LOCATION:	Little Strand, Barnet, London NW9		
REFERENCE:	20/3098/FUL	**Received:**	17 July 2020
		Accepted:	27 July 2020
WARD:	Colindale	**Expiry:**	16 October 2020
APPLICANT:	Barnet Homes		
PROPOSAL:	Demolition of 8no existing bungalows and 48 garages and erection of 35 new affordable homes (C3) across four buildings ranging from 2 to 4 storeys with associated landscaping, parking and ancillary works		

RECOMMENDATION 1:

That the applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation through a unilateral undertaking under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes of seeking to secure the following, subject to any changes as considered necessary by the Service Director or Head of Development Management:

a) Legal Professional Costs Recovery
Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;

b) Enforceability
All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;

c) Indexation
All financial contributions listed to be subject to indexation.

d) Affordable Housing
100% of units to be provided as affordable housing and at London Affordable Rent.

e) Section 278 Highway Works
All necessary works to the public highway under section 278 of the Highways Act to facilitate the implementation of the development in agreement with the Local Highways Authority.

f) Section 247 Highway Works
Where applicable, take the necessary steps to stop up any sections of the public highway on Little Strand that is required to facilitate the development, areas to be agreed.

g) Residential Travel Plan Incentives Fund
£150 per unit Residential Travel Plan Incentive Fund to be used by 1st occupiers to get 1 of the 3 TP incentives of the following:

- Oyster card with £150 credit
- Cycle shop voucher to the value of £150
- Car club credit/membership to the value of £150

h) Control Parking Zone (CPZ)
Financial contribution towards Local CPZ monitoring, consultation and implementation, final sum to be agreed.

i) Traffic Management Order
A contribution towards the amendment of Traffic Management Order (TMO) to ensure that the new occupants in 18 (1B and 2B) units are prevented from purchasing parking permits in local CPZs. New occupants in 12 (3B and 4B) family units will be restricted to 1 permit per unit along with the WCH units. The total number of permits for the development site will be limited to 17.

j) Greenspaces
CAVAT payment of £140,389 to compensate the loss of the three B rated trees located within the application site.

k) Monitoring Fee
A contribution of £5,000 towards the monitoring of the S106 agreement.

RECOMMENDATION 2:

That subject to Recommendation 1 and upon completion of the legal agreement specified, the Service Director of Planning and Building Control or Head of Strategic Planning to approve the planning application reference 20/3098/FUL under delegated powers, subject to the conditions as set out within this report.

That the Committee also grants delegated authority to the Service Director of Planning and Building Control or the Head of Development Management 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 their absence the Vice-Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee).

CONDITION(S):

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:

LBB-LSG_HTA-A_LIT_XX_DR_001	Existing Site Location Plan
LBB-LSG_HTA-A_LIT_XX_DR_002revF	Existing Site Plan
LBB-LSG_HTA-A_LIT_XX_DR_0100revN	Proposed Ground Floor Site Plan
LBB-LSG_HTA-A_LIT_XX_DR_0110revA	Street Elevations A-A and B-B
LBB-LSG_HTA-A_LIT_XX_DR_0120revC	Proposed Site Sections A-A/B-B
LBB-LSG_HTA-A_LIT_XX_DR_0121revB	Proposed Site Sections C-C
LBB-LSG_HTA-A_LIT_ S1_DR_0200revD	Site 1 - Proposed Block Plan Ground Floor
LBB-LSG_HTA-A_LIT_ S1_DR_0201revA	Site 1 - Proposed Block Plan Upper Floors and Roof Plan

LBB-LSG_HTA-A_LIT_ S2_DR_0210revD	Site 2 - Proposed Flat Block Plan Ground Floor
LBB-LSG_HTA-A_LIT_ S2_DR_0211revC	Site 2 - Proposed Flat Block Plan First and Second Floor
LBB-LSG_HTA-A_LIT_ S2_DR_0212revC	Site 2 - Proposed Flat Block Plan Third Floor and Roof Plan
LBB-LSG_HTA-A_LIT_ S3_DR_0220revF	Site 3 - Proposed Block Plan Ground Floor
LBB-LSG_HTA-A_LIT_ S3_DR_0221revA	Site 3 - Proposed Block Plan Upper Floors and Roof Plan
LBB-LSG_HTA-A_LIT_ S1_DR_0230revA	Site 1 - Proposed Block Elevations
LBB-LSG_HTA-A_LIT_ S2_DR_0240revB	Site 2 - Proposed Block Elevations 1
LBB-LSG_HTA-A_LIT_ S2_DR_0241revA	Site 2 - Proposed Block Elevations 2
LBB-LSG_HTA-A_LIT_ S3_DR_0250revA	Site 3 - Proposed Block Elevations 3
LBB-LSG_HTA-A_LIT_XX_DR_0300revI	Unit Plan Type A - 3B5P House
LBB-LSG_HTA-A_LIT_XX_DR_0301revG	Unit Plan Type B - 4B7P House
LBB-LSG_HTA-A_LIT_XX_DR_0302revB	Unit Plan Type C - 1B2P WCH Flat
LBB-LSG_HTA-A_LIT_XX_DR_0303revB	Unit Plan Type D - 1B2P Flat
LBB-LSG_HTA-A_LIT_XX_DR_0304revB	Unit Plan Type E - 2B3P WCH Flat
LBB-LSG_HTA-A_LIT_XX_DR_0305revB	Unit Plan Type F - 2B4P Flat
LBB-LSG_HTA-L_LIT_XX_DR_0900revB	Illustrative Landscape Masterplan
LBB-LSG_HTA-L_LIT_XX_DR_0901revA	Site Sections

Supporting Documents:

- Planning Statement, prepared by HTA Design LLP
- Design and Access Statement, prepared by HTA Design
- Statement of Community Involvement, prepared by HTA Design
- Daylight, Sunlight and Overshadowing Report, prepared by HTA Design Sustainable Futures
- Sustainability Statement and Energy Statement by HTA Design Sustainable Futures
- Transport Assessment including draft Travel Plan, prepared by Velocity
- Arboricultural Impact Assessment, prepared by Broad Oak Tree Consultants Limited
- Preliminary Ecology Assessment and Bat Surve, prepared by Bernwood Ecology;
- Topological Survey, prepared by Terrain Surveys
- Structural and Drainage Reports, prepared by Symmetrys Ltd
- FRA, prepared by Symmetrys 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 application as assessed in accordance with policies CS1, CS4, CS5, DM01 and DM02 of the Barnet Local Plan and policy 1.1 of the London Plan.

3. Notwithstanding the details submitted in the drawings otherwise herby approved the development is not to commence (other than for Demolition, Groundwork's and Site Preparation Works) unless and until details of the levels of the proposed buildings, roads, footpaths, pocket park, courtyard and other landscaped areas relative to adjoining land and any other changes proposed in the levels of the site associated with the works permitted by this permission shall have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with such details as so approved before the dwellings approved are occupied.

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

4. Notwithstanding the details submitted and otherwise hereby approved, prior to the commencement (notwithstanding demolition and preparatory works) of the development, a detailed scheme of hard and soft landscaping and means of enclosure shall be submitted to and approved in writing by the Local Planning Authority.

The details of landscaping and means of enclosure submitted shall include but not be limited to the following:

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.

d) The position of any existing trees and hedges to be retained or removed.

e) Details of all tree, hedge, shrub and other planting proposed as part of the scheme and all planting proposed for green walls and other soft landscaped structures, including proposed species, plant sizes and planting densities reflecting a majority of Mosaic species

f) Means of planting, staking and tying of trees, including tree guards, planter depths and a detailed landscape maintenance schedule for regular pruning, watering and fertiliser use

g) Existing site contours and any proposed alterations to these such as earth mounding

h) Details of all proposed boundary treatments, fencing, gates or other means of enclosure to be erected at the site

i)The ecological mitigations measures to be submitted and agreed.

j) Details of lighting to be submitted agreed.

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.

5. Notwithstanding the details submitted and otherwise hereby approved, prior to the commencement of the development or any site works:

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.

6. Prior to the occupation of the hereby approved development, details of a Landscape and Ecological 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.

a) The Landscape and Ecological 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.
b)The Plan should also include ecological trends and constraints on site that might influence management, ongoing monitoring and remedial measures, outline the measures taken to minimise impacts on bats and their insect food, shall be submitted to and approved in writing by the local planning authority.
c) The approved Landscape and Ecological 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 and DM16 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.

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

Reason:
To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policy CS5 of the Barnet Local Plan Core Strategy (adopted) September 2012 and DM01 of the Development Management Policies (adopted) September 2012 and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan (2016).

8. Notwithstanding the details shown in the drawings submitted and otherwise herby approved the development is not to commence (other than for Demolition, Groundwork's and Site Preparation Works) until details (necessary details specified in brackets) of the following features and elements of the works have been submitted to the Local Planning Authority and approved in writing:

Brick bonding (annotated plans at a scale of not less than 1:10).
External windows, winter gardens and doors (annotated plans at a scale of not less than 1:10).
Balustrading to balconies (annotated plans at a scale of not less than 1:10).
Door canopies (annotated plans at a scale of not less than 1:10).
Brick detailing including arches, recessed panels, blind windows, brick aprons and window heads (annotated plans at a scale of not less than 1:10).
Rainwater goods (annotated plans at a scale of not less than 1:10).
Boiler flues and other external air extraction, intake and ventilation points (annotated plans at a scale of not less than 1:10).
Gates at the site vehicular access points (annotated plans at a scale of not less than 1:10).

The development shall be implemented in full accordance with the approved details prior to the first occupation of the dwellings hereby approved.

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

9. Notwithstanding the details shown on the plans hereby submitted, the proposed buildings shall not be occupied until details are submitted to the Local Planning Authority and approved in writing which specify:

- all windows in the proposed buildings that are to be permanently glazed with obscured glass or provided with only a fanlight opening and the manner and design in which these windows are to be implemented; and
- all rooflight/skylight windows should be a minimum of 1.8m from finished floor level.

Prior to the occupation of each building, the development shall be implemented in full accordance with the approved details and specifications and shall be permanently retained as such thereafter.

Reason:
To safeguard the privacy and amenities of the future occupiers of the proposed residential dwellings in accordance with polices DM01 and DM02 of the Barnet Local Plan.

10. Notwithstanding the details shown on the plans submitted and otherwise hereby approved, the relevant phase of the development shall not be occupied until details are submitted to the Local Planning Authority and approved in writing which specify the details of boundary treatments to be installed as part of the development. These details shall

include materials, type and siting of all boundary treatments. The development shall be implemented in full accordance with the approved details and specifications and shall be permanently retained as such thereafter.

Reason:
To safeguard the privacy and amenities of the future occupiers of the proposed residential dwellings and in the interests of the appearance of the development, in accordance with polices DM01 and DM02 of the Barnet Local Plan.

11. Before development commences other than for investigative work:

Part 1
b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:
- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

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

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

Part 2
d) Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

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

12. 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 2016.

13. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance.
Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority.

The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at https://nrmm.london/

Reason:
In the interest of good air quality in accordance with London Plan policies 5.3 and 7.14.

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

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

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

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

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

15. The level of noise emitted from any plant and/or machinery 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 2016.

16. 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 2016.

17. 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 on other days unless previously approved in writing by the Local Planning Authority.

Reason:
To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties.

18. Prior to the first occupation of the new dwellinghouse(s) 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.

19. No development other than demolition, site clearance and temporary enabling works, shall commence until a Sustainable 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 have been submitted to and approved in writing by the Local Planning Authority.

The development herby 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 April 2013) and Policies 5.13 and 5.14 of the London Plan 2016.

20. No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason:
The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

21. Notwithstanding the parking site layout plan submitted with the planning application, prior to above ground works; 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 56 off-street parking spaces including 5 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.

22. Prior to first occupation, 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, 62 (long 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.

23. Prior to first occupation, details of servicing management plan including refuse storage and collection arrangements, including swept path drawings to show that refuse vehicles can enter and exit the site in forward gear 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.

24. Prior to first occupation, 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.

25. a) No demolition shall take place on site, until a 'Demolition Method Statement' has been submitted to and approved in writing by, the Local Planning Authority.
No construction shall take place on site until a 'Construction Method Statement' has been submitted to and approved in writing by the Local Planning Authority.
b) The Statements shall provide for: access to the site; the parking of vehicles for site operatives and visitors; hours of demolition/construction, including deliveries, loading and unloading of plant and materials; the storage of plant and materials used in the construction of the development; the erection of any means of temporary enclosure or security hoarding and measures to prevent mud and debris being carried on to the public highway and ways to minimise pollution.
c) The development shall thereafter be implemented in accordance with the measures detailed within the statement.
The statements should include but not be limited to, the following information:

1. details of the routing of 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 polices 5.3, 5.18, 7.14 and 7.15 of the London Plan.

26. Prior to first occupation, 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 11 active and 11 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.

27. 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.

28. 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.

29. Prior to the first occupation of the development hereby approved, a Road Safety Audit of the immediately surrounding highway network shall be conducted along with a design and implementation response that provides forms of mitigation against issues raised by the road safety auditor. This shall be submitted to and approved in writing by the Local Planning Authority, with the approved outcomes fully implemented and retained as such thereafter.

Reason:
To ensure the surrounding highway networks road safety conditions re fully assessed and mitigated 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.

30. Prior to the first occupation of the development, details of the size, design and siting of all photovoltaic panels to be installed as part of the development shall be submitted and approved in writing by the Local Planning Authority. The development shall be carried out and constructed in accordance with the approved details.

Reason:
To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS5 of the Barnet Local Plan Core Strategy (adopted) September 2012 and DM01 of the Development Management Policies (adopted) September 2012 and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan (2016).

31. Notwithstanding the details shown on the plans otherwise hereby approved, prior to the first occupation of the development a scheme detailing all play equipment to be installed in the communal or public amenity space as part of the development shall be submitted to the Local Planning Authority and approved in writing. The development shall be implemented in full accordance with the details as approved prior to the first occupation of the relevant part of the development and the play space shall thereafter be retained.

Reason:
To ensure that the development represents high quality design and to accord with policies DM01 and of Development Management Policies (Adopted) September 2012 and Policy 3.6 of the London Plan (2016).

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

Reason:
To ensure that appropriate lighting is provided as part of the development in accordance with Policy DM01 of the Barnet Development Management Policies (adopted) September 2012 and Policy 5.3 of the London Plan (2016).

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

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

34. Prior to carrying out above grade works of each building or part of any new building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such parts of a building can achieve full 'Secured by Design' Accreditation.

Prior to the first occupation of the residential building a 'Secured by Design' accreditation shall be obtained for the building.

The development shall only be carried out in accordance with the approved details.

Reason:
To protect the amenity of the area in accordance with Policies DM01 September 2012.

INFORMATIVES:

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.

The Community Infrastructure Levy (CIL) applies to all 'chargeable development'.
This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.
The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £35 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge.ral 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.
Please note that Indexation will be added in line with Regulation 40 of Community Infrastructure Levy.
Liability for CIL will be recorded to the register of Local Land Charges as a legal

charge upon your site payable should you commence development. Receipts of the Mayoral CIL charge are collected by the London Borough of Barnet on behalf of the Mayor of London; receipts are passed across to Transport for London to support Crossrail, London's highest infrastructure priority.
You will be sent a 'Liability Notice' that provides full details of the charge and to whom it has been apportioned for payment. If you wish to identify named parties other than the applicant for this permission as the liable party for paying this levy, please submit to the Council an 'Assumption of Liability' notice, which is also available from the Planning Portal website.
The CIL becomes payable upon commencement of development. You are required to submit a 'Notice of Commencement' to the Council's CIL Team prior to commencing on site, and failure to provide such information at the due date will incur both surcharges and penalty interest. There are various other charges and surcharges that may apply if you fail to meet other statutory requirements relating to CIL, such requirements will all be set out in the Liability Notice you will receive. You may wish to seek professional planning advice to ensure that you comply fully with the requirements of CIL Regulations.
If you have a specific question or matter you need to discuss with the CIL team, or you fail to receive a 'Liability Notice' from the Council within 1 month of this grant of planning permission, please email us at: cil@barnet.gov.uk.
Relief or Exemption from CIL:
If social housing or charitable relief applies to your development or your development falls within one of the following categories then this may reduce the final amount you are required to pay; such relief must be applied for prior to commencement of development using the 'Claiming Exemption or Relief' form available from the Planning Portal website: www.planningportal.gov.uk/cil.
You can apply for relief or exemption under the following categories:
1. Charity: If you are a charity, intend to use the development for social housing or feel that there are exception circumstances affecting your development, you may be eligible for a reduction (partial or entire) in this CIL Liability. Please see the documentation published by the Department for Communities and Local Government at
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf
2. Residential Annexes or Extensions: You can apply for exemption or relief to the collecting authority in accordance with Regulation 42(B) of Community Infrastructure Levy Regulations (2010), as amended before commencement of the chargeable development.
3. Self Build: Application can be made to the collecting authority provided you comply with the regulation as detailed in the legislation.gov.uk
Please visit
http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil
for further details on exemption and relief.

A Planning Obligation under Section 106 of the Town & Country Planning Act 1990 (as amended) relates to this permission.

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."

Thames Water:
A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholsesale; Business customers; Groundwater discharges section.
Water Comments:
With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.
UK POWER NETWORKS:
UK Power Networks require 24 hour vehicular access to their substations. Consideration for this should be taken during the design stage of the development.
The development may have a detrimental impact on our rights of access to and from the substation. If in doubt please seek advice from our Operational Property and Consents team at Barton Road, Bury St Edmunds, Suffolk, IP32 7BG.

No building materials should be left in a position where they might compromise the security of the substation or could be used as climbing aids to get over the substation surround.
There are underground cables on the site associated with the substation and these run in close proximity to the proposed development. Prior to commencement of work accurate records should be obtained from our Plan Provision Department at UK Power Networks, Fore Hamlet, Ipswich, IP3 8AA.
All works should be undertaken with due regard to Health & Safety Guidance notes HS(G)47 Avoiding Danger from Underground services. This document is available from local HSE offices.

Should any diversion works be necessary as a result of the development then enquiries should be made to our Customer Connections department. The address is UK Power Networks, Metropolitan house, Darkes Lane, Potters Bar, Herts, EN6 1AG.

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.

- For major developments only: provide a copy of an asbestos survey; For smaller developments -confirmation that an asbestos survey has been carried out.
- 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.

In complying with the contaminated land condition parts 1 and 2, reference should be made at all stages to appropriate current guidance and codes of practice. This would include:
1) The Environment Agency CLR & SR Guidance documents (including CLR11 'Model Procedures for the Management of Land Contamination');
2) National Planning Policy Framework (2012) / National Planning Practice Guidance (2014);
3) BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice;
4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH;
5) CIRIA report C665 - Assessing risks posed by hazardous ground gases to buildings;
6) CIRIA report C733 - Asbestos in soil and made ground: a guide to understanding and managing risks.
Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

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.

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

For developments that require an air quality report; the report should have regard to the air quality predictions and monitoring results from the most recent Review and Assessment report available from the LPA web site and Air Quality England. The report should be written in accordance with the following guidance : 1) Environmental Protection UK and IAQM Guidance: Land-Use Planning and Development Control: Planning for Air Quality, Jan 2017); 2) Environment Act 1995 Air Quality Regulations; 3) Local Air Quality Management Technical Guidance LAQM.TG(16); 4) London Councils Air Quality and Planning Guidance (2007); 5) Mayor of London's Supplementary Planning Guidance for Sustainable Design and Construction (2014); 6) Section 6.2 of the Technical Guidance Note D1 (Dispersion) 'Guidelines on Discharge Stack Heights for Polluting Emissions' 7) The control of dust and emissions from construction and demolition, Best Practice Guidance London Councils, 2006; 8) The Control of Dust and Emissions during construction and demolition supplementary planning guidance July 2014; 9) Air Quality Neutral Planning Support Update April 2014 and 10) Guidance on the assessment of dust from demolition and construction, Institute of Air Quality Management, January 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.

Damage to Gullies and Sewers
Informative: If a concrete pump lorry is operated from the public highway, the surface of the highway and any gullies or drains nearby must be protected with plastic sheeting. Residue must never be washed into nearby gullies or drains. During the development works, any gullies or drains adjacent to the building site must be maintained to the satisfaction of the Local Highways Authority. If any gully is damaged or blocked, the applicant will be liable for all costs incurred. The Applicant shall ensure that all watercourses, drains, ditches, etc. are kept clear of any spoil, mud, slurry or other material likely to impede the free flow of water therein.

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.

The Highway Authority will require the applicant to give an undertaking to pay additional costs of repair or maintenance of the public highway in the vicinity of the site should the highway be damaged as a result of the construction traffic. The construction traffic will be deemed "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. Under this section, the Highway Authority can recover the cost of excess expenses for maintenance of the highway resulting from excessive weight or extraordinary traffic passing along the highway. It is to be understood that any remedial works for such damage will be included in the estimate for highway works.

Refuse collection point should be located at a ground floor level and within 10m of the refuse vehicle parking bay. Levelled access should be provided for the refuse collection personnel to collect the bins. The refuse collection personnel are not expected to push the bins on an inclined surface to safeguard their Health and Safety requirements. Alternatively, the dustbins will need to be brought to the edge of the refuse vehicle route on day of collection. The applicant is advised that the Council's refuse collection department is consulted to agree a refuse collection arrangement. Turning facilities for refuse collection vehicles must be provided within the site for vehicles entering the development.

1. MATERIAL CONSIDERATIONS

1.1 Key Relevant Planning Policy

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

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

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

More detail on the policy framework relevant to the determination of this development and an appraisal of the proposal against the development plan policies of most relevance to the application, is set out in subsequent sections of this report dealing with specific policy and topic areas.

The development proposals have been considered very carefully against the relevant policy criteria and, for the reasons set out in this report, have concluded that the

development will fulfil them to a satisfactory level, subject to the conditions and planning obligations recommended. The proposed development is considered to comply with the requirements of the development plan.

National Planning Policy Framework (February 2019)

The 2019 NPPF was adopted in February 2019 replacing the 2012 NPPF and includes minor clarifications to the revised version published in July 2018. The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

The NPPF states that, "good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people". The NPPF also states that the purpose of the planning system is to contribute to the achievement of sustainable development. In addition the NPPF retains a 'presumption in favour of sustainable development', unless any adverse impacts of a development would "significantly and demonstrably" outweigh the benefits.

The London Plan 2016

The London Plan 2016 (Consolidated with Alterations since 2011) is the development plan in terms of strategic planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The London Plan policies (arranged by chapter) most relevant to the determination of this application are:

Context and Strategy:
1.1 (Delivering the Strategic Vision and Objectives for London)

London's Places:
2.2 (London and the Wider Metropolitan Area)
2.7 (Outer London Economy)
2.8 (Outer London Transport)
2.13 (Opportunity Areas and Intensification Areas)
2.18 (Green Infrastructure: The Multi-Functional Network of Green and Open Spaces)

London's People:
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 Recreation Facilities)
3.8 (Housing Choice)
3.9 (Mixed and Balanced Communities)
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)

London's Economy:

4.1 (Developing London's Economy)

London's Response to Climate Change:
5.1 (Climate Change Mitigation)
5.2 (Minimising Carbon Dioxide Emissions)
5.3 (Sustainable Design and Construction)
5.5 (Decentralised Energy Networks)
5.6 (Decentralised Energy in Development Proposals)
5.7 (Renewable Energy)
5.9 (Overheating and Cooling)
5.10 (Urban Greening)
5.11 (Green Roofs and Development Site Environs)
5.12 (Flood Risk Management)
5.13 (Sustainable Drainage)
5.14 (Water Quality and Wastewater Infrastructure)
5.15 (Water Use and Supplies)
5.17 (Waste Capacity)
5.21 (Contaminated land)

London's Transport:
6.1 (Strategic Approach)
6.2 (Promoting Public Transport Capacity and Safeguarding Land for Transport)
6.3 (Assessing Effects of Development on Transport Capacity)
6.4 (Enhancing London's Transport Connectivity)
6.7 (Better Streets and Surface Transport)
6.9 (Cycling)
6.10 (Walking)
6.12 (Road Network Capacity)
6.13 (Parking)

London's Living Spaces and Places:
7.1 (Lifetime Neighbourhoods)
7.2 (An inclusive Environment)
7.3 (Designing Out Crime)
7.4 (Local Character)
7.6 (Architecture)
7.13 (Safety, Security and Resilience to Emergency)
7.14 (Improving Air Quality)
7.15 (Reducing and Managing Noise)
7.19 (Biodiversity and Access to Nature)
7.21 (Trees and Woodland)

Implementation and Monitoring Review:
8.2 (Planning Obligations)

<u>Draft Replacement London Plan 2017</u>

The Draft London Plan (DLP) published 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 has 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.

Due to the advanced nature of the DLP increasing weight should be attached to those policies which the Inspector's report considered sound. Nevertheless the London Plan 2016 remains 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 account needs to be taken of emerging policies.

Barnet Local Plan

The development plan documents in the Barnet Local Plan constitute the development plan in terms of local planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The relevant documents comprise the Core Strategy and Development Management Policies documents, which were both adopted in September 2012. The Development Management Policies document provides the borough wide planning policies that implement the Core Strategy. These policies will be used for day-to-day decision making.

The Local Plan development plan policies of most relevance to the determination of this application are:

Core Strategy (Adopted 2012):

CS NPPF (National Planning Policy Framework - Presumption in favour of sustainable
development)
CS1 (Barnet's Place Shaping Strategy - Protection, enhancement and consolidated growth - The three strands approach)
CS3 (Distribution of growth in meeting housing aspirations)
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 spaces)
CS8 (Promoting a strong and prosperous Barnet)
CS9 (Providing safe, effective and efficient travel)
CS10 (Enabling inclusive integrated community facilities and uses)
CS11 (Improving health and wellbeing in Barnet)
CS12 (Making Barnet a safer place)
CS13 (Ensuring the efficient use of natural resources)
CS14 (Dealing with our waste)
CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

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

DM03 (Accessibility and inclusive design)
DM04 (Environmental considerations for development)
DM08 (Ensuring a variety of sizes of new homes to meet housing need)
DM10 (Affordable housing contributions)
DM17 (Travel impact and parking standards)

A number of local and strategic supplementary planning guidance (SPG) and documents (SPD) are material to the determination of the application.

Local Supplementary Planning Documents:

Colindale Area Action Plan (2010)

The Colindale Area Action Plan sets out the Council's comprehensive but flexible long term strategy to manage change and deliver high quality sustainable development in Colindale.

Grahame Park Supplementary Planning Document (2016)

The Grahame Park SPD provided site specific advice for the development of Stage B of the Grahame Park Estate.

Planning Obligations (April 2013)
Residential Design Guidance (April 2013)
Sustainable Design and Construction (April 2013)
Delivery Skills, Employment, Enterprise and Training from Development through S106 (October 2014)

Strategic Supplementary Planning Documents and Guidance:

Barnet Housing Strategy 2015-2025
Accessible London: Achieving an Inclusive Environment (April 2004)
Sustainable Design and Construction (May 2006)
Wheelchair Accessible Housing (September 2007)
Planning for Equality and Diversity in London (October 2007)
Shaping Neighbourhoods: Play and Informal Recreation (September 2012)
All London Green Grid (March 2012)
Housing (March 2016)
Affordable Housing and Viability (August 2017)
The Control of Dust and Emissions during Construction and Demolition (July 2014)
Mayor's Transport Strategy (2018)

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.

The Community Infrastructure Levy Regulations 2010

Planning obligations need to meet the requirements of the Community Infrastructure Levy Regulations 2010 (as amended) to be lawful. There are exemptions and relief available for certain developments, such as for the provision of affordable housing. However, these only come into effect if applied for and certain processes are followed. Therefore all such applications remain CIL liable until an application for relief has been submitted.

2. PLANNING CONSIDERATIONS

2.1 Site Description

The application site is 0.79ha in size located on Little Strand. This is a residential cul-de-sac immediately to the west off Great Strand and within the Grahame Park Estate in Colindale. There are essentially three plots which form the application site currently comprising of 46 garages and 8 bungalows.

Site 1 is located in the south east corner containing ten garages and surface level car parking. To the east is 'Douglas' a 3-storey block and sat perpendicular to the immediate south is the 2 storey block 'Cobham'.

Site 2 is at the north eastern corner comprising of 8 bungalows with a car parking court to the east. There is a small green space at the northern corner and to the west sits the 2-storey block 'Fairey' with rear gardens backing onto a small green amenity space. To the east is the 2-storey block 'Dyott'. There are also a number of large mature trees to the immediate east of this site along Great Strand.

Site 3 is situated to the west of the site at the end of the cul-de-sac, consisting of 36 garages, substation and car parking. To the north are 2 storey blocks 'Everett' which has its flank elevation to the site; and 'Farman' which has its rear and gardens backing onto the site. To the west is 'Dessouter' a 3-storey block and to the south is the 3 storey block 'Douglas' and a small block of garages.

The application site is not within a conservation area and there are no statutory or locally listed buildings on site. The application site is located within Flood Zone 1 (less than 1 in 1,000 annual probability of river or sea flooding).

Within the wider context Little Strand is located to the north-east of Colindale underground station, and along the eastern edge of the Grahame Park estate. The Grahame Park Estate which is allocated within the Colindale Area Action Plan and identified for development. The Colindale Area Action Plan (2010) has been adopted to guide the regeneration of the area.

However the outline masterplan has become out of date and is no longer viable. An updated approach to the regeneration of the estate was needed, and LB of Barnet decided that, given the long-term nature of the project – a planning framework with greater flexibility than an outline permission was required. LB of Barnet therefore decided to produce a Supplementary Planning Document (SPD) for Grahame Park to set out the overall principles for regeneration.

Grahame Park Estate itself comprises a mixture of flats and houses, in buildings of varying heights and set in areas of open space. The central area, known as the Concourse, comprises mainly 5-7 storey apartment blocks and also contains almost all of the retail and community facilities. 4 and 5 storey apartment blocks extend to the north and south of the Concourse, whilst the remaining accommodation is generally 2-3 storey houses and flats. The main area of open space is known as Heybourne Park (formerly known as Grahame Park Open Space) which is located to the west of the Concourse, whilst other areas of informal open space exist between buildings.

To the south of the estate are Middlesex University student halls of residence, with blocks ranging between 3 and 4 storeys and the residential development known as Beaufort Park. Immediately to the east of the estate is Colindale Police Station, St James' School and the RAF Museum. The site is well served by the strategic road network, with good access to the A5 to the west and the A41/A1 to the east. The borough boundary with the London Borough of Brent runs along the A5, whilst the M1 and the Thameslink railway form the eastern boundary of the CAAP area.

Background – Barnet Homes

Barnet Homes was created as an arms length management organization in 2004. They manage 15,000 council tenanted and leasehold homes as well as the Council's homelessness service, sheltered housing and a lifeline service known as Assist.

On behalf of the London Borough of Barnet, Barnet Homes is redeveloping a range of sites for much-needed affordable housing for rent. They have a development pipeline of over 700 new homes across almost 40 sites and continue to review options across their estates to better use the land available.

All the new homes for this development proposal would be for affordable rent, owned by London Borough of Barnet and managed by Barnet Homes.

2.2 Relevant Planning History

There is no relevant planning history relating directly to the application site. However the site sits within the Grahame Park estate which has been subject to a major regeneration programme. Therefore there have been numerous planning permissions granted in order to deliver the masterplan comprising overall of circa 3,500 units, 9,000 sqm retail, office, food and drink, and social and community uses, along with associated public and private open space, car parking and access arrangements. These planning permissions include:

- W01731JS/04
- W01731LA/07
- W/01731/LB/07
- H/04448/10
- H/05110/10
- H/00308/11
- 15/04039/FUL

The first phase, Stage A is completed and an application to complete further phases, under Stage B was recently granted planning permission, Ref: 19/5493/OUT.

2.3 Proposed Development

This application seeks planning permission for the demolition of 8no existing bungalows and 48 garages and erection of 35 new affordable homes (C3) across four buildings ranging from 2 to 4 storeys with associated landscaping, parking and ancillary works. The proposed 35 homes would comprise of 12 houses and 23 flats, all for affordable rent and managed by Barnet Homes.

Site 1 would comprise of a 3 storey terrace block forming 4 houses fronting Little Strand with private gardens to the rear. Site 2 would provide a 4 storey building containing 1-bed and 2-bed flats. Site 3 would consist of a 2-storey terrace block of 8 houses split into two blocks of 5 and 3 houses, fronting Little Strand with private gardens to the rear. 325 sqm of communal green space would be provided, through the creation of a new communal pocket park at the west of the development at site 3 and a semi-enclosed communal courtyard would be located in site 2.

A total of 56 (demarcated) car parking spaces are proposed in addition to significant changes to the road, parking layout and footpaths. This includes new 2m wide footpath along the north side of Little Strand and improvements all footpaths across the site. Road widening to a minimum 5.5m with the provision of a new turning circle at the end of the cul-de-sac with a controlled access gate.

2.4 Pre-application Consultation by the Applicant

A Statement of Community Involvement has been submitted with the Planning Application which outlines the consultations which the applicant carried out prior to the submission of the application.

This document states that the applicant has undertaken consultations with local residents and held a public consultation event in January 2020. In addition to the invitation letters sent to residents in the surrounding area; Barnet Homes also contacted the tenants of the 8 bungalows at Dowding. This statement confirms that, individual site/home visits were undertaken and individual housing needs assessments will be done, which will enable these residents to be re-homed in accordance with their tenancies and specific need.

2.5 Public Consultations by the Council

As part of the council's consultation exercise, 408 letters were sent to neighbouring properties and residents. In addition the application was advertised in the local press and site notices were posted around the site. 6 objections were received (4 of which came from 2 households). There was also 1 letter in support.

Public Objections:

The letters of objection received can be summarised as follows:

- Loss of parking
- Garages should not be demolished
- Estate is overcrowded and already being developed
- Garages are not used so should be turned into parking spaces and green spaces
- New homes not required in the area
- Fly-tipping & ASB is common, the area needs investment to improve amenity
- Overlooking back gardens (Farman)
- Removal of trees could do more damage to existing properties (Farman)

Officer Comment:
All of the above representations have been taken into account in the relevant sections of the report, which form part of the assessment below.
The applicant has confirmed that existing tenants of garages will be notified of the proposed demolition in advance and subject to availability, will be offered a garage nearby.

<u>In Support</u>

The letter of support received can be summarised as follows:

- The proposal is much needed and long overdue – garage blocks are barely used and creating areas for fly-tipping and ASB/crime
- Benefits outweigh any concerns around the parking issue

Following minor revisions to the layout of the scheme resulting in the addition of 6 car parking spaces, the application was subject to a further re-consultation period. In response, 2 further objections were received. One repeated an original objection and request to speak at committee. The second was a new objection requesting details of when the demolition would begin and also requesting to speak at committee.

<u>Elected Representatives:</u>

No comments received.

<u>Neighbouring/Residents Associations & Local Amenity Groups:</u>

No comments received.

<u>Responses from External Consultees:</u>

UK Power Networks
No objections to the proposal, general informative to be included.

Thames Water
No objections to the proposal. Given the proposed development is located within 15m of a strategic sewer a condition requesting a Piling Method Statement has been requested. An informative has also been requested to minimise groundwater discharges into the public sewer and a confirming that a permit would be required.

London Fire Brigade
No comments received.

Transport for London (TfL)
No objections or specific comments to make on this planning application.

Environment Agency
No comments received.

Network Rail
No objections or observations to make on this application.

Metropolitan Police – Designing Out Crime
No objections to the proposal and request that a planning condition is attached to any approval whereby the development must achieve Secured by Design accreditation prior to occupation.
Natural England
No objections/comments to make on this application.

Responses from Internal Consultees:

Ecology
Ecological reports were reviewed and the surveys concluded that no bats were present within the buildings and that the majority of the site had low ecological value. It is considered that the information provided in the submitted reports are sufficient to support the application. As such, no further surveys are required.

They have advised that the following recommendations for biodiversity enhancements are implemented and should be secured via condition:

- Any new dwelling will require suitable bird and bat boxes/bat bricks to be incorporated into their design.
- Any soft landscaping to include native tree species of local provenance, berry bearing shrubs and hedges and wildflower areas where the sward height is allowed to grow higher than a managed lawn.

Arboriculturalist
There are no arboricultural reasons to object to this application, subject to the proposed replacement tree planting being fully implemented and a number of conditions relating to:
- Levels
- Hard & Soft landscaping
- Pre-commencement tree protection and method statement
- Landscape Management Plan to provide a system to manage the garden areas around the flats; and details of ecological enhancements to improve the bio-diversity on the site.

Green Spaces
No objections subject to a total CAVAT payment of £140,389 (to be secured via a legal agreement) to compensate the loss of the three B rated trees and valued at:

T39. London Plane. £50,940
T40. London Plane. £35,375
T41. London Plane. £54,074

The loss of the small low value trees would be acceptable and in addition the 39 new trees would provide adequate compensation.

Environmental Health
The proposed development has been reviewed and is considered acceptable subject to a number of standard conditions and informatives, which will be included.

Affordable Housing
No objections – the proposal is entirely acceptable.
Travel Plan Coordinator
No objections.
The development does not meet the thresholds whereby a Full Travel Plan is required. Therefore in this instance the submitted Travel Plan Statement is considered appropriate and acceptable to Highways as a means for measures to be put in place to reduce the number of single person car journeys and to increase the use of sustainable travel modes to and from the site.

Traffic and Development
The site fronts onto Little Strand. It is in a CPZ and has a PTAL 2/3 (average). Five bus routes (204, 186, 303, 632, 642) can be accessed from stops within 3-7 minutes walking distance of the site. Colindale tube station is 11 minutes walking distance from the site.

This assessment is based on the layout shown on Dwg No. LIT_XX_DR_0100 Rev N (Proposed site plan).

The proposed internal road and parking layout are acceptable and these are considered to be an improvement to the existing situation. The existing spaces are laid out well and the carriageway has been widened from 5.2m to 5.5m to meet the council's highways standards. Also, the proposed layout regularises the current ad-hoc parking in the road through the provision of 56 designated parking spaces. 21 of these come in the form of on-street parking spaces on Little Strand and the remaining 35 spaces are provided in two separate parking courts. The first is accessed from Little Strand with 21 spaces and the second from Great Strand with 14 spaces. The provision of a continuous 2.0m wide footway on the north side and a 1.5m wide footway on the south side of Little Strand is supported although Highways would prefer 1.75m wide footways on both sides of road, which is acceptable.

The proposed road widening and reconfiguration of the internal layout will involve works on the public highway and the stopping up of sections of adopted highway. Hence, the applicant will need to enter into a s278 agreement for works on the public highway. For stopping-up of the highway, a s247 would be required. A plan of the

areas to be stopped up is therefore requested. As the road is in a CPZ, the proposed internal layout may affect the CPZ layout. This will be subject to statutory consultation and making of a traffic regulation order.

Servicing is not expected to be a problem as arrangements will continue as existing. Swept path drawings submitted by the applicant demonstrate that both fire and emergency vehicles will be able to enter and exit the site in forward gear.

Trip generation analysis undertaken by the applicant indicate that the development will generate 46 two-way person trips during AM Peak and 30 two-way person trips during the PM Peak. The corresponding vehicle trips are 6 two-way movements during the AM Peak and 3 two-way movements during the PM Peak. This level of trip generation is unlikely to have a significant highway impact.

Electric vehicle charging points are proposed in accordance with London Plan standards (20% active and 20% passive). The proposed site plan shows 8 active and 12 passive points. 3 additional active electric vehicle charging points are requested.

Based on London Plan standards, a minimum of 62 cycle parking spaces are proposed. 42 for the flatted units and 20 within the curtilage of the proposed houses. The location of the cycle store for the flatted units is acceptable. There is direct access to the rear gardens of the proposed houses and so cycle storage for the proposed houses is acceptable. Elevations and the type of stands and minimum spacing, etc are proposed. 4 visitor spaces are proposed which is acceptable.

Based on Policy DM17, a maximum of 29 - 51 spaces are required for the development. 56 spaces including 5 disabled bays are proposed. For the 35 units, the provision of 4/5 disabled spaces is acceptable.

Out of the 56 spaces, 33 spaces will be allocated to existing residents with 23 to the residents of development. This means that potentially up to 45 vehicles could be displaced onto surrounding roads which are currently heavily parked. Two overnight surveys were carried out by officers. On both visits, vehicles were illegally parked on the pavement, as well as in obstructive and dangerous locations.

There were about 6 spaces available on Great Strand, all of which were located north of the junction with Broadhead Strand. Broadhead Strand itself was heavily parked, with cars parking on the footway/verges. Percival Avenue was also heavily parked. The number of spaces available at 03:00 were as follows: Little Strand (0 spaces), Great Strand (7spaces) Lower Strand (1space) and Broadhead Strand (5spaces). This makes a total of 13 spaces but with most roads registering a parking stress of over 90%.

Displacing residents who currently park on Little Strand into any of these roads, let alone roads further afield such as Graham Park Road, Cherry Close, Lanacre Avenue and Everglade Strand, which also happen to be heavily parked is considered unacceptable.

Notwithstanding the benefits of the scheme noted above, Highways object to the proposals in its current form due to under-provision of parking spaces which will result in unacceptable parking displacement onto surrounding streets which are already heavily congested.

In addition, a list of appropriate conditions and matters to be secured through a legal agreements have also been provided.

Drainage/SuDs
No objections to the scheme following submission of additional information and subject to conditions.

Waste and Recycling
No objections – the bin placement and collection strategy is in line with what is required by Street Scene operations team.

3. PLANNING ASSESSMENT

3.1 Principle of development

Housing Delivery

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

Policy 3.3 of the London Plan recognises the pressing need for more homes in London and seeks to increase housing supply to 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 site also falls within the Grahame Park Estate which is allocated within the Colindale Area Action Plan and identified for development. The Colindale Area Action Plan (2010) and the Grahame Park Estate SPD have been adopted to guide the regeneration of the area. Given the current poor conditions of the site and sub-standard garages, the proposed infill development of this underutilised area is considered acceptable. Although there would be a loss of 8 houses the proposal would provide a net increase in the total number of residential homes both within the sub-plot itself and across the entire application site.

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 application site has an area of 0.79ha and a PTAL of 2/3 and in accordance with Table 3.2 of the London Plan, is located within an 'Urban' setting. For sites such as these, the London Plan density matrix suggests a residential density of between 200 – 450 hr/ha and 55-145 units per hectare. The density of the proposed development would equate to 143 hr/ha or 44 u/ha, which falls below the advised guidance ranges within the density matrix.

3.2 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', Ch 3 'London's People', and Ch 7 '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, Residential Design Guidance SPD and CAAP policy 5.2.

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 proposes the following unit mix across the application site:

Tenure	**1B 2P**	**2B 3P**	**2B 4P**	**3B 5P**	**4B 7P**	**Total Units**
London Affordable Rent (LAR)	8	3	12	8	4	35
Private	0	0	0	0	0	0
Total	8	3	12	8	4	**35**

In terms of dwellings types which constitute family accommodation provision, the London Housing Design Guide classifies family housing as all units upwards of 2 bedroom 3 person units. Based on this definition the proposal would provide a total of 24 family units equating to 68.5% of the total number of units on site. 12 of these units would be provided as houses.

The submitted planning statement also states:

"To allow mobility within the social housing sector, there is the need for Barnet's Housing Team to continue the supply of smaller affordable units as part of their development proposals to support increased mobility for residents in the social housing sector who need to downsize. Therefore, the Applicant has used this site to include some one bed units, but has kept this to a minimum, so that the maximum number of two bed homes could be provided."

Overall it is considered that the proposed scheme comprises a good mix of housing types and sizes to address the housing preference and need. Officers therefore consider the proposed dwelling mix to be acceptable and in accordance with Policy DM08 of the Local Plan.

Affordable Housing

London Plan 2016 Policy 3.12 seeks the maximum reasonable amount of affordable housing to be negotiated. The Barnet Core Strategy (Policy CS4) seeks a borough wide target of 40% affordable homes on sites capable of accommodating ten or more dwellings. Council policies seek a tenure split of 60% social rented and 40% intermediate housing.

The proposal would provide 100% affordable housing and all at London Affordable Rent. This is an affordable social housing product which offers tenants rented accommodation which are almost as low as comparable Social Rent. The Council's Affordable Housing team is therefore entirely satisfied with the proposal.

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 the dwellings in the detailed element of the development meet the minimum standards as demonstrated in the applicant's supporting documents in relation to the unit sizes and also meet the minimum areas for bedrooms, bathrooms w/c's and storage and utility rooms.

Wheelchair Accessible Housing

Barnet Local Plan policy DM03 requires development proposals to meet the highest standards of accessible 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.

The planning submission sets out that 10% of the residential units would be provided as wheelchair adaptable in line with aforementioned policy context and in accordance with Part M4(3) of the Building Regulations. This is considered to be acceptable and a condition is attached which would secure these wheelchair units.

Amenity space

Barnet's Sustainable Design and Construction SPD Table 2.3 outlines the minimum external amenity space standards required for new residential developments. For flats, the SPD requires 5sqm of space per habitable room for all minor, major and large-scale developments. Kitchens over 13sqm are counted as a habitable room and habitable rooms over 20sqm are counted as two habitable rooms for the purposes of calculating amenity space compliance. The minimum requirements are set out in the table below:

Outdoor Amenity Space Requirements	Development Scale
For Flats: 5m2 of space per habitable room	Minor, major and large scale
For Houses: 40m2 of space for up to four habitable rooms 55m2 of space for up to five habitable rooms 70m2 of space for up to six habitable rooms 85m2 of space for up to seven or more habitable rooms	Minor, major and large scale
Development proposals will not normally be permitted if it compromises the minimum outdoor amenity space standards.	Householder

The Mayor's housing SPG sets out a requirement of 5 sqm of private amenity space for 1 and 2 person dwellings with a further 1 sqm per additional person.

The proposed amenity provision has been developed to ensure that each dwelling is provided with private outdoor amenity space. The houses are provided with private gardens to the rear and an additional outdoor space to the front. All the proposed flats would be provided with private terraces/balconies.

In addition the scheme also provides a communal amenity space of 325 sqm and a courtyard amenity space of 200 sqm. Overall, it is considered that acceptable levels of outdoor amenity space are afforded all future residents.

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 Policy CS7 requires improved access the children's play space from all developments that increase demand, and Policy DM02 requires development to demonstrate compliance with the London Plan.

The submission states that 161 sqm of playspace for children 0 to 4 years olds would be provided along with 73 sqm of play provision for 5-11 years old. The under 5's play space would be split between the communal courtyard and the pocket park; with the 5-11's located within the pocket park.

Adults and the over 12+ age group would be provided for in the form of either formal sports facilities or open areas of Heybourne Park (which has benefitted from a number of improvements) for older children. Existing play and outdoor sports facilities include Hendon Football Centre, Grahame Park Community Pitch and the Youth

Zone in Montrose Park. Overall the level of play space provision is considered acceptable and details would be secured via condition.

Secured by Design

Policy DM01 requires that the principles set out in the national Police initiative, 'Secured by Design' should be considered in development proposals. The proposed development was subject to consultation with the Met Police who have raised no objections subject to the standard condition. Therefore a condition would be attached to any permission requiring the proposed development and design to achieve Secured by Design accreditation.

3.3 Design

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

Draft Replacement London Plan (DRLP) policy D1B requires development to respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and be of high quality, with architecture that pays attention to detail, and gives consideration to the use of use of attractive, robust materials which weather and mature well. Policy D2 (Delivering good design) requires masterplans and design codes to help bring forward development and ensure it delivers high quality design.

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.

The submitted Design and Access Statement (DAS) states that the design is based on a detailed survey of the existing buildings surrounding the site, to understand the local character of the area, the appropriate forms, appearance, layout and street patterns. As detailed in the DAS, to develop a design which respects the character of the local area, a detailed layout and massing study was undertaken and this has informed the location of development, heights and massing on each part of the site. A study of the roof designs and fenestration within the area suggests that overall there was a lack of unity and consistency in the local character. This is highlighted further with the new developments and additions in the surrounding pockets of the estate.

The proposed buildings will range from two to four storeys in height to mirror the surrounding context. The design is based upon the prevailing heights and simple material pallet, with the predominant material being brick. The small elements of detailed design will provide a reference to the existing local character of the site, while also create a unique character of development which ties the three sites together in a cohesive identity to the new additions to the site. The proposed houses are designed with a steep pitched roof from ground to first floor. Rooflights provide outlook and light to bedrooms and bathrooms without compromising the privacy of the existing houses and gardens.

It is considered that this would create a uniformed development which aims to restore the street frontage and the residential character and help mark the entrance to the cul-de-sac from Great Strand.

<u>Character/Appearance</u>

In terms of materiality, the design and access statement illustrates that the materials have been informed from an analysis of the surrounding area and seek to help the development integrate in the area. It is considered that the use of high quality materials, predominantly brick, with the brick detailing forming a consistent design approach across the new buildings, whilst respecting the existing buildings within the estate. This is considered to be acceptable, however appropriate conditions requiring the submission of the final external materials and details for approval by the LPA would be required. The architecture presents a high-quality appearance which responds to its surroundings.

<u>Site 1</u>

This site would comprise of four 3-storey family homes with front gardens/amenity space, facing Little Strand. The proposed height and building line would match the adjacent block ‘Douglas’ ensuring a consistent 1.7m footpath is provided. This also provides an active street frontage on the eastern part of the site by replacing the garages blocks/car parking area and extending the residential character.

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 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.

Given the site constraints, this site has a distance of 9.3m to the neighbouring gardens of 'Cobham'. In order to mitigate this, the Architects have incorporated a tapered roof design feature to the rear of the buildings, from the first floor. This would also provide high level roof lights to the bedrooms to rear of the houses. In doing so this would help to improve privacy at first floor level as well as prevent overlooking from the new houses into the existing gardens. The submitted drawings show that this design also means that there will be a minimum distance of 10.8m to the southern properties flank wall or garden. Furthermore there would be no adverse impact to the existing residential block of 'Cobham' as this sits perpendicular with its flank elevation facing the application site.

The proposed homes are dual aspect and all habitable floorspace in rooms are more than 2.5m in height and within habitable rooms with sloping ceilings, they are 1.5 m or more of ceiling height. Thereby meeting national space standards.

<u>Site 2</u>

Site 2 would involve a 4-storey building in a L-shape with enclosed communal amenity and formalised parking forecourts. This would provide a range of 1 and 2 bed flats, including five new wheelchair accessible units. Each flat would have access to either a private terrace or balcony. The one bed units would be located in the south western corner with the two bed units running north-south parallel to Great Strand. A common stair and lift core access is provided from Great Strand. Deck access is provided on the western side of the block, overlooking the shared amenity space to help increase active/natural surveillance.

The south western element of this block would be around 16m away from the existing residential block 'Dyott', which is to the west. To mitigate against the potential privacy issues, the internal layout of the proposed 1-bed flats is designed with the kitchen and living area on the gable ends nearest to Dyott. The main windows are designed to provide a northerly and southernly outlook from the kitchen/dining areas, thus small frosted secondary windows would be sited on the gable ends, facing Dyott. This is therefore considered acceptable.

<u>Site 3</u>

As the DAS and supporting submission set out, this is the most challenging site in regards to the constraints and restrictions to the proposed development. The main contention throughout the design of the layout has been the impact upon the privacy of residents at Farman and Everett based on Barnet's SPD standards, while also maximising car parking, a 2m pedestrian pathway and 5.5m carriageway as stipulated in Barnet's Highways design standards. The proposal here comprises of 8 two storey family homes in a block or terrace of 5 and 3. This site also incorporates

a new communal amenity area and the extension of the pedestrian path along the northern thoroughfare from Site 2.

The proposed terrace of 3 homes would result in a distance of 7.4m to the boundary wall at no. 1 Everett. Although it is noted that the existing garage blocks are located immediately adjacent to this boundary. The Everett block has been designed to have an easterly and westerly outlook and therefore there is only one secondary window on the flank wall of No1 Everett. This is 8.6m from the proposed window at first floor of proposed plot no.30. However the design of the upper floor layout is based on a tapered roof design with skylight providing an outward view towards the sky (the same for all the proposed homes). It is considered that this design would help mitigate against potential overlooking to the rear gardens of Everett. In addition the proposed side windows at either flank would be obscured glazing to again avoid any overlooking/privacy issues towards Dyott.

The proposed terrace of 5 homes would result in a distance of 9.1m to the boundary walls of 2-8 Farman and 18.7m habitable room window to habitable room. As with all the proposed homes, design of the upper floor layout is based on a tapered roof design with skylight providing an outward view towards the sky. The proposed skylights are set 1.5m however it is considered that should be raised to a minimum of 1.8m and secured by condition, to avoid potential overlooking/privacy concerns across the sites. These homes would front onto the new communal amenity space with front south facing gardens with defensible space.

3.4 Amenity Impact on Neighbouring Properties

Daylight/Sunlight

The applicant has undertaken a Daylight, Sunlight and Overshadowing assessment for the proposed development and neighbouring residential properties based on the approach set out in the Building Research Establishment's (BRE) 'Site Layout Planning for Daylight and Sunlight: A Good Practice Guide'.

The proposed units have been tested in regards to daylight levels. A total of 97 rooms were tested and 97% of the rooms achieve the Average Daylight Factor (ADF) target. All of the rooms achieve the target for No-Sky line (NSL) test. The three rooms falling below the BRE recommendations are kitchen/living/dining spaces on the ground floor of Site 2. The depth of the room combined with the presence of the balcony above the main window is the cause of the failure, but all rooms achieve at least 1.5% of the ADF value, which is the recommended target for a living space. The report states that given the limited number of rooms achieving these lower values and the appropriateness of the results for a living space, the failure can be classified as acceptable.

The daylight analysis considered all the surrounding buildings with main windows facing the development. Whilst there were some reduction in a small number of windows in Dyott and Dessouter, the Vertical Sky Component (VSC) values calculated shows that the all the surrounding buildings achieve or exceed the BRE recommendations.

In regards to sunlight, BRE guide recommends that only living rooms that face within 90 degrees due south should be tested. For the proposed development, a total of 18

windows were assessed and they all meet the BRE criteria. The impact on the existing surrounding buildings was also undertaken and the results shows that the proposed buildings will not impact on the daylight and sunlight availability of the existing surrounding properties.

For outdoor spaces, the BRE guidelines state at least 50% of the open spaces should receive 2 hours of sunlight on the Equinox (21st March). The results show all the spaces in the existing surrounding properties comply with the BRE targets. The same was done for the proposed outdoor amenity spaces. The results show that some external amenity spaces on sites 1 and 2 achieve at least two hours of sunlight in at least 50% of their area on 21 March (the courtyard in site 2 and three of the four rear gardens in site 1 - spaces no. 9, 10, 11 and 12).

The north facing gardens at site 3 do not achieve the recommended sunlight levels, however their living rooms achieve and exceed the recommended targets for sunlight. These houses would also have an additional private south facing outdoor amenity space with defensible space overlooking the communal amenity space. In addition one rear garden (plot 13 in site 1) is partially overshadowed by the existing property to the south on Site 1. However all the amenity spaces in the proposed development receive sufficient sunlight during summertime (21st June) when this space will be mostly in use. Therefore in consideration of the above the proposed development is considered acceptable to both existing and future residents of the estate.

Noise

No significant new or cumulative operational noise impacts are identified for neighbours as a consequence of the proposed development. Whilst there is an increase in the intensity of use of the site, the use is consistent with the residential character of the wider area.

The proposal has been reviewed by the Council's Environmental Health team and conditions are recommended ensuring that any plant or machinery associated with the development, extract and ventilation equipment, achieves required noise levels for residential environment.

Air Quality

The development proposal and details were reviewed by the Council's Environmental Health team who have advised that the proposed development is acceptable. The proposal does not, in air quality terms, conflict with national or local policies, or with measures set out in the London Borough of Barnet's Air Quality Action Plan. There are no constraints to the development in the context of air quality.

Suitable conditions are attached regarding ventilation and the submission of details of proposed plant and equipment. In respect of traffic and parking impacts on air quality, the levels of parking are controlled and the travel plan statement encourages sustainable travel modes to and from the site. In respect of the design, the scheme contributed towards overall reductions in CO2 production, having regard to energy and sustainability policies.

3.5 Transport / Highways

Policy CS9 of the Barnet Core Strategy (Providing safe, effective and efficient travel) identifies that the Council will seek to ensure more efficient use of the local road network and more environmentally friendly transport networks, require that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 (Travel impact and parking standards) of the Barnet Development Management Plan document sets out the parking standards that the Council will apply when assessing new developments. Other sections of Policies DM17 and CS9 seek that proposals ensure the safety of all road users and make travel safer, reduce congestion, minimise increases in road traffic, provide suitable and safe access for all users of developments, ensure roads within the borough are used appropriately, require acceptable facilities for pedestrians and cyclists and reduce the need to travel.

Residential Car Parking

The London Plan sets out maximum parking standards which are outlined in Table 1.4 below. Explanatory text provided in the parking addendum sets out that all developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit.

Suburban	150–200 hr/ha	Parking provision	150–250 hr/ha	Parking provision	200–350 hr/ha	Parking provision
Parking for residential development			35–65 u/ha		45–90 u/ha	
3.1–3.7 hr/unit	40–65 u/ha	Up to 2 spaces per unit	40–80 u/ha	Up to 1.5 spaces per unit	55–115 u/ha	Up to one space per unit
2.7–3.0 hr/unit	50–75 u/ha		50–95 u/ha		70–130 u/ha	
Urban	**150–250 hr/ha**		**200–450 hr/ha**		**200–700 hr/ha**	
3.8 –4.6 hr/unit	35–65 u/ha		45–120 u/ha	Up to 1.5 spaces per unit	45–185 u/ha	Up to one space per unit
3.1–3.7 hr/unit	40–80 u/ha	Up to 1.5 spaces per unit	55–145 u/ha		55–225 u/ha	
2.7–3.0 hr/unit	50–95 u/ha		70–170 u/ha	Up to one space per unit	70–260 u/ha	
Central	**150–300 hr/ha**		**300–650 hr/ha**		**650–1100 hr/ha**	
3.8–4.6 hr/unit	35–80 u/ha	Up to 1.5 spaces per unit	65–170 u/ha		140–290 u/ha	Up to one space per unit
3.1–3.7 hr/unit	40–100 u/ha		80–210 u/ha	Up to one space per unit	175–355 u/ha	
2.7–3.0 hr/unit	50–110 u/hr	Up to one space per unit	100–240 u/ha		215–405 u/ha	

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 on a sites 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 is 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, a maximum of 29 - 51 spaces are required for the development. 56 spaces including 5 disabled bays are proposed. For the 35 units, the provision of 4/5 disabled spaces is considered acceptable by highway officers.

The proposal has been subject to extensive reviews and surveys undertaken by the applicant's team and transport consultants. Detailed discussions have also taken place with the council's highways team. The Applicant and their team have undertaken ongoing engagement with the Borough's Highways team on the appropriate parking strategy and layout for the site. Details of the engagement can

be found in the supporting Statement of Community Engagement prepared by HTA Design LLP. The original submission was accompanied with both a transport statement and travel plan statement although the proposal did not meet the threshold requirement for the latter.

Highways officer has confirmed that 40 spaces would be acceptable, however as according to their survey, 50 cars are parked in the road, hence a total of 90 cars are needed. Given that 56 car spaces are proposed, there would in their view be a shortfall of 34 spaces. Therefore highways remained concerned due to under-provision of parking spaces which would result in unacceptable parking displacement onto surrounding streets which are already heavily congested.

In response, the applicant has highlighted that Barnet parking management team currently support the issue of four parking permits per household, despite sites like Little Strand not having capacity to accommodate this. It is considered that enabling the supply of four parking permits per household, would be reasonably considered to be incompatible with both DM17 (1), which supports a maximum parking provision of between 1-2 spaces for flats and houses emerging London Plan and local presidents set in recently approved applications such as the Graham Park Phase 2 (19/5493/OUT) scheme, where a ratio of 0.4 parking provision is supported.

Grahame Park Estate Parking Strategy:

In accordance with the Draft London Plan, highways have accepted the maximum parking ratio of 0.5 for Colindale OAP through their support for Phase 2 of the Graham Park Estate, which has a parking ratio of 0.4. Little Strand is within the estate.

It is accepted that demand for parking is significant and that it is likely that there is additional parking on the site from the wider estate. However, it should be noted that this proposal cannot address the wider parking issues within the Grahame Park Estate. Following the initial feedback from highways, the applicant has taken two further steps in their approach to develop the parking strategy:

1. Determine which properties could reasonably park on the Little Strand site either because the property fronts on the Site or backs onto it with no available parking drive/court to the front;
2. Provide the maximum number of parking spaces that the site can accommodate, in order to re-provide for existing residents and meet the demands of new residents within the maximum parameters set out in the London plan, even if this requires some restrictions on access to permits for the smaller households.

Little Strand Parking Strategy:

There are no marked parking spaces along Little Strand/Great Strand and vehicles do not parallel park as spaces intend, but instead park at an angle over footway. It is acknowledged that pedestrian footways are obstructed resulting in pedestrian having to walk along the carriageway. It is also evident that parking also occurs within turning areas and ‘KEEP CLEAR’ areas which should provide access to service and emergency vehicles.

The submitted transport statement confirms that an initial parking beat survey was carried out to understand the parking demand on the site. As the CPZ covers a wide area surrounding the site, which is accessible to pedestrians via several interlinked

footpaths, it was considered prudent to extend the parking beat beyond the 200 meter walking distance between a parked car and residential property as stipulated by the Lambeth Methodology. The Parking Beat Inventory identified a total of 90 spaces on Little Strand and Great Strand. However, the traffic survey company that produced the inventory recorded and made assumptions on the number of parking spaces based on how vehicles were parked during the survey, rather than how the spaces were intended to be used to be used safely.

As a result, the transport consultant then carried out an onsite assessment of the parking capacity to observe the actual intended safe number of spaces available on the Little Strand based on measurements and keeping footways clear of obstruction. This study is presented in Chapter 4 of their supporting Transport Assessment. This begins with an assessment of the required number of parking spaces to accommodate surrounding residential properties fronting onto Little Strand or with limited or no available parking on to their frontage and therefore needing to use Little Strand for parking. It identified that there were 33 homes which could reasonably utilise Little Strand for parking (discounting Douglas as they had off-street parking). This concluded that within the redline boundary (Little Strand and part of Great Strand) of the proposal site, there is a total of 50 car parking spaces which provide safer car parking spaces and do not obstruct footway or turning areas for refuse and emergency vehicles.

This transport statement by Velocity also states that the number of parking spaces is based on the inaccurate observed parked spaces identified on the original parking beat survey. It therefore also concludes that there is spare capacity on Great Strand with between 16 to 26 spare spaces recorded on both weekday overnight beats at 0300 an 0500. Thus, there is some spare capacity on Great Strand and Broadhead Strand.

Following further discussions with highways, the applicant's team amended the layout in order to maximise the provision of car parking spaces within the site. The proposal now provides 56 new parking spaces, increased from 50.

However, in taking into consideration the local parking stress, Barnet Homes have agreed to the following additional mitigation measures:

a) Restricting access to local parking permits by new residents in the one and two bed homes. This amounts to 18 properties; and
b) Restricting access to parking permits to one permit per property for the 3 and 4 bed units, a total of 12 units.

With the above, 39 parking spaces would be for existing residents and 17 parking spaces for new residents. Overall, the parking ratio with restrictions to accessing parking permits will result in a parking ratio of 1.2 parking spaces for 50 homes (33 existing +12 homes +5 wheelchair units). This is above the Draft London Plan 0.5 and the approved 0.4 parking ratio accepted in Phase 2 of the Graham Park Estate masterplan. Officers consider given the proposals outlined above and further details and improvements highlighted below, that on balance the proposal would be acceptable.

Access/Highways Improvements

It is accepted that the current situation within the application site is not safe nor provides an attractive friendly environment for residents and visitors alike. The proposal also highlights significant improvements, which will improve the local highway and public realm, supporting the transition to sustainable travel by existing and new residents. This includes the highway design which is consistent with Barnet Highways Design standards:

- improvements for pedestrian access with a 2m wide footway along the entire length of the northern side of the carriageway
- The footway adjacent to Site 1 residential properties is 1.7m wide
- Adoption of Barnet Highways design standards such as a minimum 5.5m wide carriageway throughout Little Strand, 6x2m parallel parking bays and a new parking court designed to achieve parking bays which are 5x2m with 6m wide aisle widths
- Increased width at western end to allow for a turning head
- Crossing points / breaks in parking to aide pedestrian access and servicing
- Demarcation of 56 parking spaces (including 5no. Wheelchair spaces) to inform correct and safe parking behaviour
- 20% of all spaces will have active charging facilities
- 66 residential cycle parking spaces (42 within the flatted block and 24 in the homes) + two visitor cycle parking spaces

Trip generation analysis undertaken by the applicant indicate that the development will generate:

- 46 two-way person trips during AM Peak and 30 two-way person trips during the PM Peak. The corresponding vehicle trips are 6 two-way movements during the AM Peak and 3 two-way movements during the PM Peak. Highways have confirmed that this is acceptable and this level of trip generation is unlikely to have a significant highway impact.
- a total of 18 and 16 public transport trips in the AM and PM peak, respectively, of these there would be 6 additional bus trips in the AM peak and 3 in the PM Peak. There would be 10 and 5 additional underground trips in the AM and PM peaks, and an additional 2 and 1 rail trips respectively.
- 18 and 16 walk trips in the AM and PM peak, no additional cycle trips will be generated in the peak hour.

This has been reviewed by highways officers and it is considered that these additional trips represent a minimal increase on the transport network and would therefore have no impact and are considered acceptable.

Travel Plan

In addition to the above, a Travel Plan Statement has also been submitted which sets out a range of preliminary management strategies and measures to support and encourage sustainable travel. The overall aim/objective of the Travel Plan Statement is to minimise the impact of travel on the local and wider environment and to promote sustainable travel choices, such as walking, cycling and public transport.

The council's travel plan coordinator has confirmed that the development does not meet the thresholds whereby a Full Travel Plan is required. Therefore in this instance the submitted Travel Plan Statement is considered appropriate and acceptable to Highways as a means for measures to be put in place to reduce the number of single person car journeys and to increase the use of sustainable travel modes to and from the site. Measures outlined such as travel packs, notice boards along with all other relevant highway measures will be secured through appropriate conditions and the legal agreement.

Construction Management/Logistics Plans

Details should include limits on times of operation for the lorries and identify a designated safe route for lorries to ensure minimal impact on the public highway and to demonstrate how the operation and construction can be done safely. Therefore details will be confirmed with agreement with LBB and secured through appropriate conditions.

Delivery and Servicing

The submitted details have been reviewed by the council's waste team who have confirmed that there are no objections. However full details of the collection provision and collection point will be secured via condition.

3.6 Energy/Sustainability

London Plan Policy 5.2 requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:
- Be lean: use less energy
- Be clean: supply energy efficiently
- Be green: use renewable energy

London Plan Policy 5.2 'Minimising Carbon Dioxide Emissions' requires all residential developments to achieve 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 London Plan Chapter 5 policies detail specific measures to be considered when designing schemes including decentralised energy generation (Policies 5.5 and 5.6), renewable energy (Policy 5.7), overheating and cooling (Policy 5.9), urban greening (Policy 5.10), flood risk management and sustainable drainage (Policies 5.13 and 5.15).

Local Plan policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrate compliance with the Mayors targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy. Proposals are also expected to comply with the guidance set out in the council's Supplementary Planning Documents (SPD) in respect of the requirements of the Code for Sustainable Homes.

The proposed development is accompanied by an Energy Statement prepared by HTA Design LLP. 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.

In terms of carbon emissions, the report confirms that the development will achieve and exceed the national and regional targets. The development meets the zero-carbon standard and does not require any offset payments. The dwellings also achieve the new target set at the 'Be Lean' stage of a 10% reduction above Building Regulations. The proposed development will incorporate a range of energy efficiency measures including levels of insulation exceeding current Building Regulations requirement, the installation of high-performance glazing, energy efficient lighting and natural ventilation in all habitable spaces. The implementation of these measures would reduce regulated CO2 emissions by 39%, when compared to a notional built to current Part L Building Regulations (2013).
In addition, the report also confirms that the possibility of employing a decentralised energy network was investigated, as required by the current London Plan and Policy SI2 of the New Draft London Plan. Currently, there is an existing DHN to the north of the site around Withers Mead Road. However, it is stated that the plan is to decommission the network in the next phase of regeneration. Therefore, an alternative solution is proposed. ASHP systems will provide efficient heating and hot water, avoiding air quality issues in all spaces. The heating and hot water demand of the building will be provided using air-source heat pumps. ASHPs will contribute 100% of the heating and hot water annual demand. An overheating assessment has been carried out and this shows that all rooms comply with the criteria and therefore the risk of overheating during moderately warm summer conditions can be defined as low.

The proposal has been reviewed by the council's environmental health team who have confirmed the proposal is acceptable and have provided suitable conditions to be included.

3.7 Flood Risk / SUDS

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 no 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 applicant has submitted a Drainage Strategy that has been reviewed by all parties concerned. Further details were requested along with a FRA. The council's drainage team have confirmed that the proposed details are broadly acceptable. Therefore further details are required and these details will be secured via condition.

3.8 Landscaping, Trees and biodiversity

The ‘sustainable development’ imperative of NPPF 2012 includes enhancing the natural environment and improving biodiversity (para 7). London Plan 2016 policy 7.19 states that development proposals, where possible, should make a positive contribution to the protection, enhancement, creation and management of biodiversity. Barnet Local Plan policy DM16 states that when it is considering development proposals the council will seek the retention, enhancement or creation of biodiversity.

The submitted DAS states the landscape strategy has been developed around three principles, which are to create new open space at the heart of the scheme, re-provide space for nature and to create tree lined streets to help build upon the existing character of the area which is dominated by large trees. A new communal pocket park is proposed at the heart of the development. It will provide a new usable open space for existing and new residents that will provide some opportunities for both active and passive recreations. Site 2 would also provide a communal courtyard providing opportunity for play and seating. Details for both would be secured via conditions.

Trees

The development proposal is outlined within the DAS and an Arboricultural Report has also been submitted. These outline that existing trees are to be retained wherever possible. In this instance, a total of 15 trees would be removed to facilitate the proposal. However only three of these have been valued as category B moderate value, a constraint. Furthermore the council’s team has confirmed that all these trees are reduced on a regular basis.

Greenspaces have reviewed the proposal and have raised no objections subject to a total CAVAT payment of £140,389 (to be secured via a legal agreement) to compensate the loss of the three B rated trees and valued at:

T39. London Plane. £50,940
T40. London Plane. £35,375
T41. London Plane. £54,074

Furthermore greenspaces have confirmed that the loss of the small low value trees would be acceptable and in addition the 36 new trees to be planted around the site, would provide adequate compensation.

Accordingly the detailed landscaping and management scheme for the site; including tree planting, will be subject to a Landscape Management Plan to be submitted to the Council for their review and approval and secured through conditions.

The proposal has also been reviewed by the council’s ecology team. Ecological reports were reviewed and the surveys concluded that no bats were present within the buildings and that the majority of the site had low ecological value. It is considered that the information provided in the submitted reports are sufficient to support the application. As such, no further surveys are required. The ecology team have no objections to the proposal and have recommended biodiversity enhancements which would be incorporated in the Landscape Management Plan, to be secured by condition.

4 Planning Obligations & CIL

Planning Obligations

Policy CS15 of the Barnet Local Plan states that where appropriate the Council will use planning obligations to support the delivery of infrastructure, facilities and services to meet the needs generated by development and mitigate the impact of development.

In accordance with development plan policies the list of obligations as set out in the heads of terms at the beginning of this report; are required to be secured through a legal agreement with the developer.

Community Infrastructure Levy (CIL)

The proposed development is liable for charge under the Barnet Community Infrastructure Levy (CIL) at a rate of £135 per square metre. As noted in SPD para 2.2.11, the purpose of Barnet's CIL is to secure capital funding to help address the gap in funding for local infrastructure. The money raised by Barnet's CIL will be used to pay for infrastructure required to mitigate the impact of development across the Borough.

Pursuant to the Table 3: Mayoral CIL Charging Rates of the Mayor's April 2013 SPG 'Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy', a flat rate charge of £35 applies to the application.

5 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;
- sexual orientation.

Officers have in considering this application and preparing this report had regard to the requirements of this section and have concluded that a decision to grant planning

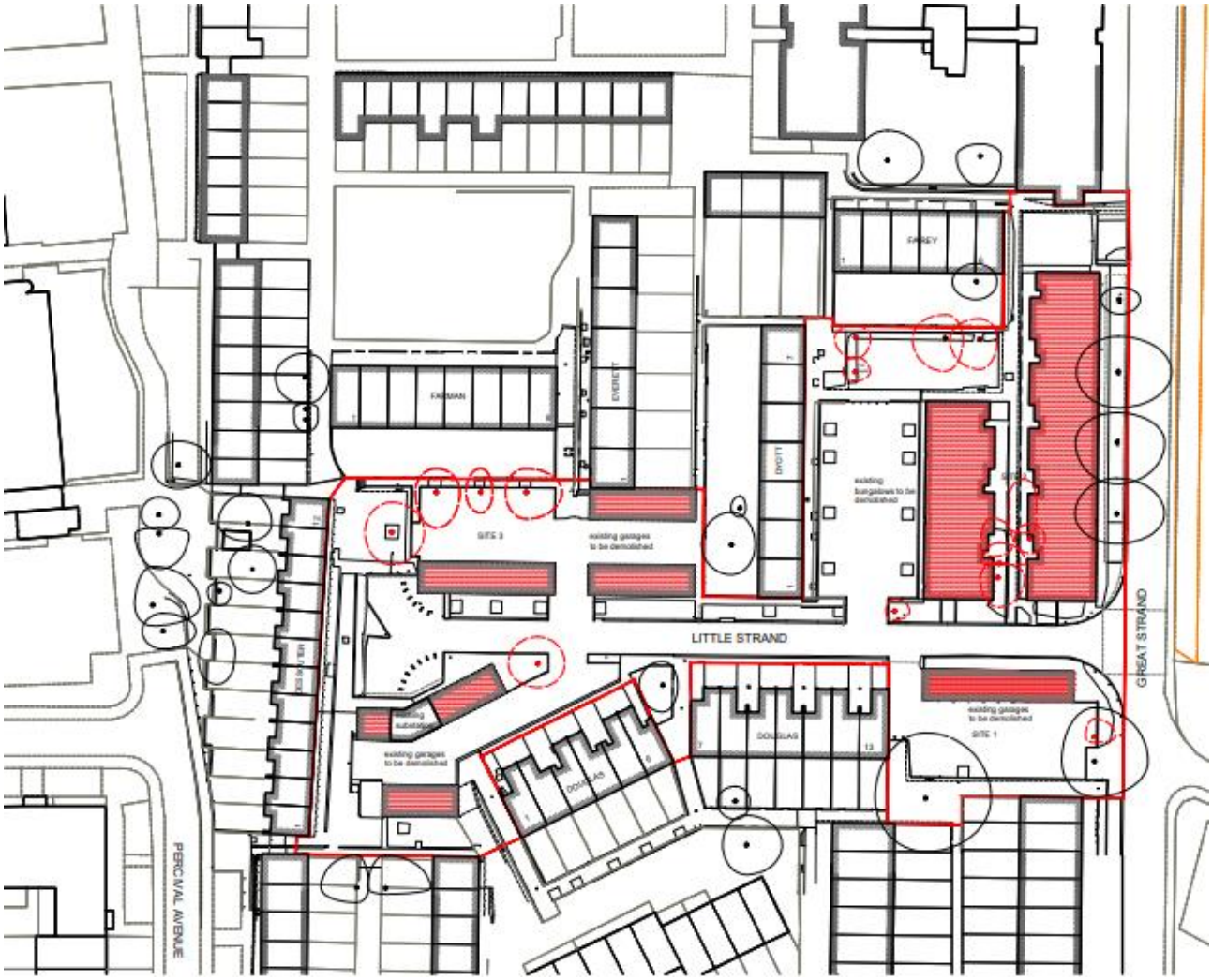
permission for this proposed development will comply with the Council's statutory duty under this important legislation.

The site is accessible by various modes of transport, including by foot, bicycle, public transport and private car, thus providing a range of transport choices for all users of the site. The site will provide 10% wheelchair adaptable units.

The development includes level, step-free pedestrian approaches to buildings to ensure that all occupiers and visitors of the development can move freely in and around the public communal spaces. Lift is also provided to provide step-free access between the ground and the upper levels at Site 2. Dedicated parking spaces for people with a disability will be provided in convenient locations.

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.

6 Conclusion

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the development plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. It is concluded that the proposed development overall accords with the relevant development plan policies. It is therefore considered that there are material planning considerations which justify the grant of planning permission. Accordingly, subject to the satisfactory completion of the Legal Agreement, **APPROVAL** is recommended subject to conditions as set out above.

SITE LOCATION PLAN – Reference: 20/3098/FUL