afford. The London Plan has set an annual monitoring target of 2,349 homes for Barnet between 2015-2025, with a minimum provision of 23,489 over the same 10-year period. In the draft London Plan (as set in the London Plan Intend to Publish), the 10-year target for 2019/20 - 2028/29 is 23,640 for Barnet.

Barnet Local Plan documents also recognise the need to increase housing supply. Policies CS1 and CS3 of the Barnet Core Strategy expect developments proposing new housing to protect and enhance the character and quality of the area and to optimise housing density to reflect local context, public transport accessibility and the provision of social infrastructure.

The proposed introduction of new dwellings is considered to be appropriate given the residential context of the site. The site would also make a significant contribution toward the housing target set in the London Plan (and due to be revised by the Draft New London Plan).

### *Housing Quality*

A high quality built environment, including high quality housing in support of the needs of occupiers and the community is part of the 'sustainable development' imperative of the NPPF. It is also implicit in London Plan Ch1 'Context and Strategy', Ch2 'London's Places', Ch3 'London's People', and Ch7 'London's Living Places and Spaces', and is explicit in policies 2.6, 3.5, 7.1, and 7.2. It is also a relevant consideration in Barnet Core Strategy Policies CSNPPF, CS1, CS4, and CS5 Development Management DPD policies

DM01, DM02 and DM03 as well as the Barnet Sustainable Design and Construction SPD and Residential Design Guidance SPD.

### *Unit Mix*

Development plan policies require proposals to provide an appropriate range of dwelling sizes and types, taking account of the housing requirements of different groups to address housing need (London Plan Policy 3.8, and Barnet Development Management Policies DPD Policy DM08). The Council's Local Plan documents (Core Strategy and Development Management Policies DPD) identify 3- and 4-bedroom units as the highest priority types of market housing for the borough. Although, this should not be interpreted as implying that there is not a need for a full range of unit sizes.

The proposed development (houses and self-contained flats) proposes the following unit mix across the application site:

42 x 1 bed ; 59 x 2 Bed; 32 x 3 bed & 4x 4 bed

This would provide a percentage mix of 31% 1-bedroom units; 43 % of 2-bedroom units; 23% of 3- bedroom units and 3% of 4-bedroom units.

It is acknowledged that the scheme comprises a higher proportion of one and two-bedroom units. However, the proposed mix is considered to be an improvement on the mix which was considered approved under Planning Permission 15/03137/FUL. The extant permission provided 28 (25%) 3- and 4-bedroom family units, which the Council concluded complied with Local Policy DM08 and met the requirement of Policy CS4. The Proposed Development would exceed the previous permission in terms of family units and provide a total of 36 (26%) 3 bed and 4 bed units.

LBB Housing Team have reviewed the dwelling mix and confirm that the mix is acceptable across all tenures (affordable housing- affordable rent and shared ownership & private housing), as discussed further within the affordable housing section of this report.

Overall, the proposed provision for 36 larger family units (mix of 3- and 4-bedroom units) are welcome as they would assist in meeting a demand in the borough for family occupation. In recent years, 2 bed (4 person) units are increasingly considered to provide suitable accommodation for families and indeed, there is growing demand for this form of family accommodation, as evidenced with the Councils Strategic Housing Needs Assessment.

Additionally, as outlined in Paragraph 4.10.3 of the draft London Plan, many families do live in 2-bedroom units and this should be considered when assessing the needs that different sized units can meet. The higher proportion of 2- and 3-bedroom properties proposed by the scheme also meets the requirements of the emerging plan.

The proposed dwelling mix is supported by Officers and is policy compliant.

## *Affordable Housing*

The NPPF encourages a significant boost in the supply of homes, stating that "it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay".

London Plan (2016) policy 3.12 advises that the maximum reasonable amount of affordable housing should be sought when negotiating on private residential and mixed use schemes, having regard to local and strategic affordable housing requirements; affordable housing targets; the need to encourage rather than restrain development; the need to promote mixed and balanced communities; the size and type of affordable housing needed in particular locations; the specific site circumstances; the resources available to fund affordable housing; and the priority to be accorded to affordable family housing. Further, the London Mayor's Supplementary Planning Guidance Document (20217) on "Homes for Londoners- Affordable Housing and Viability" stipulates that should a proposal provide 35% affordable housing upfront (as part of the original planning application submission), there should not be a requirement for an applicant to submit a viability assessment, unless specifically requested by the Local Planning Officer. This SPG is the most up to date policy guidance on affordable housing delivery for London Boroughs to deliver.

The Barnet Core Strategy (2012) policy CS4 seeks a borough wide target of 40% affordable homes on sites capable of accommodating ten or more dwellings with a tenure split of 60% social rented and 40% intermediate housing.

The proposal would provide 35% affordable housing measured by habitable room (37.2% by unit), a total of 51 affordable housing units, comprising 28 units for Affordable Rent and 23 units for Shared Ownership tenure.

The break down for the affordable housing units are as follows:

### Affordable rent

Unit	Total habitable rooms
6 x 1B2p	Units 18 Habitable Rooms
2 x 1B2P	WC Units 6 Habitable Rooms
8 x 2B4p	Units 32 Habitable Rooms
1 x 2B4p	WC Units 4 Habitable Rooms
4 x 3B5p	Units 20 Habitable Rooms
7 x 3B5P	Houses 35 Habitable Rooms
28 Units	115 Habitable Rooms

### Shared Ownership

Unit	Total habitable room
------	----------------------



14 x 1B2P Units	42 Habitable rooms
2 x B2P units	6 Habitable rooms
5 x 2B(3P) unit	20 habitable rooms
2 x 2B4P Houses	8 habitable rooms
Total- 23 units	76 Habitable Rooms

Total number of affordable housing units 51 units  
Total number of habitable rooms 191 habitable rooms  
51 units 191 Habitable Rooms  
(37.2% of 137 units) ) 35% of 546 habitable rooms

The Affordable Rented tenure includes 7 houses with 39% of the units having 3 bedrooms. 10% of the Affordable Rented units have been designed to be wheelchair adaptable.

Both the Council Housing and Affordable Housing teams have confirmed that supportive of the proposal, and in particular the dwelling mix proposed within the affordable housing tenure.

#### *Residential Internal Space Standards*

The London Plan and Barnet's Sustainable Design and Construction SPD outlines the minimum gross internal floor area required for different dwelling sizes.

All units have been designed to comply with the DCLG Technical Housing Standards, Nationally Described Space Standards and Building Regulations, and Emerging London and Local Plan Standards minimum room size standards.

Further, 72 % of the residential units are dual aspect which is supported and accords with London Plan standards.

#### *Accessibility*

Barnet Local Plan policy DM03 requires development proposals to meet the highest standards of accessibility and inclusive design, whilst policy DM02 sets out further specific considerations. All units should have 10% wheelchair home compliance, as per London Plan Policy 3.8. Further, the London Plan policy 3.8 requires the remaining 90% to achieve Part M4(2) accessible and adaptable dwellings.

The proposed units would all exceed the minimum internal floor space requirements. The rooms would also exceed the minimum sizes. The applicant has confirmed the development would meet the requirements of M4(2) of the building regulations, whereby 90% of homes would be accessible and adaptable for wheelchair use, and 10% would meet part M4(3) and would be wheelchair user dwellings. Larger parking spaces would be directly accessible from all wheelchair units.

The proposal is policy compliant on accessible and inclusive design.

### *Amenity Space*

Barnet's Sustainable Design and Construction SPD Table 2.3 sets the minimum standards for outdoor amenity space provision in new residential developments. The SPD advises that for flats, 5sqm of outdoor amenity is required per habitable room.

There are a variety of amenity spaces proposed for each of the blocks. The ground floor units would be provided with private gardens with upper floor units being provided with external balconies.

The Sustainable Design and Construction SPD requires proposal for new flats to provide 5sqm of outdoor amenity space per habitable room. The SPD notes that options for outdoor amenity space for flats includes communal provision around buildings or on roofs or as balconies. The development generates a requirement of 1,535 sqm of outdoor amenity space for the flats. The proposal includes 620 sqm of amenity space in the form of balconies and terraces and 1,441 sqm of communal amenity space, resulting in an overall provision of 2,061 sqm which exceeds the policy requirement.

The SPD sets out that for houses, 40 sqm of space should be provided for up to four habitable rooms, 55sqm for houses up to five habitable rooms, 70sqm for housing up to six habitable rooms and 85sqm for houses up to seven or more habitable rooms. The scheme generates a requirement of 2,580 sqm of amenity space for the houses. This requirement is exceeded through provision of 3,012 sqm in the form of back gardens, and therefore is policy compliant.

### *Children's Play Space*

London Plan Policy 3.6 requires housing development to make provisions for play and informal recreation based on child yield, referring to the Mayor's SPG Shaping Neighbourhoods: Play and Informal Recreation 2012. Barnet Core Strategy CS7 requires improved access to children's play space from all developments that increase demand, and Policy DM02 requires development to demonstrate compliance with the London Plan.

Based on the GLA play space calculator, the scheme generates a requirement for 349 sqm of play space for 0-4 year olds and 244 sqm for 5-11 year olds, resulting in an overall provision of 593 sqm.

The landscape scheme has been designed to offer two main play areas on site, at The Green and the parklet along The Street, both incorporating formal and informal equipment and features. The scheme includes 351sqm of play space for children aged 0-4 and 270 sqm for children aged 5-11 years old. This results in a total on site child play space provision of 621 sqm which exceeds the policy requirement. Edgwarebury Park is also located nearby.

On the basis of the above, the proposal is considered to be acceptable with regard to the amenity of future occupiers.

#### *Privacy and overlooking of future residents*

Officers are satisfied that the unit would have acceptable levels of outlook; daylight; sunlight and privacy.

An internal Day Assessment has been carried out for the proposed apartments. The majority of units achieve high levels of daylight and sunlight levels in excess of the BRE target values for their specific room use. Only one single habitable living room falling marginally below the 1.5% living room target. Notwithstanding, other habitable rooms within this unit would achieve daylight and sunlight levels in accordance with BRE guidelines and would receive very good natural lighting to its private amenity area.

The overshadowing results to the proposed open amenity space show that good levels of sunlight in accordance with the BRE guidelines.

#### *Noise Impacts on future residents*

Local Development Management Policy Plan DM04, seeks to restrict developments which are likely to generate unacceptable noise levels close to noise sensitive uses or proposals to locate noise sensitive development in areas with existing high levels of noise will not normally be permitted.

The application is supported by a Noise Impact Assessment which details the results of a noise measurement survey that has been carried at the proposed development site, along with a detailed noise modelling exercise, and has considered the advice of local and national planning policy and best practice guidance.

Overall, it has been shown that, through careful consideration of the building envelope construction and amenity area boundary treatments, the proposed Development should avoid future residents being exposed to harmful levels of noise. It can therefore be concluded that adverse impacts on the health or quality of life of those future residents would be avoided, in line with the aims of the NPPF, NPSE and PPG-Noise.

The submitted Noise Impact Assessment has been reviewed by the Council's Environmental Health team and satisfied with the information provided, subject to conditions relating to the proposed noise mitigation measures.

#### *Air Quality impacts on future residents*

In accordance with adopted policy DM04, an air quality assessment has been carried out and accompanied this planning application submission.

The Air Quality report concludes that the resulting air quality effect of the proposed development is acceptable, and the impacts are predicted to be negligible. LBB Environmental Health team has reviewed the submission as does not raise any formal objections to the proposal. Based on the assessment results, air quality is not considered a constraint to planning permission being granted for the development.

Prior to commencement of works onsite, the applicant would be required to submit a Construction Management Plan to and be approved by the Local Planning writing, and implemented, therefore. This would in part ensure that dust emissions from the site during the construction phase would have an unacceptable impact on air quality during this temporary period. This would be secured by way of condition.

The application includes a proposed landscaping scheme, and further details will be secured by condition to be submitted to and approved in writing prior to works commencing. This will ensure that the resultant site is landscaped appropriately with various species to ensure a satisfactory quality and appearance.

### *Secure by Design*

Policy DM01 requires that the principles set out in the national Police initiative, 'Secure by Design' should be considered in development proposals. The proposed development was subject to consultation with the Met Police who had raised concerns about the isolated location of play space at the northern end of the site which would not be well overlooked and provide natural surveillance. As such, it was agreed to move this play space closer to the block in Area C and amended plans were submitted to this effect. The Secure by Design Officer has welcomed this amendment and requests that a condition be attached that the development achieves a Secured by Design accreditation prior to occupation.

The London Metropolitan Police have engaged with the applicant during the assessment process and suggested a number of changes which the applicant addressed and submitted amendments drawings accordingly. The Metropolitan Police have subsequently confirmed that they raise no formal objections to the proposal, subject to a condition which would require the development to achieve Secure by Design accreditation.

### **Character and Appearance**

The National Planning Policy Framework (revised, 2019) makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. This document states that permission should be refused for development which is of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. It identifies that good design involves integrating development into the natural, built and historic environment and also points out that although visual appearance and the architecture of buildings are important factors;

securing high quality design goes beyond aesthetic considerations. The London Plan 2016 also contains a number of relevant policies on character, design and landscaping.

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

### *Height and layout*

The location of the two storey dwellings within the site are in keeping with the heights of the existing buildings on Hartland Drive (which are also 2 storeys). The previously approved scheme proposed three storey dwellings which shared a common boundary with the existing residents on Hartland Drive. As such, the proposed two storey dwellings are more in keeping with the existing local character than the approved scheme in 2016. Moreover, the proposed buildings are set sufficient distance from these nearest neighbouring buildings such that they would not appear overbearing or visually intrusive when viewed from the neighbouring residential properties.

The proposed four and five storeys elements of the proposal which accommodate self-contained flats, are concentrated some distance away from existing residents. The five-storey element of the proposal would not be harmful to the area or the adjacent Greenbelt as discussed further within this report.

### *Scale and Massing*

With specific reference to bulk and massing, there is a gradual transition between the houses and apartments which step up to 3 and 4 storeys before rising up to the 5-storey element. The apartment buildings include setbacks and a range of materials which give the perception of a reduced mass.

The block of flats would be toward the rear (north-west) of the site and would not be clearly visible from Broadfields Avenue/Bushfield Crescent. As noted above, the surrounding development to the south is characterised by two storey semi-detached and detached houses, whilst the surrounding development to the north east is characterised by two and three storeys terraced and semi-detached houses, with flatted buildings also

present. The main form of the proposal is therefore commensurate with the form of the surrounding properties.

The park frontage would be 5 storeys in height with lower buildings (ranging between 1 - 4 storeys) stepping away from the green. The proposed massing alongside the park boundary creates a much-needed edge. The variation in heights across the development, is welcomed as it would greatly reduce any perceived concerns associated with bulk and massing.

#### *Appearance/Façade treatments and materials*

In terms of appearance, façade treatment, the proposed materials are complementing across plots and provide enough variation on site to relate to the architecture of buildings and landscape. The material palette is informed where possible from local analysis of materials used; and applied appropriately (particularly close to the Broadway where the development interfaces with the existing urban fabric). A range of materials is proposed here and the palette across the site is acceptable.

The development has the potential to incorporate varied material palettes in the different character areas. The presented palette of brick colours is welcome as it is perceived to stitch well with the materials used in the wider area. Different materials and fenestration techniques are utilised to achieve enough variation. Notwithstanding, full details of all external materials proposed onsite shall be submitted to and approved by the Local Planning Authority and implemented thereafter. This is secured by way of condition.

The design of the proposed development is contemporary when compared to its surroundings. However, it should be noted that the surrounding architecture reflects the era within which it was built, with 1950s housing at Broadfields Avenue and Hartland Drive, and more modern development from the 1970s around Meadfield. The proposed development would be different to its surroundings, but it is considered the more contemporary design would be appropriate given this would be a more modern development on a large site.

#### *Impact on the adjacent Greenbelt*

Policy 7.16 of the adopted London Plan (2016) stipulates that the strongest protection should be given to London's Green Belt, in accordance with national guidance. Local Plan policy DM15 requires development to not have a detrimental impact on the visual amenity or sense of openness of the Green Belt.

At pre application stage, the Council Design Officers advised the applicant to undertake a detailed views assessment and agreed the locations both within and outside the Greenbelt and submit Computer Generated Images accordingly for Officers assessment. A visual analysis has been undertaken which evaluated the massing approach and considered views from the Green belt. Various options were considered with officers at the pre-application stage and the resultant scheme is strongly supported. The elevations

of the flats which front the Green Belt have evolved in discussions with officers and include setbacks to create an appropriate relationship.

Officers note that the applicant has thoroughly tested views into the site from the residential quarters. Overall views are not seen as detrimental. The existing green environment is considered so is the local topographic changes. Further, the development also would successfully deliver a suburban style street with clear views into the site from the pedestrian perspective. In terms of wayfinding, there are existing public transport nodes which lead people to the town centre; this proposal acts as another opportunity to reach the green without detracting from the experience.

One of the principal changes between the proposed and lapsed schemes is that the current proposal includes a section along the western boundary, adjacent to the Green Belt, that has been left open and free of built development between the apartments and houses to create an important visual link between the development and the Green Belt, creating a sense of openness. The lapsed scheme had continuous built development along the boundary with the Green Belt, apart from a small break separating the apartment block and the houses. This was established through the pre-app workshop process as an essential element to improve the relationship of development to wider land to the north.

The main area of open space known as 'The Green' is the heart of the site and has been located to the west where the site opens out towards the Green Belt. This further enhances the connection with the Green Belt and this sense of openness.

The tallest elements of the scheme have been kept towards the north of the site which is more in keeping with the grain of development set by the school buildings and provides separation from the 2-storey properties along Hartland Drive. Apartments overlooking the Green Belt are quite typical in this part of Edgware. For example, a 3-storey flatted development on Meadfield, 4-storey flatted on Atlas Crescent, up to 10-storeys on the Keble Court Development, which all have, to variety degrees, views into the Green Belt.

The existing and proposed trees and landscaping onsite, as well as existing trees/landscaping within the Green Belt, would help obscure long-range views of the buildings from the Green Belt. A landscape condition is recommended to be included.

Overall, Officers are satisfied that the proposal would not have a harmful impact on the adjacent Green Belt and the applicant that the visual amenity value and sense of openness of the Greenbelt would not be compromised as a result of this development. As such, the proposal is in accordance with policy 7.6 of the London Plan (2016) and DM15 of the Local Plan (2012).

#### Amenity Impact on Neighbouring Properties

Part of the 'Sustainable development' imperative of the NPPF 2012 is pursuing improvements to amenity through the design of the built environment (para 9). Amenity

is a consideration of London Plan policy 2.6 'Outer London: Vision and Strategy' and is implicit in Chapter 7 'London's Living Places and Spaces'. In addition, Barnet Development Management Policies DPD (2012) DM01 as well as the Sustainable Design and Construction SPD provide further requirements and guidance.

#### *Privacy, overlooking and outlook*

Policy DM01 of the Local Plan requires that development have regard to the amenity of residential occupiers. In this regard it is necessary to consider the design of the scheme and the privacy that would be afforded to future occupiers of the development.

The Barnet Residential Design Guidance SPD states that there should be a minimum distance of about 21 metres between properties with facing windows to habitable rooms to avoid overlooking, and 10.5 metres to a neighbouring garden. Shorter distances may be acceptable between new build properties where there are material justifications.

The development has been designed to prevent overlooking by incorporating back to back gardens to the south and ensuring a separation distance of 22m between new and existing properties along Hartland Drive, thereby achieving the minimum distance required to ensure that the proposal would not result in undue loss of privacy. This would also ensure that future occupiers would also enjoy good levels of privacy.

#### *Daylight / Sunlight*

When considering the immediate context, the proposed development would not have a detrimental impact on daylight/sunlight levels nor would it create overshadowing to existing neighbouring properties. The daylight and sunlight provision of the existing surrounding properties on Hartland Drive would continue to meet BRE Standards.

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

Policy CS9 of the Barnet Core Strategy 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 the Barnet Development Management Plan document sets out the parking standards that the Council will apply when assessing new developments. Other sections of Policies CS9 and DM17 seek that proposals ensure the safety of all road users and make travel safer, reduce congestion, minimise increases in road traffic, provide suitable and safe access for all users of developments, ensure roads within the borough are used appropriately, require acceptable facilities for pedestrians and cyclists and reduce the need to travel.

#### Residential car parking

Car parking standards for residential development are also set out in the Barnet Local Plan and recommend a range of parking provision for new dwellings based on the site's



Public Transport Accessibility Level (PTAL) and the type of unit proposed. Policy DM17 of the Local Plan sets out the parking requirements for different types of units with the range of provision as follows:

- four or more bedroom units - 2.0 to 1.5 parking spaces per unit
- two and three-bedroom units - 1.5 to 1.0 parking spaces per unit
- one-bedroom units - 1.0 to less than 1.0 parking space per unit

Based on Policy DM17 of Barnet's Development Management DPD, the maximum allowable parking provision for the site is between 97 and 187 spaces. Based on a PTAL of 1b/2, 165 spaces should be provided. The provision of 159 spaces for the 137 dwellings leaves a shortfall of 6 car parking spaces against this maximum standard. The applicant has submitted a travel plan and a car club scheme of the proposed site. On balance, LBB Highways have confirmed that the number of car parking spaces proposed is acceptable, subject to conditions.

Based on a ratio of 1 space per 10 units, 14 disabled spaces are recommended for the 137 units. The proposal meets this minimum standard.

#### Electric vehicle charging points

In accordance with London Plan standards, the proposal makes provision for 20% of active and an additional 20% passive charging points infrastructure which equates to 32 active points and 32 passive infrastructures for future provision. As such, a total of 64 electric vehicle charging points are proposed. The applicant is required to submit further details of electric vehicle charging points prior to installation which is secured by way of condition.

#### Cycle parking

Based on London Plan standards and the proposed dwellings mix, a minimum of 232 long and 4 short stay cycle spaces are required onsite. The development would provide 151 long cycle parking spaces for the 86 flats, long stay cycle parking for the 51 houses are proposed within the curtilage of each property house adding a further 102 spaces. In addition, 3 short stay spaces are proposed serving the development.

On the assumption that each house is provided with 2 spaces, the total quantum of long stay spaces is adequate, but an additional short stay space is required. In total 232 long stay and 4 short stay spaces are needed. This provision of this additional space is secured by condition.

All long stay cycle parking should be provided in a covered, secure, lockable and enclosed compound while short stay cycle parking should be provided in a covered, secure and lockable environment. Details of this as well as further details on the type of cycle stands, which would be provided to allow both wheels and the frame of the bicycle to be locked, are secured by way of condition.

## Internal layout, Access and Servicing

Access to the site is currently provided by way of a T priority junction from Bushfield Crescent. This also serves as the main vehicular access to Broadfields Primary School's car park. The existing access is narrow and there are no footways towards the site or the school car park. It is proposed to enhance the existing access to the site and priority junction from Bushfield Crescent which would serve as the main access to the site.

The location of refuse storage across the site is acceptable. Notwithstanding, the applicant would be required to submit further details of the servicing management plan including refuse storage/ collection arrangements are requested and this must include the type of storage, elevations and dimensions of the bin stores. This is to be secured by way of a planning condition.

LBB Highways team have also reviewed trip generation from the site and pedestrian routes to the school and based on the results of the junction modelling undertaken, it is considered that the proposed priority junction has sufficient capacity to accommodate the additional traffic from the development.

## Sustainable modes of Transport

The proposed pedestrian routes proposed within the site are legible and easy to navigate through. The interaction of pedestrians and vehicles is designed to be minimised; this will ensure safer and more pleasant resulting environments for people to walk and/or cycle.

The application would be required to submit a Strategic Level Travel Plan and a £15,000 Travel Plan Monitoring Contribution would be required to be secured via Section 106 agreement to include the provision of funding for a Travel Plan Incentive fund. The fund will be used to offer to the first households of each unit the choice of 2 of the 3 following travel incentives to the value of £300:

- Transport for London Vouchers with £150 credit
- Cycle shop voucher to the values of £150
- Car club credit/membership to the value of £150

At least 2 car club spaces must be provided on the development site with a commitment to monitor use and to add additional spaces should demand be demonstrated

Prior to the occupation of the development the owner/developer shall appoint a Travel Plan Coordinator and notify LBB in writing of the name, address, telephone number and email address of the person appointed. Details of any future Travel Plan Co-Ordinator to be provided to LBB by email within 5 working days

The above would be secured the S106 Agreement

## Road Safety

An analysis of collisions shown on the accident software Crash Map over the five-year period ending 2019, has been undertaken.

The results show that there were 2 slight accidents in the vicinity of the site. One occurred near the site access on Roseberry Drive and the other at the junction of Hartland Drive and Bushfield Crescent. These instances did not involve or harm pedestrians.

## Trip Generation and Network Impact

An analysis of the potential trip generation from the site has been carried using industry standard database called TRICS. The results show that the development will generate 35 two-way vehicle movements during the AM peak (8-9am) and 38 two-way vehicle movements during PM peak.

LBB Highways team have advised that the impact of this level of trip generation on the surrounding highway network is unlikely to be significant

## Trees and landscaping

The NPPF (2016). Policy 7.21 of the London Plan (2016) and Policy DM01 of Local Plan advises that trees should be safeguarded. When protected trees are to be felled the council will require replanting with suitable size and species of tree where appropriate. High quality landscape design can help to create spaces that provide attractive settings for both new and existing buildings, contributing to the integration of a development into the established character of an area. The council will seek to retain existing wildlife habitats such as trees, shrubs, ponds and hedges wherever possible. Where trees are located on or adjacent to a site the council will require the submission of a tree survey with planning applications indicating the location, species, size and condition of trees. Trees should be retained wherever possible and any removal will need to be justified in the survey. Where removal of trees and other habitat can be justified appropriate replacement should consider both habitat creation and amenity value.

The following details are designated and protected under Tree Preservation Orders:

- 15/TPO/002/5 x 5 oaks (trees 19 to 23 on applicant's plan)
- TRE/HE/37/G98 x 2 oak (trees 1 & 2 on applicant's plan)

The development of the site retains the important trees T1, T2, T19, T22, T23, T59 and T60 this is a slight improvement on the previous approval 15/03137/FUL which removed T59 & T60.

The Councils Arboricultural/Trees Officer advises that the submitted Tree Protection Plan does not include details of the extent of the RPAs of trees within and on the boundaries

of the site. It would be helpful at this stage to have these shown on the tree protection so that the extent of impacts can be assessed. The submission has not provided robust details on all services to clarify whether the Roof Preservation Area (RPA) of two TPO oak trees (marked T19 and T22 on the submission drawings) would or would not be harmed.

As noted earlier in the report, the following conditions are required to ensure that necessary trees are protected.

As such, the following conditions are required.

- Details of level changes onsite, prior to the commencement of works onsite
- Details of excavation for services prior to the commencement of works onsite
- Hard and soft landscaping (including the planting of semi mature trees onsite
- Tree protection and method statement including on-site schedule of monitoring, prior to commencement of works onsite to prevent harm to trees
- Details of green roofs
- Details of hard and soft landscaping]
- Landscape Management Plan to ensure that the landscaping details are fully maintained in perpetuity

## **Ecology**

Policy DM16 states that when considering development proposals, the council will seek the retention and enhancement, or the creation of biodiversity. It requires development to meet the requirements of London Plan Policy 7.19E. This requires development to follow a hierarchy of 1) avoid adverse impact to the biodiversity interest; 2) minimise impact and seek mitigation; 3) only in exceptional cases where the benefits of the proposal clearly outweigh the biodiversity impacts, seek appropriate compensation.

A number of surveys have been undertaken for this site, for protected species, the surveys are consistent with best practice guidelines and Natural England's standing advice (FAQ's) as such the assessment/surveys of protected species are undertaken (and appropriate) to inform that the situation and provide adequate mitigation/compensation, prior to the determination of the application. The Councils Ecology Officer noted that the details submitted are comprehensive and leaves no residual considerations in regard to impacts related to Biodiversity. Notwithstanding, the applicant would be required to implement the proposed mitigation measures and biodiversity enhancements are set out within their Ecology Report. These works must be retained thereafter and would be secured by way of a condition.

## **Energy and Sustainability**

London Plan Policy 5.2 'Minimising Carbon Dioxide Emissions' requires all residential developments to achieve zero carbon on new residential developments post 2016. Policy 5.3 of the London Plan goes on to set out the sustainable design and construction

measures required in developments. Proposals should achieve the highest standards of sustainable design and construction and demonstrate that sustainable design standards are integral to the proposal, including its construction and operation. The Further Draft London Plan Chapter 5 policies detail specific measures to be considered when designing schemes including decentralised energy generation (Policies 5.5 and 5.6), renewable energy (Policy 5.7), overheating and cooling (Policy 5.9), urban greening (Policy 5.10), flood risk management and sustainable drainage (Policies 5.13 and 5.15).

Local Policy DM04 requires all major developments to demonstrate through the submission of an Energy Statement that the scheme complies with the Mayor's targets for reductions in carbon dioxide emissions with the framework of the Mayor's energy hierarchy. Emerging London Plan Policy SI 2 requires major new developments to be net zero-carbon and should reduce greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the Mayor's energy hierarchy. A minimum on-site reduction of at least 35% beyond Building Regulations is required with 10% achieved through energy efficiency measures.

The applicant has submitted a detailed Energy and Sustainable Strategy to the Local Planning Authority. The Energy Strategy follows the London Plan Energy Hierarchy: Be Lean, Be Clean and Be Green. The overriding objective in the formulation of the strategy is to maximise the reductions in total CO2 emissions through the application of the hierarchy with a technically appropriate and cost-effective approach, and to minimise the emission of other pollutants.

The development includes a range of energy efficient design measures which includes: Improved U-values and air permeability beyond the Building Regulations Part L minimum requirements;

- Accredited Construction Details for all thermal bridging junctions;
- Energy efficient gas boilers for houses and electric heaters for the block of flats;
- Combination of MVHR and MEV for ventilation;
- Low energy efficient LED type lighting;
- Low water flow sanitary specification to reduce the water consumption.

The proposed scheme will also include a photovoltaic (PV) system for both the houses and block of flats.

The Proposed Development meets a 35% reduction on the site, and a one-off payment is required into the Carbon Offset Fund in order to satisfy the 100% requirement.

Given the total cumulative savings above, the proposed development meets a 35% reduction on the site, and a one-off payment is required into the Carbon Offset Fund in order to satisfy the 100% requirement. This payment would be £298,228 for a shortfall in accordance with GLA guidance on preparing energy assessments.

With reference to sustainability, the development incorporates a number of key sustainability measures and features, in addition to the proposed energy efficient design set out above. These include but not limited to:

- The development will use materials that have a low environmental impact;
- There is no net loss in the quality and quantity of biodiversity;
- The development will include water efficient fittings;
- SUDs will control surface water flows

The report demonstrates that the Proposed Development can meet planning policy requirements for sustainability. The design team has carefully considered the site's potential environmental impacts, which will be managed and mitigated in line with the relevant policy.

### **Flood Risk / Sustainable Urban Drainage**

Policy CS13 of the Barnet Core Strategy states that "we will make Barnet a water efficient borough and minimise the potential for fluvial and surface water flooding by ensuring development does not cause harm to the water environment, water quality and drainage systems. Development should utilise Sustainable Urban Drainage Systems (SUDS) in order to reduce surface water run-off and ensure such run-off is managed as close to its source as possible subject to local geology and groundwater levels".

The application is accompanied by a Drainage Strategy Report. This has been assessed by the Council's appointed drainage specialists whom have advised that insufficient information has been submitted to provide a comprehensive assessment of the strategy. The report contains some inconsistencies and discrepancies and various assessments relating to (but not limited to) rainfall, drainage system; attenuation storage volumes ; details of overload flood flow routes have not adequately been submitted to the Local Planning Authority for consideration.

As such, prior to the commencement of works onsite, the applicant would be required to submit a revised Drainage Strategy, detailing all drainage works to be carried out in respect of the development and all Sustainable Urban Drainage System features to be included in the scheme.

Furthermore, the drainage works and Sustainable Urban Drainage Systems (to be approved in the future) must be implemented in their entirety before the first residential unit can be occupied onsite. This would be secured by way of condition, to ensure that the development provides appropriate drainage infrastructure onsite.

### **Planning Obligations**

The development is recommended for approval, subject to the inclusion of the following obligations which will be secured by planning condition.

- 35% Affordable Housing ( 28 affordable rent Units and 23 Shared Ownership Units )
- £174,760 to support local economic development initiatives including but not limited to Employment and Skills training and Business Support, with London Borough of Barnet
- £298,228 towards Carbon Offset fund in order to satisfy the 100% requirement (Proposal meets a 35% carbon reduction on the site).
- £15,000 towards Travel Plan monitoring- this contribution would be required to include the provision of funding for a Travel Plan Incentive fund. The fund would be used to offer to the first households of each unit the choice of 2 of the 3 following travel incentives to the value of £300:
  - Transport for London voucher with £150 credit
  - Cycle shop voucher to the values of £150
  - Car club credit/membership to the value of £150

#### Non- financial obligations

- 10% Local Labour in construction
- Reasonable endeavours to procure 2 local suppliers to support Site commercial needs
- Travel Plan
- A minimum of 2 car club spaces must be provided on the development with a commitment to monitor use and to add additional spaces should demand be demonstrated.

#### Highway improvement works

The Section 106 Agreement would include a clause which requires the applicant to enter into a s278/38 agreement with the Council (in consultation with the Councils Highways Authority) to be for the following off-site highway works:

- i) relocation of the existing pelican crossing to the south of Woodberry Drive
- ii) introduction of an informal crossing point on Roseberry Drive
- iii) widening of the junction of Roseberry Drive and introduction of new footways (both sides) of the road
- iv) review and introduction of yellow lines in the
- iv) provision/upgrade of tactile paving and dropped kerbs in the vicinity of the site.

Officers note that the above works are a requirement under Highway's (rather than Planning) legislation.

In addition to the above, the scheme would be liable for the council's Community Infrastructure Levy (CIL). This levy (sums of monies) would be secured through the CIL Regulations and would go toward highways, education, health, community and open space projects in the borough.

## 5.4 Response to Public Consultation

### Response to Highway objections

A number of concerns have been expressed by the local community, including Brownfields Housing Association on the proposed impacts the proposed developments impact on the local highway. These residents are concerned that the proposal would result in congestion, increased pressure on poor existing public transport in the area; increased pressure on local off street car parking spaces; the local highway capacity would not be able to cope with an additional 159 car parking spaces onsite; and that the proposal would have a detrimental impact on vehicular and pedestrian highway safety, including pupils at the adjacent school at peak pick up and drop of hours. The Local Highways Authority has advised that the proposal would have an acceptable impact on the surrounding road network and should not have a detrimental impact on highway safety, subject to securing the above 106 matters detailed above, and requested conditions.

Brownfield Residents Housing Association expressed concern that the cumulative impact of this subject proposal and a current planning application for 47 homes at Bushfield Crescent, HA8 8XH (ref no: 20/3742/FUL) have not been assessed together to determine the impact both development would have on the public highway. The application at Bushfield Crescent was submitted by a different applicant (Barnet Homes) and a decision is still pending on this application. (not yet determined). There is no planning policy or legal requirement for two separate developers to undertake a cumulative impact Transport Assessment. This seems like an unreasonable request, particularly as both applicants may not have been aware of the others intention to submit a full planning application when they did. Importantly, each case must be assessed on its own merits.

The fencing on the amended drawings shows a 1.8m high fence permanently closed to pedestrians to the footpath/cycleway between no 54 and 56 Hartland Drive. Further details of fencing and boundary treatments will be secured by way of condition.

### Response to overlooking to the adjacent school grounds

Concerns have been expressed from some residents that the adjoining school (including the playground area) would be overlooked by some of the proposed east facing flats within the part 4, part 5 storey flatted development. Some residents consider these flats would compromise the privacy and safety of the pupils attending this school.

Officers have considered the matter in detail, to consider where this objection has substantial merit. The existing boundary treatment around the school grounds is very secure, and it would not be possible for future occupiers of the respective flats to gain direct access to the school ground. The previous approval planning application (15/03137/FUL) also included flats which overlooked the school and therefore the principle of a degree of overlooking from a large residential development onsite has already been established and accepted by the Council. Moreover, Officers considered



that the subject proposal is sufficiently set back from the boundary with Brownfield School to the north to protect the amenity of residents and the school. The Metropolitan Police were consulted on this application, and they do not raise concerns on this point. Further, the Council's Children's Services team were consulted on this application and have not objected to the proposal.

### Density

One of the fundamental principles underpinning the planning system is that each planning application must be considered on its individual merits. It is not considered that the proposed density on the site is excessive, as the proposal does not present symptoms of overdevelopment as set out within this report. Density uplifts in suburban areas are an important tool in housing provision for London, as inner-city sites are few and far apart former industrial and retail sites can indeed be converted into mixed use developments with a significant provision of affordable housing.

### Response to design matters

The location of the two storey dwellings within the site are in keeping with the heights of the existing buildings on Hartland Drive (which are also 2 storeys). The proposed four and five storeys elements of the proposal are concentrated some distance away from existing residents. The proposal would not be out of character for the area and would not cause harm to the visual amenities and sense of openness to the adjacent Greenbelt as discussed within this report.

### Increase pressure on social infrastructure

Concern was expressed that the proposal would increase the pressure on local services such as the local schools and medical centres. In order to mitigate against the impact on these facilities, the applicant would be required to make a payment towards the Community Infrastructure Levy (CIL), to be secured through the CIL Regulations and would go toward highways, education, health, community and open space projects in the borough.

### Response to other concerns raised

With reference to concerns relating to noise disturbance specifically relating to the structure of the building, sound insulation is a matter adequately addressed by the Building Regulations. The proposal would not result in an over intensification of the use onsite. It is also considered that the proposal would have an acceptable impact on the local character of the area; would not compromise the amenity of local residential properties; and would not have a detrimental impact on highway safety.

The concerns raised by residents have either been addressed with this application and any outstanding matters would be mitigated against by, S106 Obligations (financial and

non-financial contributions), Community Infrastructure Levy and by way of conditions by ensure a policy compliant development onsite.

Any perceived harm associated with the proposal would not outweigh the public benefit associated with generous provision for affordable housing and the delivery of large quantum of family sized accommodation onsite.

The objections and concerns raised from residents have been considered within the evaluation above, and all representations received from residents were fully considered in the assessment of the application.

## **6. Equality and Diversity Issues**

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

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

For the purposes of this obligation the term "protected characteristic" includes:

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

Officers have in considering this application and preparing this report had regard to the requirements of this section and have concluded that a decision to grant planning permission for this proposed development will comply with the Council's statutory duty under this important legislation.

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

A minimum of 10% of units will be wheelchair adaptable.

Whilst the development will not be fully M4(2) compliant in terms of lift access to all levels of the buildings, the applicant has submitted adequate justification and the potential viability impacts of providing a policy compliant scheme in regard to accessibility. As stated above, 4 units will be wheelchair accessible and these will have step-free pedestrian approaches to the main entrances to the building to ensure that all occupiers and visitors of the development can move freely in and around the public and private communal spaces. Dedicated parking spaces for people with a disability will be provided in locations convenient to the entrances to the parking area.

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

## **7. Conclusion**

Having taken all material considerations into account, it is considered that subject to the completion of a legal agreement and compliance with the attached conditions, the proposed development would provide high quality affordable housing and family sized accommodation to meet an identified housing need and would result in significantly improved communal and public amenity spaces for existing and future residents. These elements are considered to attract very substantial weight in the decision-making process. The proposal has been assessed as having an acceptable impact on the character and appearance of the application site, the street scene and the locality and would cause harm to the visual amenities and openness of the adjacent Greenbelt. The proposal would not have a detrimental impact on the amenities of neighbouring occupiers. The highways impact is found to be acceptable. This application is therefore recommended for approval.

**SITE LOCATION PLAN: Land Between Broadfields Primary School And Hartland Drive Edgware HA8 8JP**

**REFERENCE: 20/4031/FUL**

