

Location **Beth Shmuel Synagogue 169-171 Golders Green Road & 2 Woodstock Avenue London NW11 9BY**

Reference: **20/6319/FUL** Received: 30th December 2020
Accepted: 30th December 2020

Ward: Golders Green Expiry 31st March 2021

Case Officer: **Joe Mari**

Applicant: Mr Philip Strom

Proposal: Demolition of existing buildings on site (Mikveh retained) and erection of a four storey (above ground) mixed use building providing community function hall, synagogue, community offices and four residential flats, with basement level(s). Associated parking, refuse/recycling store and cycle store. Hard and soft landscaping. Front boundary wall and gates. Associated plant rooms

OFFICER'S RECOMMENDATION

Approve subject to s106

AND the Committee grants delegated authority to the Service Director – Planning and Building Control 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)

RECOMMENDATION I:

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

1. Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;
2. All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;
3. A financial contribution towards carbon off-setting of £50,644.50 in order to achieve net zero carbon dioxide emissions
4. A financial contribution of £11,250.00 towards street tree planting
5. Submission of a Faith Travel Plan

6. A financial contribution of £15,000 towards Travel Plan monitoring
7. Provision of the following costs towards extension of the Controlled Parking Zone (CPZ):
 - (a) A contribution of £16,000 towards a review of the BXE CPZ, cover the costs of public consultation and potential subsequent alterations to the existing hours of the BXE CPZ operation
 - (b) A contribution of £2,151.31 to amend the existing Traffic Management Order to exempt future residents from obtaining permits.
8. A financial contribution of £25,000 towards pedestrian safety measures in the vicinity of the site
9. Submission of an Activities Management Plan
10. Meeting the Council's costs of monitoring the planning obligation- £3,601.36

RECOMMENDATION II:

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

- 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:

- 2101_OSmap (Location Plan)
- 2101_block (Existing and proposed block plan)
- 2101_01B (Existing site plan)
- 2101_02B (Existing ground floor, first floor plan and loft floor plans)
- 2101_03Y (Proposed lower and upper basement plan)
- 2101_04Z (Proposed ground and first floor plan)
- 2101_05P (Proposed second and third floor plan)
- 2101_06G (Proposed roof plan and sections)
- 2101_07i (Existing and proposed contextual elevations)
- 2101_08F (Proposed primary elevations)
- 2101_09E (Proposed rear and flank elevations)
- 2101_10A (Refuse store details)
- 2101_11B (Cycle parking details)
- 2101_13A (Stone details)
- 2101_16 (Residential sightlines)
- 2101_17 (Section detail through forecourt)
- C2437-01 Rev A (Pre-development impermeable area and exceedance route)

plan)

- C2437-02 Rev A (Pre-development impermeable area and exceedance route

plan)

- C2437-03 Rev D (Ground levels suds layout plan)

- C2437-04 Rev B (Roof level suds layout plan)

- Document: 169-171 Golders Green Road - Blue Roof Storage - 0.6l/s Discharge - 1 in 1 Year Storm - FEH Data

- Document: 169-171 Golders Green Road - Blue Roof Storage - 0.6l/s Discharge - 1 in 30 Year Storm - FEH Data

- Document: 169-171 Golders Green Road - Blue Roof Storage - 0.6l/s Discharge - 1 in 100 Year Storm - FEH Data

- Document: 169-171 Golders Green Road - Ground Level Storage - 1.1l/s Discharge - Rev B - 1 in 1 Year Storm - FEH Data

- Document: 169-171 Golders Green Road - Ground Level Storage - 1.1l/s Discharge - Rev B - 1 in 100 Year Storm - FEH Data

- Document: 169-171 Golders Green Road - Ground Level Storage - 1.1l/s Discharge - Rev B - 1 in 30 Year Storm - FEH Data

- Document: Bat Survey Report (Version 1, dated: 11th June 2020) - produced by Practical Ecology

- Document: Technical Note - Fire Safety Feasibility review (Ref: TS200533-N01-ISSUE01; dated 17th November 2020)

- Document: Event Management Transport Plan DRAFT by Create Consulting Engineers Ltd (ref: AF/CS/P20-2126/03, May 2021)

- Document: Strategic Faith Travel Plan - DRAFT by Create Consulting Engineers Ltd (ref: AF/CS/P20-2126/02 DRAFT, May 2021)

- Document: Transport Statement - Revision C - Volume 1 of 2, by Create Consulting Engineers Ltd (ref: AF/VL/P20-2126/01 Revision C, November 2020)

- Document: Transport Statement - Revision C - Volume 2 of 2, by Create Consulting Engineers Ltd (ref: AF/VL/P20-2126/01 Revision C, November 2020)

- Document: Office Space Justification Statement - PLANNING ISSUE produced by John Stebbing Architects (4th December 2020)

- Document: Operational Management Plan - PLANNING ISSUE produced by John Stebbing Architects (11th December 2020)

- Document: GLA Carbon Emission Reporting Spreadsheet

- Document: FLOOD RISK ASSESSMENT & SUDS REPORT, produced by Nimbus Engineering Consultants (Doc No. C2437-R1-REV-C)

- Document: Energy & Sustainability Statement produced by eb7 Ltd (14 October 2020) uploaded 25 May 2021

- Document: Daylight & Sunlight Report produced by Waldrams (ref: 2553, 3 November 2020)

- Document: Design & Access Statement, Revision A (dated: 16/11/2020) produced by John Stebbing Architects

- Document: Planning Statement Produced by Henry Planning (undated)

- Document: BREEAM New Construction 2018 Route 2 Assessment produced by Practical Ecology (17/11/2020)

- Document: Preliminary Ecological Appraisal Report Produced by Practical Ecology Version 1 (16 November 2020)

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

as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

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

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

Reason: To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies D4, D5, D8 and G7 of the London Plan 2021.

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

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

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies D1, D4 and D8 of the London Plan 2021.

- 5 a) No development or site works shall take place on site until a 'Demolition and Construction Management and Logistics Plan' has been submitted to and approved in writing by the Local Planning Authority. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following:

- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
- ii. site preparation and construction stages of the development;
- iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;
- iv. details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
- v. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
- vi. a suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming

- airborne at any time and giving rise to nuisance;
- vii. noise mitigation measures for all plant and processors;
 - viii. details of contractors compound and car parking arrangements;
 - ix. details of interim car parking management arrangements for the duration of construction;
 - x. details of a community liaison contact for the duration of all works associated with the development;
 - xi. provision of a competent banksman.

For major sites, the Statement shall be informed by the findings of the assessment of the air quality impacts of construction and demolition phases of the development.

b) The development shall thereafter be implemented in accordance with the measures detailed within the statement.

Reason: In the interests of highway safety, noise and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies SI 1, SI 7, D14 and T7 of the London Plan 2021.

- 6 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 October 2016) and Policy D14 of the London Plan 2021.

- 7 Before development commences, a report should be carried out by an approved acoustic consultant and submitted to the Local Planning Authority for approval, that assesses the likely noise impacts from the development with regards to its use as a synagogue, associated community hall and community offices.

The report shall also clearly outline mitigation measures for the development to reduce these noise impacts to acceptable levels.

It should 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 contents and

recommendations. The approved measures shall be implemented in their entirety before (any of the units are occupied/ the use commences).

Reason: To ensure that the amenities of neighbouring premises are protected from noise from the development in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policy 7.15 of the London Plan 2015. Policy D14 of the London Plan 2021.

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

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

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

The development will also need to comply with guidance from Document E of the Building Regulations 1992.

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of the residential properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016), and Policy D14 of the London Plan 2021.

- 9 a) No development shall take place until a scheme of proposed noise mitigation measures against externally generated traffic/mixed use noise has been submitted to and approved in writing by the Local Planning Authority.

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

Reason: To ensure the amenities of occupiers are not prejudiced by traffic/mixed use noise in the immediate surroundings, in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016), and Policy D14 of the London Plan 2021

- 10 a) Before development commences, an air quality assessment report written in accordance with the relevant current guidance shall be submitted to and approved

by the Local Planning Authority. The report shall include an assessment of the air quality impacts of the demolition, construction and operational phases of the development.

The assessment 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. 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) 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.

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 occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policy SI 1 of the London Plan 2021

- 11 Before development commences, an air quality neutral assessment report shall be written in accordance with the relevant current guidance. This report shall be submitted to and approved 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.

a) If the report shows that the site does not conform to the air quality neutral benchmark requirements then a scheme of offset measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to development.

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

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policy SI 1 of the London Plan 2021.

- 12 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, in accordance with Policy SI 13 of the London Plan 2021.

- 13 Prior to commencement of the development hereby approved, a blast mitigation impact assessment (BMIA) and vehicle dynamics assessment (VDA) shall be submitted to and approved in writing by the Local Planning Authority.

a) Details shall include:

- oEvaluation of the buildings envelope to the effects of blast
- oProvide performance specifications for pre-manufactured systems subject to the identified blast loading (i.e. precast panels, windows, etc.)
- oInformation to the structural engineer and other design team members on how to incorporate the blast analysis results in to the building design
- oA vehicle dynamics assessment (VDA) to mitigate against the methodology of terrorists using a 'Vehicle as a Weapon,' to drive into crowds using the car park area and including all the external environment and pavement outside where people are likely to gather. The VDA will determine the installation of appropriate hostile vehicle mitigation (HVM) measures to the UK Government standard for HVM - IWA 14 (Parts 1 & 2) and BSI PAS 68/69

The reports shall be carried out by a suitably qualified blast engineer from the Register of Security Engineers and Specialists.

b) The development shall be carried out and retained in accordance with the agreed details in perpetuity.

Reason: To ensure that the development is safe, in accordance with Policy CS12 of Barnet's Core Strategy DPD (2012) and Policy DM01 and DM02 of Barnet's Development Management Policies Document DPD (2012).

- 14 The development hereby approved shall not be occupied until the existing crossover on Woodstock Avenue, NW11 has been closed and the highway has been reinstated in accordance with the plans submitted to and approved by the Local Planning Authority.

The existing redundant crossover is to be reinstated to footway level in accordance with the approved details by the Highway Authority at the applicant's expense.

Reason: To confine access to the permitted points in order to ensure that the development does not prejudice the free flow of traffic or conditions of general safety on the public highway and 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.

- 15 Prior to occupation of the development 2 disabled parking spaces shall be provided in accordance with the Drawing No. 2101_04Z submitted with the planning application. Thereafter, the parking spaces shall be retained and only be used as

agreed and not for any purpose other than parking and turning of vehicles for the disabled use in connection with approved development.

Reason: To ensure and promote easier access for disabled persons to the approved building 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.

- 16 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 Planning Authority. Thereafter, before the development hereby permitted is occupied, a total of 14 long stay and 22 short stay cycle parking spaces in accordance with the London Plan Cycle Parking Standards and London Cycle Design Standards shall be provided and shall not be used for any purpose other than parking of cycles 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

- 17 Before the permitted development is occupied a full Delivery and Servicing Plan (DSP) 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 delivery service 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.

- 18 3 months prior to first occupation of the development hereby approved, a strategic level Faith Travel Plan that meets the requirements of the Transport for London document 'Travel planning for new development in London' and is TRICS compliant shall be submitted and approved in writing by the Local Planning Authority. This should include the appointment of a Travel Plan Champion. The Travel plan should be reviewed in accordance with Transport for London's 'standardised approach to monitoring'.

Reason: To encourage the use of sustainable forms of transport to the site in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 19 Before the permitted development is occupied, an event 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 events 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.

- 20 Prior to the first occupation or use of the development hereby permitted, information shall be submitted to and approved in writing by the Local Planning Authority detailing how the development would adhere to the principles of Secure by Design. The development shall be carried out and retained in accordance with the agreed details in perpetuity.

Reason: To ensure that the development meets Secure By Design principles as required by the Metropolitan Police, in accordance with Policy CS12 of Barnet's Core Strategy DPD (2012) and Policy DM01 and DM02 of Barnet's Development Management Policies Document DPD (2012).

- 21 a) The development hereby permitted is required to meet the BREEAM 'Very Good' rating/level.

b) Before the development is first occupied the developer shall submit certification of the selected generic environmental standard.

Reason: To ensure that the development is sustainable and complies with Strategic and Local Policies in accordance with Policy DM02 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policy SI 2 of the London Plan 2021.

- 22 Prior to occupation of the development refuse collection arrangements shall be in place in accordance with the submitted planning application.

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.

- 23 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/>

Reasons: In the interest of good air quality in accordance with Policy SI 2 of the London Plan 2021.

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

If the noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall

be at least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and Policy D14 of the London Plan 2021.

25 a) Prior to the first occupation of the hereby approved development, details of the proposed green roof have been submitted to and approved in writing by the Local Planning Authority.

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

Reason: To ensure that the proposed development does not prejudice the enjoyment of the occupiers of their homes in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and Policy G5 of the London Plan 2021.

26 a) Prior to first occupation of the hereby approved development, a scheme of hard and soft landscaping to the front forecourt area, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, has been submitted to and agreed in writing by the Local Planning Authority.

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

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

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policy G7 of the London Plan 2021.

27 The development shall be implemented in accordance with the recommendations and enhancement measures, contained within Table 2 of the Preliminary Ecological Appraisal Report dated November 2020 prepared by Practical Ecology (and reiterated in Section 4 by the Bat Survey Report dated June 2021 prepared by Practical Ecology) approved under condition 2 of this consent.

Reason: To ensure that any protected species present are not adversely affected by the development in accordance with Policy DM16 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted October 2016).

- 28 Prior to occupation of the development hereby approved, an electronic access control system shall be implemented in accordance with the following requirements:

o Securing the buildings dynamically with little notice. This is to protect those people using the building in the event of a Marauding Terrorist Threat (MTA) at the building itself or nearby. Develop a dynamic lockdown procedure incorporating the open source, Home Office 'Run Hide Tell' guidance should be adopted. The final exit Fire Escape doors should be designed to 'Fail Secure' during fire alarm activations to prevent an unlawful incursion by someone activating the system. However, this MUST comply with Fire Regulations and the Fire Strategy

Consideration needs to be given to how entry and exit points can be secured quickly, providing robust doors (in accordance with DOCO/Secured by Design advice) on all entrances that can be locked by the activation of a single control.

Reason: To ensure that the development is safe, in accordance with Policy CS12 of Barnet's Core Strategy DPD (2012) and Policy DM01 and DM02 of Barnet's Development Management Policies Document DPD (2012).

- 29 Before the building hereby permitted is first occupied the first floor windows in the side elevation facing No. 1 Woodstock Avenue (as identified on Drawing No. 2101_16) shall be glazed with obscure glass only and shall be permanently fixed shut or provided with only a fanlight opening and shall be permanently retained as such thereafter.

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

- 30 No more than a maximum of 500 persons shall be present on site in connection with development hereby approved at any one time.

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

- 31 Prior to the first occupation of the new dwellinghouses (Use Class C3) hereby approved they shall all have been constructed to have 100% of the water supplied to them by the mains water infrastructure provided through a water meter or water meters and each new dwelling shall be constructed to include water saving and efficiency measures so that mains water consumption would meet a standard of 105 per head per day or less. 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), Policy SI 5 of the London Plan 2021 and Barnet's Sustainable Design and Construction SPD (2016).

- 32 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). 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 Policy D7 of the London Plan 2021 and Barnet's Sustainable Design and Construction SPD (2016).

- 33 The development shall be implemented in accordance with the recommendations set out in the submitted Energy and Sustainability Statement by eb7 (as revised).

Reason: To ensure that the development is sustainable and minimises carbon dioxide emissions and to comply with the requirements of policies DM01 and DM02 of the Barnet Development Management Policies document (2012), SI 2 of the London Plan 2021 and the 2016 Mayors Housing SPG.

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

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

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

- 35 Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any Order revoking and re-enacting that Order) no installation of any structures or apparatus for purposes relating to telecommunications shall be installed on any part the roof of the building(s) hereby approved, including any structures or development otherwise permitted under Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 or any equivalent Order revoking and re-enacting that Order.

Reason: To ensure that the development does not impact adversely on the townscape and character of the area and to ensure the Local Planning Authority can control the development in the area so that it accords with Policies DM01 and DM18 of the Development Management Policies DPD (adopted September 2012).

- 36 No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or

after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm pm on other days.

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

- 37 No music or sound amplification shall be permitted on the Synagogue and its ancillary facilities (ground floor and above) any day after 11:00 pm.

Amplified music in the hall at lower basement level should be controlled by a noise limiter and shall be maintained 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 (updated October 2016) and Policy D14 of the London Plan 2021.

- 38 The offices use (annotated as Office 1 – 6 on Drawing No. 2101_05P) hereby permitted shall not be open to members of the public before 07:00 am or after 07:00 pm on weekdays and at no time on Saturday, Sundays and Bank and Public Holidays.

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

- 39 The hall at lower basement level (shown on Drawing No. 2101_03Y) hereby permitted shall not be open to members of the public before 07:00 am or after 01:00 am on weekdays, Saturdays, Sundays and Bank and Public Holidays.

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

- 40 The synagogue and ancillary facilities hereby permitted shall not be open to members of the public before 05:00 am or after 12:00 am on weekdays, Saturdays, Sundays and Bank and Public Holidays.

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

RECOMMENDATION III:

1 RECOMMENDATION III

That if the above agreement has not been completed or a unilateral undertaking has not been submitted by 30 September 2021, unless otherwise agreed in writing, the Service Director of Development Management and Building Control REFUSE the application under delegated powers for the following reason(s):

The proposed development does not include mitigations and provision for appropriate provision of carbon offsetting, street tree planting, and on street parking restriction measures and other highway compensatory measures. As such, the

proposed development would fail to address the impacts of the development, contrary to Policy CS15 of the Local Plan Core Strategy (adopted September 2012), and the Planning Obligations SPD (adopted April 2013).

Informative(s):

- 1 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 Highways 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 Highways 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. This is to ensure that the road is maintained in a suitable condition in order to minimise danger, obstruction and inconvenience to users of the highway.

- 2 The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.

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

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge. Your planning application has therefore been assessed at this time as liable for a £__ payment under Barnet CIL.

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

Infrastructure Levy.

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

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

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

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

Relief or Exemption from CIL:

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

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

1. Charity: If you are a charity, intend to use the development for social housing or feel that there are exception circumstances affecting your development, you may be eligible for a reduction (partial or entire) in this CIL Liability. Please see the documentation published by the Department for Communities and Local Government at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf
2. Residential Annexes or Extensions: You can apply for exemption or relief to the collecting authority in accordance with Regulation 42(B) of Community Infrastructure Levy Regulations (2010), as amended before commencement of the chargeable development.
3. Self Build: Application can be made to the collecting authority provided you comply with the regulation as detailed in the legislation.gov.uk

Please visit

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

- 3 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.
- 4 Any works on public highway such as reinstatement of the existing crossovers to footway level, provision of a new crossovers or an access off the public highway and relocation of street furniture including lighting columns to facilitate the development would need to be carried out by the Council's term contractors at the applicant's expense.

This proposal may also impact on existing on-street Controlled Parking Bays. Any alterations to on-street parking bays will be subject to a statutory consultation period. The Council cannot prejudge the outcome of the consultation process.

Works on public highways to facilitate the development will be at the applicant's expense and is likely to be undertaken under the S184/S278 Agreement of the Highways Act 1980.

- 5 The applicant is advised that Highways Licensing Team must be contacted to apply for a temporary crossover license. An estimate for this license can be obtained from the Highways Licensing Team, London Borough of Barnet, Development and Regulatory Services, 2 Bristol Avenue, Colindale, NW9 4EW
- 6 The applicant is advised that due to a number of schools and school children in the area that site deliveries during the construction period should not take place between 0800 hrs to 0900hrs and 1500 hrs to 1600 hrs. Careful consideration must also be given to the optimum route(s) for construction traffic and the Development and Regulatory Services should be consulted in this respect.
- 7 The applicant is advised that the bin store will need to be located within 10m of public highway with clear access to the bin store on collection days otherwise the dustbins will need to be brought to the edge of public highways. The applicant is advised to contact the Refuse Collection Team for further advice on refuse collection arrangement in the borough.

8 The applicant is advised that Golders Green Road (the whole length) is Traffic Sensitive Road; deliveries during the construction period should not take place between 8.00 am-9.30 am and 4.30 pm-6.30 pm Monday to Friday. Careful consideration must also be given to the optimum route(s) for construction traffic and the Crossover Team in Development and Regulatory Services should be consulted in this respect.

9 The submitted Construction Method Statement shall include as a minimum details of:

- o Site hoarding
- o Wheel washing
- o Dust suppression methods and kit to be used
- o Site plan identifying location of site entrance, exit, wheel washing, hoarding, dust suppression, location of water supplies and location of nearest neighbouring receptors. Explain reasoning if not applicable.
- o Confirmation whether a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation.
- o Confirmation of the following: log book on site for complaints, work in accordance with British Standards BS 5228-1:2009+A1:2014 and best practicable means are employed; clear contact details on hoarding. Standard construction site hours are 8am-6pm Monday - Friday, 8am-1pm Saturday and not at all on Sundays and Bank Holidays. Bonfires are not permitted on site.
- o For major developments only: provide a copy of an asbestos survey; For smaller developments -confirmation that an asbestos survey has been carried out.

- o For major developments only: confirmation that all Non Road Mobile Machinery (NRMM) comply with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999.

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

10 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.

- 11 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.

- 12 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."
- 13 Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website:
<https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewaterservices>
- 14 There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-nearor-diverting-our-pipes>.
- 15 Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
- 16 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 Wholesale; Business customers; Groundwater discharges section.
- 17 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

18 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.

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

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

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

20 The following documents were also considered:

- Document: 169-171 Golders Green Road - Blue Roof Storage - 0.6l/s Discharge - 1 in 1 Year Storm - FEH Data
- Document: 169-171 Golders Green Road - Blue Roof Storage - 0.6l/s Discharge - 1 in 30 Year Storm - FEH Data
- Document: 169-171 Golders Green Road - Blue Roof Storage - 0.6l/s Discharge - 1 in 100 Year Storm - FEH Data

- Document: 169-171 Golders Green Road - Ground Level Storage - 1.1l/s Discharge - Rev B - 1 in 1 Year Storm - FEH Data
- Document: 169-171 Golders Green Road - Ground Level Storage - 1.1l/s Discharge - Rev B - 1 in 100 Year Storm - FEH Data
- Document: 169-171 Golders Green Road - Ground Level Storage - 1.1l/s Discharge - Rev B - 1 in 30 Year Storm - FEH Data
- Document: Bat Survey Report (Version 1, dated: 11th June 2020) - produced by Practical Ecology
- Document: Technical Note - Fire Safety Feasibility review (Ref: TS200533-N01-ISSUE01; dated 17th November 2020)
- Document: Event Management Transport Plan DRAFT by Create Consulting Engineers Ltd (ref: AF/CS/P20-2126/03, May 2021)
- Document: Strategic Faith Travel Plan - DRAFT by Create Consulting Engineers Ltd (ref: AF/CS/P20-2126/02 DRAFT, May 2021)
- Document: Transport Statement - Revision C - Volume 1 of 2, by Create Consulting Engineers Ltd (ref: AF/VL/P20-2126/01 Revision C, November 2020)
- Document: Transport Statement - Revision C - Volume 2 of 2, by Create Consulting Engineers Ltd (ref: AF/VL/P20-2126/01 Revision C, November 2020)
- Document: Office Space Justification Statement - PLANNING ISSUE produced by John Stebbing Architects (4th December 2020)
- Document: Operational Management Plan - PLANNING ISSUE produced by John Stebbing Architects (11th December 2020)
- Document: GLA Carbon Emission Reporting Spreadsheet
- Document: FLOOD RISK ASSESSMENT & SUDS REPORT, produced by Nimbus Engineering Consultants (Doc No. C2437-R1-REV-C)
- Document: Energy & Sustainability Statement produced by eb7 Ltd (undated)
- Document: Daylight & Sunlight Report produced by Waldrams (ref: 2553, 3 November 2020)
- Document: Design & Access Statement, Revision A (dated: 16/11/2020) produced by John Stebbing Architects
- Document: Planning Statement Produced by Henry Planning (undated)
- Document: BREEAM New Construction 2018 Route 2 Assessment produced by Practical Ecology (17/11/2020)
- Document: Preliminary Ecological Appraisal Report Produced by Practical Ecology Version 1 (16 November 2020)

OFFICER'S ASSESSMENT

1. Site Description

The application (red line) site relates to Beth Samuel Synagogue, addressed 169 - 171 Golders Green Road, NW11 9BY, which is located on the west side of Golders Green Road, and 2 Woodstock Avenue, NW11 9SG, immediately adjacent to the south, which is located on the junction of Golders Green Road and Woodstock Avenue.

The site is within the ward of Golders Green.

The site is not within a designated conservation area.

The site does not include any statutory or locally listed buildings, nor is it immediately adjacent to any.

There are no Tree Preservation Orders on the application site.

The site is in Flood Zone 1 according to the Government flood map for planning website.

The site is within a critical drainage area according to the Council's maps.

The site is not within an Area of Special Archaeological Interest.

The site is not within a Site of Importance for Nature Conservation.

According to the British Geological Survey's the bedrock geology of the site is London Clay Formation, like the majority of the Borough.

The site is outside, but close to, the designated Golders Green Town Centre (in accordance with the maps in Appendix 5 of Barnet's Development Management Policies Document DPD, 2012).

The buildings on site appear to be of late 1920's vernacular. Both buildings are set back approximately 17 metres from the back edge of the public pavement of Golders Green Road.

The existing buildings at 169 - 171 Golders Green Road, NW11 9BY have front gable-ended roofs and double height bay windows with inset arched porches. The roof design creates a butterfly roof and valley. The roof is pitched to the rear. The buildings have been extended to the rear over time.

The existing buildings at 169 - 171 Golders Green Road, NW11 9BY, which are a pair of semi-detached properties, are internally linked, and from the information submitted, have been in use as a Synagogue. There is a ground floor Mikveh to the rear.

The existing building at 2 Woodstock Avenue, NW11 9SG is a detached building and accessed via the frontage on Woodstock Avenue. The plans submitted show 4 self-contained flats in the building. This is also confirmed on the Valuation Office Agency's online tax valuation list. Similarly, the building appears to have been extended over time, and there is a garage to the rear.

2. Site History

Site History in relation to 2 Woodstock Avenue

Reference: F/02155/12

Address: 2 Woodstock Avenue, London, NW11 9SG

Decision: Approved following legal agreement

Decision date: 30 April 2013

Description: Two-storey rear extension, following demolition of existing garage and rear external stairs. Extension to roof including side dormer window and removal of existing dormer to provide an additional 1 self-contained flat.

Reference: F/00080/10/LIC

Address: 2 Woodstock Avenue, London, NW11 9SG (Land adjacent)

Decision: Exempt

Decision date: 16 November 2010

Description: Installation of a new green metal equipment cabinet. LICENCE NOTIFICATION

Reference: F/02455/09

Address: 2 Woodstock Avenue, London, NW11 9SG

Decision: Refused

Decision date: 16 September 2009

Description: Two storey rear extension, new mansard roof, internal alterations and formation of two additional flats.

Appeal reference: APP/N5090/A/10/2124471

Appeal decision: Dismissed

Appeal decision date: 28 October 2010

Reference: F/00992/09

Address: 2 Woodstock Avenue, London, NW11 9SG

Decision: Refused

Decision date: 19 May 2009

Description: Two storey rear extension. New mansard roof with front, rear and side dormer windows all to facilitate an additional two self contained flats.

Reference: F/00721/08

Address: 2 Woodstock Avenue, London, NW11 9SG

Decision: Withdrawn

Decision date: 06 June 2008

Description: Partial hip to gable, rear extension and three dormer windows to facilitate a loft conversion. Erection of two additional self contained flats.

Reference: C09538

Address: 2 Woodstock Avenue London NW11

Decision: Approved subject to conditions

Decision date: 21 October 1987

Description: Conversion to 4 self-contained flats, extension of front dormer window and provision of one parking space.

Site history in relation to 169-171 Golders Green Road

Reference: F/04463/11

Address: Beth Shmuel Synagogue, 169-171 Golders Green Road, London, NW11 9BY
Decision: Approved subject to conditions
Decision date: 16 December 2011
Description: Demolition of existing men's & ladies' mikvaot and existing rear outbuildings. Erection of single storey including basement mikva building comprising of men's mikva on ground floor, and ladies' mikva and plant room in the basement. External alterations including guard rails, rooflights and water tank.

Reference: F/02406/11
Address: 169-171 Golders Green Road, London, NW11 9BY
Decision: Approved subject to conditions
Decision Date: 13/07/2011
Description: Extension to the time limit for implementing planning permission F/00917/08 granted 13/06/08 for 'Demolition of existing men's and ladies mikvehs and basement plant room. Construction of single storey rear extension (including basement plant room) with new mikvehs at ground floor.'

Reference: F/01129/11
Address: Beth Samuel Synagogue, 169-171 Golders Green Road, London, NW11 9BY
Decision: Approved subject to conditions
Decision date: 03/05/2011
Description: Two storey front extension, single storey side extension and addition of a new second floor to existing synagogue.

Reference: F/00039/10
Address: Beth Samuel Synagogue, 169-171 Golders Green Road, London, NW11 9BY
Decision: Approved subject to conditions
Decision date: 17/02/2010
Description: Addition of a new second floor to existing synagogue.

Reference: F/00917/08
Address:
Decision: Approved subject to conditions
Decision date: 13/06/2008
Description: Demolition of existing men's and ladies mikvehs and basement plant room. Construction of single storey rear extension (including basement plant room) with new mikvehs at ground floor.

Reference: C02196E
Address: 169-171 Golders Green Road London NW11
Decision: Approved subject to conditions
Decision date: 27/11/1990
Description: Retention of extension at rear of synagogue, with amended location of water tank

Reference: C02196D
Address: 169-171 Golders Green Road London NW11
Decision: Refused
Decision date: 10 July 1990
Description: Retention of extension at rear of synagogue

Reference: C02196C
Address: 169-171 Golders Green Road London NW11

Decision: Approved subject to conditions
Decision date: 23 March 1988
Description: Single storey rear extension

Reference: C02196B
Address: 169-171 Golders Green Road London NW11
Decision: Refused
Decision date: 24 December 1987
Description: Single storey rear extension

Reference: C02196A
Address: 169-171 Golders Green Road London NW11
Decision: Approved subject to conditions
Decision date: 19 August 1970
Description: extension to rear to form Lecture Halls to ground and first floors and other alterations.

3. Proposal

The application proposes the demolition of the existing buildings on site (the Mikveh to the rear being retained) and erection of a four storey (above ground) mixed-use building providing community function hall, synagogue, community offices and four residential flats, with basement level(s).

There would also be associated parking, a refuse/recycling store and cycle storage. There will be hard and soft landscaping; a front boundary wall and gates and associated plant rooms.

Ground floor:

At ground floor the proposed building would have a total depth of approximately 37.6 metres. This includes the existing ground floor Mikveh, which would be retained.

At ground floor, the proposed building would sit forward of the front main wall of No. 173 Golders Green Road by 6.8 metres. It would align with the main front wall of No. 1 Woodstock Avenue on the opposite side of the road.

At ground floor, at its widest part, the proposed building would be approximately 22.5 metres in width.

At ground floor, the western corner of the proposed building would align with the front main wall of No. 173 Golders Green Road to the west.

It would then project 7 metres forward, which would be set in 3.5 metres from the western (side) flank wall.

This ground floor front projection would have a total width of approximately 18 metres. The projection would provide a frontage onto the forecourt accessed by Golders Green Road and accommodate the men's Shul entrance.

This projection would extend a length of 8.4 metres along the eastern (side) elevation (adjacent to the highway of Woodstock Avenue), to accommodate the women's entrance.

The eastern flank wall at ground floor would then project forward 1.8 metres towards the highway of Woodstock Avenue. The ground floor of the building would extend a length of 17.2 metres (which would accommodate the Shul internally), before setting back 2 metres then extending a further length of 9.7 metres adjacent to the highway of Woodstock Avenue to accommodate the entrance to the flats, as well as access to flues and the escape route from the basement hall.

Beyond that at ground floor would be refuse and recycling store for the proposed residential use and an external pathway leading to stairs down to the women's Mikvah.

First and second floor:

At first and second floor, the western corner of the proposed building would align with the front main wall of No. 173 Golders Green Road to the west.

It would then project 7 metres forward, which would be set in 3.5 metres from the western (side) flank wall.

Like the ground floor, the front projection would measure a width of approximately 18 metres.

On the eastern (side) elevation, this would be stepped. It would extend a length of 4 metres, before stepping back 0.6 metres and then projecting a further 4.4 metres in length before projecting forward 1.9 metres then extending a length of 17.3 metres. This would all be adjacent to the highway of Woodstock Avenue.

The residential core to the rear would be set back 2 metres from the eastern elevation. It would be 4.8 metres in depth and 6.2 metres in width and project beyond the main rear wall at first floor.

At first and second floor, the rear would measure a total of approximately 22.4 metres in width.

Third floor:

The third floor would be set in from the front wall and side (flank) walls.

To the front, the third floor would be set back from the front-most wall by 2 metres.

To the east, the third floor would be set back from the side wall by 2.5 metres.

To the west, the third floor would be set back from the side wall by 3.5 (Flat 4) to 4.6 metres (Flat 1 to Flat 3).

Balconies would project 2.2 metres (Flat 4) and 3 metres (Flat 1 to Flat 3) on the western elevation. They would have glazed guarding of 1.1 metres in height.

The third floor would have a total depth of approximately 26 metres.

Roof plan:

The roof would follow that of the third floor. It would be flat roof with photovoltaic panels and skylights. It would be a green roof (a layer of vegetation) and blue roof (water

storage/management) roof.

Lower and upper basement levels:

Below ground is a hall 5 metres in internal ceiling height.

To the north, there would be two levels of accommodation. To the south is a plant room and staircase.

The lower and upper basement level(s) would be a total of 47 metres in depth and 24.7 metres at its widest part.

Forecourt, boundary and landscaping:

A 1.8-metre-high fence would be sited along the boundary adjacent to No. 4 Woodstock Avenue.

A raised planter bed would be located along the eastern elevation adjacent to the public pavement on Woodstock Avenue.

A low boundary wall topped with metal railings incorporating a number of gates would be located around the boundary of the site. This includes bollards and a sliding emergency exit gate which would face Woodstock Avenue. A pedestrian gate and vehicular sliding gate with piers either side would face Golders Green Road.

The boundary wall would be 0.8 metres in height, increasing with the metal railings to a total height of 2 metres. The piers facing Golders Green Road would be 2 metres in height.

The forecourt would be accessed by a pedestrian and sliding gate from Golders Green Road. It would accommodate two disabled parking spaces, in addition to a raised tree planter bed, cycle storage area, refuse/recycling store, service lift and flues. These structures would measure a height of 1.7 metres (as measured from the proposed west elevation, Drawing No. 2101_09E).

There would be a chupa shaft which the agent advises the top will sit flush with the floor and will only be opened with its sides lifted up temporarily during weddings. The agent advises that once the wedding ceremony is completed the shaft will be closed at ground level and the moveable partition reinstated. In essence it is a solution to having the community hall at lower basement level and not having to have the wedding ceremony outside on the forecourt.

The forecourt would be laid in 'pisograma' paved/grass surface, which is a paver designed to facilitate the growth of grass in paved areas.

The covered cycle store sited along the western boundary on the forecourt would accommodate a total of 18 cycles and measure a length of 7.7 metres and width of 2.5 metres. The covered structure would be a total height of 2.8 metres.

3 cycle stands would be sited to the east, near the residential entrance accessed from Woodstock Avenue.

The refuse/recycling store and lift enclosure sited along the western boundary on the forecourt would be 1.5 metres in height. It would be 6.5 metres in length and 3 metres in

depth.

There would also a refuse/recycling store sited along the external pathway. It would be a width of 5.6 metres and depth of 1 metre. The external pathway down to the women's Mikveh would be enclosed by 1.8 metre high fence and gate which these refuse/recycling bins would be set behind.

Heights of the building:

When viewed from the front elevation (of Golders Green Road, Drawing No. 2101_08F), the top of the second floor would measure 10.6 metres in height. This would increase to 11.8 metres when including the column parapet on either side of the front projection. This would increase further to 12.2 metres in height when including the parapet on the main section of the front projection.

The total height of the building (including the third floor), when viewed from the front elevation (of Golders Green Road, Drawing No. 2101_08F), would be 13.9 metres, increasing to 14 metres, taking into account the bulk of the rooflights.

The building is of a similar height when measured from the side elevation of Woodstock Avenue and rear elevation because the topography of the land is relatively level.

The existing single storey mikveh to be retained is 3.5 metres with a flat roof increasing to 5.1 metres with a pitch.

The louvred flue access and shutter door serving emergency access from the basement would be single storey, along the side elevation of Woodstock Avenue and measure a height of 3 metres with a flat roof.

The basement would be excavated a total of approximately 6.4 metres into the ground (as measured from the sections, Drawing No. 2101_06G).

4. Public Consultation

A site notice was posted 14 January 2021.

A press notice was printed 12 January 2021.

Consultation letters were sent to 418 neighbouring properties.

Re-consultation letters dated 10 June 2021 were sent out following the provision of additional information from the applicant, including highways information.

488 responses have been received, comprising 27 letters of objection, 463 letters of support and 3 letters of comment.

Letters of objection:

It is prudent to note that some objectors anonymised their names and/or did not specify their exact address. One objector erroneously submitted a support comment as objection.

The objections received can be summarised below.

- Insufficient parking in the development, creating parking pressures and traffic

congestion in the surrounding roads.

- Cumulative impact on parking / road congestion from other building works and existing synagogues, hotels and function halls in the area.
- Existing Controlled Parking Zone times are insufficient and should be extended to prevent traffic and parking congestion associated with the development.
- Obstruction of personal driveways /property as a result of parking associated with the development
- A new synagogue, Beth Hamedrash Knesset Yehezkel (addressed 185- 187 Golders Green Road, London NW11 9BY), in close proximity to the application site has already been approved and erected with a function hall capacity for 300 people.
- The impact of the proposed development and existing similar development will not be fully realised until lockdown is lifted. There will be significant traffic and parking issues when all facilities are at full capacity at similar times.
- The suggestion that there will be a voluntary code as stated by the applicants that reception users would all be advised that there is no local parking available will be difficult to ensure compliance.
- Residential properties in neighbouring roads (Sneath/Ambrose/Garrick) have limited parking and will be affected by parking associated with the development.
- It is unlikely users will walk or take public transport to the synagogue, particularly for events such as weddings, placing an emphasis on personal vehicles.
- Two disabled parking spaces to serve the development is inadequate and likely to lead to inappropriate parking on double yellow lines, creating obstruction and further congestion.
- Increase in vehicular associated pollution.
- Cycle parking is unlikely to be used.
- Conflicting information within the application submission with regards to who the Community hall will serve (local people vs people from further afield).
- Extended CPZ hours would not solve the parking congestion issue as many of the people attending the hall are residents within the same permitted location.
- Noise, disturbance and disruption as a result of the construction phase.
- Structural damage to third party property
- The building is out of keeping with character and appearance of the area in terms of design (modern) and height (4 storeys)
- The development will impact on natural light to neighbouring properties
- Noise and disturbance from the use / comings and goings at the proposed development, particularly given that it will be open until 1am
- The applicant has not submitted a Basement Impact Assessment, as is normally required for large scale basement developments of this nature. The basement should be omitted.
- Pollution from litter, noise and vehicular emissions associated with the attendants of the development
- Most of the people commenting in support do not live very close by and therefore are not affected
- Should the council decide to grant planning permission for this particular application, similar conditions need to be applied to those for 185-187 Golders Green Road, NW11 9BY (15/07487/FUL & 18/1833/S73) particularly for operating times and delivery times
- The development is contrary to Policy DM13 as it will have an adverse effect on the residential amenity of neighbours, by reason of (among other factors) considerable additional noise, disturbance, traffic congestion.

Letters of support:

It is prudent to note that some letters of support did not include any comments(s), only name and address of the person registering their support for the application;

The letters of support received can be summarised below:

- Letters of support include a letter replicated with 31 signatories, expressing their support for the planning application;
- The existing building has not been updated or renovated for some time. It is no longer fit for purpose with the changing and growing needs of the community. This will provide more space and up to date (and multiple) facilities;
- Minimal interference and inconvenience on surrounding residential amenity;
- It is an important community facility. It will benefit all cross sections and generations of the community including for the youth and younger community by providing facilities for them;
- Provides educational programmes;
- Parking will not be an issue as most people live in the area and walk to the synagogue;
- The provision of offices will be very welcomed by the community as its difficult to find offices in that area;
- The proposed development is well designed;
- The development will enhance the visual appearance of the area and surrounding roads and will be in keeping with the surrounding buildings;
- The development will have a positive impact on people;
- The development will allow the charitable work of the synagogue to continue;
- It is sustainable as having a community hall on site will benefit the environment as this would negate the need for travel to suitable venues to celebrate events;
- The minimum parking is a great incentive for the community to walk and cycle instead of driving. It will ease traffic congestion;

- There are already quite strict residential parking controls in the area and some roads in the area have houses that each have driveways with ample parking space (some for two cars);
- While there may be some difficulties created for the immediate neighbours, the need and gain both for them and the wider community far out way any downside;
- The proposed flats will enhance the current residential provision;
- The development will on balance, markedly enhance residents experience of living in Golders Green;
- Local places of worship were well established before surrounding residential developments were constructed;
- The development proposes an expanded women's gallery;
- The underground (basement) halls would provide sufficient sound mitigation to ensure minimal impact;
- The community has a shortage of halls;
- The site is well served by bus stops and accessible by cycle/scooters;
- The proposed development is accessible to wheelchair users with the provision of a lift, whereas the existing premises are not;
- Significant amount of support for the scheme;

Letters of comments (neither objecting or supporting the planning application):

Of those who provided comment one person did not specify their exact address and the other anonymised their name and did not specify their exact address

The letters of comments received can be summarised below.

- Support in principle, however, the plans should be amended to increase available on-site parking.
- Support of scheme as the center is a hub for the Jewish community, that attracts people from far and wide.
- Conditions must be applied to protect the parking on the neighbouring roads
- A new event hall of similar size was opened on 187 Golders Green Road. Due to Covid it has not been in use so the neighbours have not yet felt the effect from its use. This will exacerbate parking.
- Time restrictions for the event hall should also be considered as there will be noise when guests and service providers leave late in the evening or during the early hours of the morning.

Internal Consultees:

Highways Authority: Acceptable subject to conditions and obligations
Environmental Health department: Acceptable subject to conditions and informatives
Recycling Waste and Street Scene Operations: Acceptable
Trees Officer: No objection subject to conditions and obligations
Planning Policy Team: No objection
Urban Design officer: No objection
Lead Local Flood Authority: Comments to be provided in addendum.

External Consultees:

Thames Water: No objection subject to conditions and informatives
London Fire Brigade: No objection
Metropolitan Police (Design out Crime): No objection subject to conditions
Affinity Water: No comments received
Ward Councillors: No comments received

5. Planning Considerations

5.1 Policy Context

National Planning Policy Framework and National Planning Practice Guidance

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

The revised National Planning Policy Framework (NPPF) was published on 19th February 2019. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that 'good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to

communities.... being clear about design expectations, and how these will be tested, is essential for achieving this'. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

The Mayor's London Plan 2021

The new London Plan which sets out the Mayor's overarching strategic planning framework for the next 20 to 25 years was adopted on the 2nd March 2021 and supersedes the previous Plan.

Relevant policies:

Policy D1 London's form, character and capacity for growth
Policy D5 Inclusive design
Policy D6 Housing quality and standards
Policy D7 Accessible housing
Policy D11 Safety, security and resilience to emergency
Policy D12 Fire safety
Policy D14 Noise
Policy H8 Loss of existing housing and estate redevelopment (Part A)
Policy E1 Offices
Policy E2 Providing suitable business space
Policy G6 Biodiversity and access to nature
Policy G7 Trees and woodlands
Policy SI 2 Minimising green house gas emissions
Policy SI 13 Sustainable drainage
Policy T4 Assessing and mitigating transport impacts
Policy T5 Cycling
Policy T6 Car Parking
Policy T6.1 Residential parking
Policy T6.2 Office Parking
Policy T7 Deliveries, servicing and construction

Barnet's Local Plan (2012)

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

- Relevant Core Strategy Policies: CSNPPF, CS1, CS5, CS6, CS9, CS10.
- Relevant Development Management Policies: DM01, DM02, DM03, DM04, DM07, DM13, DM14, DM16, DM17.

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

the highest standards of urban design.

Barnet's Local Plan (Reg 19)

Barnet's Draft Local Plan -Reg 19 - Publication was approved for consultation on 16th June 2021. The Reg 19 document sets out the Council's draft planning policy framework together with draft development proposals for 65 sites. It is Barnet's draft 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 the policies and site proposals in the draft Local Plan.

Supplementary Planning Documents

Sustainable Design and Construction SPD (adopted October 2016)

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

5.2 Main issues for consideration

The main issues for consideration in this case are:

- Principle of development;
- Impact on character and appearance;
- Impact on amenity of neighbouring occupiers;
- Impact on amenity of future occupiers;
- Impact on highways and parking;
- Impact on trees;
- Impact on biodiversity/ecology;
- Flooding and drainage;
- Security/safety including fire safety;
- Sustainability and Accessibility;
- Refuse and recycling;
- Environmental Health matters;
- Any other material consideration

5.3 Assessment of proposals

Principle of development

The proposed development comprises the following:

- Community function hall (basement level)
- Orthodox Jewish Synagogue/Shul (ground floor level)
- Retention of the existing Mikvah (ground floor level - rear)
- A total of five Shtiebels (Shtiblach) for informal prayer and learning (ground floor and first floor)

- Office accommodation for the Beth Shmuel Synagogue and Mikvah (Holy Rabbi, Rabbi, Administration, caretaker room and conference room all on second floor level)
- Office accommodation (a total of six offices) for community organisations (second floor level)
- A total of four self-contained residential flats (third floor)
- Plant space

The main spaces, as existing and proposed can be compared as follows, taken from the submitted Planning Statement:

<u>Room function</u>	<u>existing</u>	<u>proposed</u>
Hall	n/a	455sqm/410 people
Main Shul	164sqm/185 people	210sqm/200 people
Women's gallery	95sqm/145 people	145sqm/140 people
Shtiebel 1	22sqm/20people	92sqm/90 people
Shtiebel 2	29sqm/30people	53sqm/50 people
Shtiebel 3	40sqm/50people	73sqm/70 people
Shtiebel 4	n/a	65sqm/60 people
Shtiebel 5	n/a	54sqm/50people

The existing buildings on the application site are not locally or statutory listed buildings and the proposed development is not located within a designated conservation area.

Synagogue use, shtiebels and ancillary space:

The site of 169 - 171 Golders Green Road accommodates an existing Synagogue (Shul), in addition to associated shtiebels (space used for communal Jewish prayer), a womans gallery and ancillary space including caretaker space/offices. There is an existing Mikvah to the rear which will be retained as part of the proposed development.

The existing Main Shul at ground floor is approximately a floor space of 164 sqm. The proposed Main Shul at ground floor would have a floor space of approximately 211 sqm. In terms of capacity, the document titled 'Planning Statement' states that the Main Shul will increase from 185 people to 200 people; an increase of 15 people.

The Planning Statement submitted in support of the application sets out the established need for the proposal (Section 7 of the Planning Statement) and sets out the space issues within the existing premises.

The document states:

"In terms of Synagogue space, the proposed new building does propose an increase in floor area, but this is to accommodate the existing numbers of congregants who use the building during the week more comfortably rather than seeking to significantly increase in the users of the building."

The application has been reviewed by Environmental Health officers who have assessed the application, including the Operational Management Plan submitted, and deemed it acceptable. Environmental Health matters will be discussed in greater detail further in this report.

As such, no objection is raised in principle to the proposed use as a Synagogue including the Main Shul, shtiebels and office accommodation for the use of Beth Shmuel Synagogue and Mikveh.

Community Hall:

The application proposes a community function hall of approximately 455 sqm, for a capacity of 410 people. This is a new use proposed.

The submission states there is, in the view of the applicant, a lack of provision of this type of facility within walking distance of the intended users, who are the Beth Shmuel community. It states that at present, community functions such as weddings and Bar/Bat Mitzvahs either need to take place within the main Shul space, which is difficult to manage, or they take place in other halls remote from the Synagogue, and to which motorised travel is often required (Section 8 of the Planning Statement).

Paragraph 14.1.2 of Barnet's Development Management Policies Document DPD (2012) states that community and education uses include amongst other things, community halls and other public meeting venues.

Policy DM13: Community and education uses of Barnet's Development Management Policies Document DPD (2012) states that in point b:

"New community or educational uses should be located where they are accessible by public transport, walking and cycling, preferably in town centres or local centres.

New community or educational uses should ensure that there is no significant impact on the free flow of traffic and road safety. New community or educational uses will be expected to protect the amenity of residential properties."

The site is outside, but close to, the designated Golders Green Town Centre boundary.

The application site is within PTAL rating 4 (where 0 is worst and 6b is best).

It is close to a number of bus stops and is 0.6 miles from Golders Green underground station and Golders Green bus station (approximately an 11 minute walk according to Google maps).

Officers recognise that although the application site falls outside the designated Golders Green Town Centre, it is 'accessible by public transport, walking and cycling' as required by, and in the general thrust of, Policy DM13 of Barnet's Development Management Policies Document DPD (2012).

The proposed new community hall's impact on the free flow of traffic and road safety, and its impact on the amenity of residential properties will be discussed in greater detail further in this report.

In principle, a community / function hall in this particular location is considered acceptable.

Office use:

Policy DM14 of Barnet's Development Management Policies Document DPD (2012) states in point b that:

"i. All proposals for new office space should follow a sequential approach which considers town centre sites before edge of centre sites."

Policy E1 Offices of the London Plan 2021 sets out similar policies in terms of the locations of increasing in the current stock of office space.

The site is outside, but close to, the designated Golders Green Town Centre.

Offices 1 to 6 will be a total of approximately 150 sqm.

The Planning Statement states:

"...the proposals also seek to accommodate more office space for affiliated Orthodox Jewish community organisations. These are currently scattered across the Golders Green area often operating from ad hoc offices in dwellings or less than ideal locations in buildings with difficult access arrangements. By providing purpose-built fully accessible office accommodation Beth Shmuel will be able to give space to affiliate organisations at the heart of the community they strive to serve."

The applicant has submitted an 'Office space justification' statement (John Stebbing Architects, dated 04 December 2020), as well as the planning statement which addresses this element of the scheme (Section 12).

In summary, the applicant states that: "The additional office accommodation will be used by affiliate community organisations serving the needs of the Orthodox Jewish Community. Many of the people working in those offices will be existing users of Beth Shmuel and it could be argued, therefore, that by providing this space it will actually reduce the number of journeys compared to the existing situation." [Paragraph 3.2 of the office space justification statement].

The applicant also states that "the local CPZ operates from 11am to midday and is designed to make it inconvenient to park in the surrounding streets for a working day. In addition to the site's PTAL 4 rating the office users will benefit from the ample cycle parking incorporated into the front forecourt of the site." [Paragraph 3.2 of the office space justification statement].

The Planning Statement states that hours of operation for the offices will be limited to 0700 - 1900 hours Monday to Friday.

The submitted 'Office space justification' statement includes in its Appendices letters from local community organisations expressing interest in such office space.

The applicant highlights Paragraph 92 of the National Planning Policy Framework (2019) which states that, amongst other things:

"To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should...

e. ensure an integrated approach to considering the location of housing, economic uses and community facilities and services."

Furthermore, Policy CS8 of Barnet's Core Strategy DPD (2012) sets out policies supporting business by, in part:

"encouraging development that improves the quality of existing employment provision"

And

"in order to support small to medium sized enterprises new employment provision should include a range of unit sizes and types such as affordable and flexible workspaces and home working hubs"

The applicant therefore states that the provision of a small amount of office type accommodation for businesses affiliated with the community should be accepted as an exception which does not require a sequential assessment. The applicant also highlights the benefits which multi-functional / community facilities bring (as aforementioned).

The Council's Planning Policy officers have reviewed these documents and raise no objection to the inclusion of office space, based on the justification provided in this particular instance.

Residential use:

Policy DM07 of Barnet's Development Management Policies Document DPD (2012) sets out policy in regards to protecting housing in Barnet. It states that loss of residential accommodation will not be permitted unless it meets certain criterion as set out in points (a) to (e) of that policy.

Policy H8 Loss of existing housing and estate redevelopment of the London Plan 2021 states in point A:

"Loss of existing housing should be replaced by new housing at existing or higher densities with at least the equivalent level of overall floorspace".

No. 2 Woodstock Avenue currently accommodates four existing residential flats.

From Officer calculations, existing Flat 2 and Flat 3 fall below current space standards (as set out in Table 3.1 of the London Plan 2021 and repeated in Barnet's Sustainable Design and Construction SPD 2016). Although existing Flat 1b meets floorspace standards it is unlikely to provide acceptable living accommodation due to head heights in the roof space where two bedrooms are located. As such, the current residential use is of relatively poor quality.

The residential use would be replaced by four residential flats (same number of flats) all of which meet minimum floorspace standards as set out in Table 3.1 of the London Plan 2021, and would each benefit from their own outdoor amenity spaces (which the existing flats do not).

The four proposed flats total of 263sqm compared to existing Class C3 floorspace of 236sqm. This represents an increased level of overall floorspace.

The proposal would therefore not represent the loss of residential accommodation and would satisfy development plan policy in this regard.

Summary:

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

As such, the principle of re-development of the site to provide a multi-functional community use (including a function/community hall and office space) is considered to be acceptable.

Impact on the character and appearance of the area

Relevant policy:

Paragraph 124 of the National Planning Policy Framework (2019) states:

"The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities."

Policy D3 Optimising site capacity through the design-led approach of London Plan 2021 sets out policies in respect of the design-led approach; form and layout; experience and quality and character.

Policy D5 Inclusive design of London Plan 2021 sets out policies for achieving standards of accessible and inclusive design.

Policy CS5 of Barnet's Core Strategy DPD (2012) states that the Council will ensure that development in Barnet respects local context and distinctive local character creating places and buildings of high quality design.

Policy DM01 of Barnet's Development Management Policies Document DPD (2012) states in point b: "Development proposals should be based on an understanding of local characteristics. Proposals should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets."

Officers Assessment of the scheme:

The combined application site of addresses No. 169-171 Golders Green Road and 2 Woodstock Avenue comprises a corner site location at the junction of Woodstock Avenue with the main Golders Green Road, relatively equidistance between the North Circular Road (A406) to the north-west of the site and designated Golders Green Town Centre to the south-east of the site.

As explained in the applicant's Design and Access Statement by John Stebbing Architects (Section 3.2) that "based on historic maps it is thought that 169-171 Golders Green Road and 2 Woodstock Avenue were both built in the first decade of the C20, as part of the same phase of sub-urban development of large semidetached houses along the western edge of Golders Green Road."

The mansion block of flats on the opposite side of Golders Green Road were built sometime during the interwar period (Section 3.2 of the Design and Access Statement).

The character of the area is, therefore, predominantly early 20th century suburban form of

development, with a distinction between the main road of Golders Green Road and side streets including Woodstock Avenue, of which the application site is located.

Building lines and frontages (including landscaping):

It is observed that Woodstock Avenue marks the change between the two different building lines. The buildings to the south-east (No. 1 Woodstock Avenue and the King Solomon Hotel) are set approximately 6 to 7 metres closer to Golders Green Road than the existing buildings at No.2 Woodstock Avenue and 169-171 Golders Green Road (and the neighbouring buildings to the north-west).

The proposed redevelopment of the site uses this as an opportunity to follow the building line to the south-east. This is demonstrated on the proposed ground and first floor plans (Drawing No. 2101_04Y).

The western corner of the proposed building at ground, first and second floor would align with the front main wall of No. 173 Golders Green Road. It would then project 7 metres forward, which would be set in 3.5 metres from the western (side) flank wall. This front projection would form part of the design of the building.

Furthermore, the proposed building would remain set back 10.7 metres from the back edge of the pedestrian pavement along Golders Green Road.

In regards to the building line to the south-west along Woodstock Avenue, the existing building of No. 2 Woodstock Avenue already sits forward of the established front building of Woodstock Avenue.

As shown on the dotted outlines on the proposed ground floor plans (Drawing No. 2101_04Y), the proposed building would in part, stay within the existing building line of No. 2 Woodstock Avenue, and in other parts extend no further than 0.2 to 0.4 metres further forward. At all parts it would be set back at least 1 metre from the back edge of the pedestrian pavement of Woodstock Avenue.

A raised irrigated planting bed is proposed along the side elevation adjacent to Woodstock Avenue, and to the front forecourt, soft landscaping is proposed in the form of tree planter bed on the eastern corner of the site (as the junction bends into Woodstock Avenue) and 'pisograma' hit and miss paved/grass surface. There are no existing trees on site and this therefore represents an improvement in landscaping terms.

Being a corner site there are two primary elevations, especially when viewed from the south west, looking up Golders Green Road, and the proposed building addresses this.

The frontage facing Golders Green Road represents a 'grand' entrance in design terms and provides the men's entrance to the Shul. Along the primary frontage on Woodstock Avenue, there is a women's entrance on the front projection. Further along the elevation facing Woodstock Avenue is also a separate entrance to the residential flats and further on entrance to the existing Mikveh (via a side external pathway adjacent to No. 2 Woodstock Avenue) and escape from basement hall.

The Design and Access Statement advises that the multiple entrances which serve the building will all be in use during the week; which will ensure an active frontage. Both primary elevations have a well-designed fenestration placement, including at ground floor level.

The applicant also proposed a low boundary wall topped with metal railings. The brick wall would be 0.7 metres high, increasing to 2 metres with the metal railing, recommended by the Design out Crime officer for security reasons. The brick wall is low rise and would not impact the openness of the site. It is therefore acceptable.

Form, height, scale, and bulk:

Planning Officers accept that many of the C20 buildings along Golders Green Road have been converted into flats or other mixed uses, with associated roof and rear extensions. It is also accepted that many of the front gardens have been turned into hardstanding.

The mansion blocks on the opposite side of Golders Green Road also mark a transition in height and scale.

Recently there has been examples of wholesale redevelopment of these semi-detached dwelling with larger new blocks of flats or community buildings.

These include, as listed in the applicants Design and Access Statement:

- 177-179 Golders Green Road, NW11 9BY (application reference: F/04351/11, decision dated 26 March 2012)
- 185-187 Golders Green Road, NW11 9BY (application reference: 15/07487/FUL, decision dated 21 July 2016)
- 213 - 215 Golders Green Road, NW11 9BY (application reference: 18/0579/RCU, decision dated 29 April 2019)
- The architect also points to the scale of the Maurice and Vivienne Wohl Campus to the north of the site

The first two examples represent a departure from the traditional design of the buildings along this part of Golders Green Road.

The proposed development follows the concept of these approved design with a modern, flat roof form, albeit more detailed than the neighbouring examples.

When viewed from the submitted contextual elevations (Drawing No. 2101_07i) the proposed building would represent an increase in height, as well as an increase in scale, mass and bulk compared to the existing buildings on site.

The topography of the Golders Green Road does gradually slope upwards as one progresses south-easterly towards the application site. The proposed building follows this slope in land levels and rhythm of roof heights in this regard.

To the north-west, immediately adjacent to No. 173 Golders Green Road is a three-storey height element of the proposed building which is in line with the main front wall of No. 173 Golders Green Road. This three-storey element is approximately 1.2 metres greater in height than the ridge line of No. 173 Golders Green Road. The building then projects forward of the front main wall of No. 173 Golders Green Road by 7 metres, at the same height, albeit with the addition of a parapet.

When including the third floor (top floor) this would increase to 4.1 metres greater in height than the ridge line of No. 173 Golders Green Road. However, the third floor would be set in from the front wall and side (flank) walls. To the front, the third floor would be set back

from the front-most wall by 2 metres. To the east, the third floor would be set back from the side wall by 2.5 metres and to the west, the third floor would be set back from the side wall by 3.5 to 4.6 metres. This set back would off-set this increase in height, to a degree.

To the south west, the building would be 1 metres greater in height (to the top of the second floor) than the ridge line of No. 4 Woodstock Avenue, increasing to 3 metres greater in height (to the top of the third floor) than the ridge line of No. 4 Woodstock Avenue.

As previously stated, to the east, the third floor would be set back from the side (eastern) wall by 2.5 metres. Furthermore, the existing ground floor Mikveh will be retained, which will maintain a gap of approximately 8.5 metres between the proposed development and No. 4 Woodstock Avenue, which will offset and mitigate the increase in scale, height, and bulk.

As existing, there is a transition in scale from the taller Golders Green frontage to the lower rise Woodstock Avenue context.

Planning Officers accept that due to its corner location, the application site can accommodate an increase in height, bulk, and scale, as is proposed. The upper level is set back from all elevations, which would reduce the perceived mass.

The depth and width of the proposed building is similar to the existing buildings on site and it is in keeping with the established pattern of development where buildings occupy the majority of the width and depth of their respective plots.

Architecture and materiality:

The Design and Access Statement explains how the design, architecture and detailing takes inspiration from examples seen in Israel and America, with design referencing classical forms in a pastiche style (Section 4.0 of the Design and Access Statement). The applicant views it as a 'landmark building' on this corner location.

A simple palette of large format natural Lincolnshire ashlar stone and brickwork is proposed, with stone detailing. Section 8 of the Design and Access Statement provides an example of where the architects have used natural Lincolnshire stone extensively on a recently completed building.

The windows of the building will aluminium powder coated in a mid-grey.

To the south of the Woodstock avenue elevation would be a single storey block which provides the fire escape route from the basement. This is to be an aluminium clad Hormann sectional in a colour to match the windows frames of the main shul. There will also be a louvred area which provides ventilation to the flues and basement plant area. This is to be a Colt 3UL Universal Louvre, again in colour to match the window frames of the main shul.

Window fenestration will be arranged in a symmetrical fashion which is followed through across both primary elevations facing Golders Green Road and Woodstock Avenue.

Design process:

Section 5 of the Design and Access Statement sets out the pre-application advice process the applicant undertook, and the changes made, prior to submission of a formal planning

application. This included in conjunction with the Urban Design officers and Planning Officers.

The Urban Design officer has assessed the planning application and is satisfied with the design of the proposed development.

Summary:

In summary, the proposed development is considered to be acceptable in terms of its impact on the character and appearance of the application site and surrounding area.

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

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

Impact on amenity of neighbouring occupiers:

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

No. 1 Woodstock Avenue:

To the south east on the opposite side of the junction is No. 1 Woodstock Avenue.

This appears to be in residential use, although the exact internal layouts are unclear.

The existing property at No. 2 Woodstock Avenue (proposed to be demolished) has windows facing the application site at approximately 14 metres.

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

The proposed development is for non-residential development at ground, first and second floor.

The residential element at third floor would be at a higher level than this building and therefore not cause undue overlooking or loss of privacy.

Notwithstanding the fact that the proposed development is non-residential use at ground, first and second floor the agent has provided Drawing 2101_6, showing sightlines to No.1 Woodstock Avenue.

As demonstrated from the plan, where the proposed building has windows facing directly the opposite windows to No.1 they are either set at least 1.7m above the internal ground floor area and/or they are obscured at first floor level. At second floor level, the windows to

the proposed offices do not directly face the dormer windows to No.1 Woodstock Avenue. Further more the offices will be vacated in the evenings.

No. 1 Woodstock Avenue is separated from the application site by approximately 14 metres. Furthermore, the side elevation of No. 1 Woodstock Avenue facing the application site is north-western facing. It is not considered that the proposed development would impact the outlook from or light to these neighbouring windows.

In summary, the proposed development would not detrimentally harm the amenity of these occupiers to an unacceptable level.

No. 173 Golders Green Road:

No. 173 Golders Green Road adjacent to the site to the north-west appears to be in community use.

As existing the ground floor of both No. 173 and the application site (169 - 171 Golders Green Road) appear to project the depth of the plot. The building line of the first floor of both buildings also appear to be in line.

From the proposed plans submitted, the rear building line of the first, second and third floor appear to be in line with that on No. 173 Golders Green Road.

The residential core is sited approximately 15 metres away from the boundary adjacent to No. 173 Golders Green Road.

There will be windows in the side elevation facing No. 173 Golders Green Road, however, on the basis that No. 173 is not in residential use, this is deemed acceptable.

For the above reasons, it is not considered the proposed development would impact the residential and visual amenities of No. 173 Golders Green Road.

No. 4 Woodstock Avenue:

To the rear to the south is 4 Woodstock Avenue.

The property was granted planning permission for: "Conversion of existing dwelling into 6no self-contained flats. First floor rear extension. Associated parking, refuse and recycling store, amenity space" (planning application reference: 17/1626/FUL, decision dated 26 May 2017).

The plans approved under this consent show that all the windows in the elevation facing Beth Samuel Synagogue, 169 - 171 Golders Green Road and 2 Woodstock Avenue are secondary windows serving the respective rooms. The decision notice attached a condition stating:

"Before the building hereby permitted is first occupied the window(s) on the eastern elevation facing No. 2 Woodstock Avenue and Beth Samuel Synagogue at No. 169 to 171 Golders Green Road and the windows on the western elevation facing No. 6 Woodstock Avenue shall be glazed with obscure glass only and shall be permanently retained as such thereafter and shall be permanently fixed shut with only a fanlight opening.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential

properties in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Residential Design Guidance SPD (adopted October 2016)."

As above-mentioned, the rear building line would come no closer to No. 4 Woodstock Avenue than existing at first floor and above (12 metres distance), apart from the residential core. The residential core would be sited approximately 8.2 metres.

The garden area serving No. 4 Woodstock Avenue is sited beyond the red line boundary of the site (i.e. adjacent to the rear of No.173 Golders Green Road).

The proposed development is sited north-east of No. 4 Woodstock Avenue.

For the above reasons it is not considered the proposed development would detrimentally impact the visual and residential amenities of these occupiers.

Other neighbourly/amenity issues:

Table 2.4 of Barnet's Sustainable Design and Construction SPD (2016e) states that new development should take into account neighbouring properties to ensure that nuisance will not be caused from lighting during night time hours.

Paragraph 6.2.11 of the Operational Management Plan by John Stebbing Architects dated 11 December 2020 states that: "The lights of the Synagogue will be operated by timer, switching off at 00.15am (apart from during Shavuot - see above) and switching back on at 5am."

The document advises that Shavuot is a time of quiet learning and is used by men in the evening and larger main services (families) for 2 days. This is the only occasion during the year the Shul will be used all night for reading of the Torah. There is no singing, music or dancing during these 24 periods. It occurs around May/June.

Considering the surrounding context of the site and mixed character and uses along Golders Green Road, in addition to the proposed development's relationship with the immediate neighbouring buildings, the application is considered acceptable in terms of impact of lighting during night-time hours. Furthermore, the submitted 'Energy Statement states (Section 7.8) that the site is in a highly urbanised location, and therefore will significantly not contribute to increasing the effects of light pollution. It advises that the design team will follow the appropriate ILE design guidance with a view to achieving compliance with BREEAM issue Pol 04 Reduction of night-time light pollution.

In terms of mechanical or ventilation plants, the environmental health officer has deemed the development acceptable subject to conditions securing details of these.

Impact on amenity of future occupiers:

A total of four self-contained residential flats are proposed at third floor level.

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

Policy DM02 of Barnet's Development Management Policies Document DPD (2012) states that where appropriate, development will be expected to demonstrate compliance with the

national and London-wide standards supported by the guidance set out in the council's suite of Supplementary Planning Documents. This includes, amongst other things, wheelchair accessibility, the London Plan Policy 3.8; Minimum floor space, the London Plan Policy 3.5; and Outdoor amenity space, the Sustainable Design and Construction SPD.

London Plan Policy 3.5 has since been superseded and replaced with Policy D6 Housing quality and standards of the London Plan 2021 and London Plan Policy 3.8 has since been replaced with Policy D7 Accessible housing of the London Plan 2021.

Barnet's Sustainable Design and Construction SPD (2016) sets out further design standards.

Planning Officers are satisfied that the proposed units meet the minimum internal space standards for new dwellings as set out in Table 3.1 of the London Plan 2021, and built-in storage standards.

The units meet the bedroom floor areas and widths as specified in Policy D6 points (2) and (4) of the London Plan 2021.

The units would have a minimum floor to ceiling height of 2.5 metres, as specified in Policy D6 point (8) of the London Plan 2021.

Glazing to all habitable rooms would not be less than 20% of the internal floor area of the room. The bedrooms and living rooms/kitchens would have reasonable outlook. The units would be dual aspect. They would not be facing any neighbouring windows due to their position at third floor. As such, the units comply with Table 2.4 of Barnet's Sustainable Design and Construction SPD (2016).

The applicant has submitted an 'Internal Daylight and Sunlight Report' by Waldrams (dated 03 November 2020, as amended). It states in the executive summary that all habitable residential rooms within the scheme meet their target values for ADF [average daylight factor]. Ten out of eleven habitable rooms meet their target value for daylight distribution; the one remaining room is a bedroom which achieves 74% daylight distribution against the target 80%, which is close.

The 'Internal Daylight and Sunlight Report' advises that in sunlight terms, three out of four main living spaces meet the target values for annual and winter sunlight. The window serving the remaining living room (Flat 4) faces within 90° of due north and so has a reduced expectation for direct sunlight.

The agent explained via email dated 15 February 2021 that the living room for Flat 4 is north facing because: a) due to the corner turret feature and the need to pull the third floor massing away from the front of the building, there would be a pinch point in this flat caused by the need to maintain an entrance door corridor for energy efficiency and fire safety reasons b) when situated to the north the living room would be served by larger fenestration and better outlook whereas the smaller south window better serves a bedroom and c) in the case of this flat the bedroom does not need to be located away from the deck access as it is at the end of the walkway with occupiers less likely to be disturbed. Nonetheless, upon amendments, the rooflights have been reconfigured to serve the living areas over the bathroom.

Notwithstanding the findings of the 'Internal Daylight and Sunlight Report' glazing to all

habitable rooms would not be less than 20% of the internal floor area of the room, as required by Table 2.4 of Barnet's Sustainable Design and Construction SPD (2016).

In regards to outdoor amenity space, Table 2.3 of Barnet's Sustainable Design and Construction SPD (2016) states that for flats, 5 sqm of space per habitable room is required.

Appendix 2 - Glossary of Barnet's Sustainable Design and Construction SPD (2016) states that rooms exceeding 20 sqm will be counted as two rooms when defining 'habitable room'. Therefore, considering the proposed living /kitchen/dining areas in the flats exceed 20 sqm in total area, they are considered two habitable rooms. This totals four habitable rooms for Flats 1, 2 and 3 and three habitable rooms for Flat 4.

With Flats 1, 2 and 3 providing outdoor terraces of approximately 17 sqm this results in a total shortfall of 3 sqm each (9 sqm shortfall in total). Flat 4 provides approximately 7 sqm of outdoor terrace, resulting in a shortfall of 8 sqm.

In response the architect has stated in an email dated 15 February 2021 that the scheme has been designed to exceed the standards set out by London Plan Policy D6 (which has lower standards stipulating a minimum of 5 sq.m. of private outdoor space should be provided for 1-2 person dwellings) and the applicant has tried hard to meet the requirement of Barnet's Sustainable Design and Construction SPD. The architect believes Flat 1, 2 and 3 meet the SPD's standards (if one considers the living/kitchen/dining rooms are one room) and Flat 4 falls short by 2.9 sqm due to the pinch point created by the corner turret feature, however Flat 4 is situated at the end of the deck access and thus the space outside the bedroom which is south-facing and private enough to be suitable for a resident to sit out and enjoy.

Notwithstanding these points, Planning Officers recognise that the existing flats at No. 2 Woodstock Avenue are of generally low quality and do not provide private outdoor amenity space for all occupiers; there is a small rear garden area but the access and use is unclear.

Therefore, although it represents a technical breach of the Council's higher outdoor amenity space standards as set out in the SDC SPD (2016), the flats meet the London Plan standards for outdoor amenity space (Policy D6 point 9).

Furthermore, the application site is in an accessible location close to amenities and services in the designated Town Centre and is 0.9 miles to Childs Hill Park and 1.1 miles to Golders Hill Park (according to Google maps).

For these reasons, the outdoor amenity space provided is considered acceptable.

In regards to accessibility, Policy D7 Accessible housing of the London Plan 2021 states that:

"A To provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, residential development must ensure that:

- 1) at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings'

2) all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'."

The agent advises that the flats are not suitable to be considered under Part M4(3), specifically because they cannot accommodate the storage and charging areas required for 2x wheelchairs (paragraph 3.25), although they would comply in all other respects to M4(3). All 4 flats will comply with Part M4(2).

It is noted that the flats would have lift access. As abovementioned, it is recognised that the existing flats at No. 2 Woodstock Avenue are of generally low quality, and it is considered that the proposed development would represent a better standard of accommodation, as such, the proposal is considered acceptable in regard to accessibility.

Summary:

In summary, the proposed development is considered acceptable in terms of its impact on amenity and standard of living accommodation for future occupiers. Although the units would fail to meet some standards in terms of guidance for outdoor amenity space (local standards) and Part M4(3) (London wide standards), the benefits of the scheme outweigh the harm and thus this is considered, on balance, to be acceptable in this instance.

Impact on Highways and Parking:

Relevant policy:

Paragraph 109 of the National Planning Policy Framework (2019) states that: "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Policy T6 Car parking of the London Plan 2021 set out parking policies at London wide level.

It states, amongst other things:

"A Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

C An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

D The maximum car parking standards set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

E Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking.

...

I Adequate provision should be made for efficient deliveries and servicing and emergency access

L Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London."

Policy T6.2 sets out office parking standards and policies.

Policy T6.4 sets out hotel and leisure uses parking standards and policies.

Policy T6.5 sets out non-residential disabled persons parking standards and policies.

Policy T7 sets out policies for deliveries, servicing and construction.

Policy CS9 of Barnet's Core Strategy DPD (2012) sets out the Council's strategic policy in regards to travel and transportation.

Policy DM17 of Barnet's Development Management Policies Document DPD (2012) sets out the Council's policies in regards to travel impacts and parking standards. Point g part 1 of Policy DM17 states that the council will expect development to provide parking in accordance with the London Plan standards, except in the case of residential development.

Transport Officer's Assessment:

A Highways Officer has assessed the application and provided the following assessment below:

"Site and Surroundings:

The site is located on the north-western side of the junction between Golders Green Road (A502) and Woodstock Avenue, NW11. A502 is a suburban through road connecting the site with North Circular Road (A406) and Hendon to the northwest as well as with Finchley Road (A598) within Golders Green Town Centre to the east. After that, A502 keeps running to the southeast up to Hampstead where it terminates.

The corner plot of land contains a two-storey building comprising the Synagogue facilities and an existing Mikvah (Use Class D1) in the rear garden with a total Gross Internal Floor Area (GIFA) of 808 sqm. There is a vehicular crossover off A502 that provides access to a car parking area accommodating 12 off-street parking spaces in relation to the property Nos. 169-171. Cycle parking is not provided on site.

The eastern side of the plot adjoining Woodstock Avenue, NW11 is occupied by an

existing two-storey building consisting of 3x1-bedroom and 1x2-bedroom residential flats (Use Class C3). There are two pedestrian accesses facilitating the residential property off Woodstock Avenue, NW11. The residential units are also benefited by a vehicular crossover off Woodstock Avenue, NW11 serving an existing double garage that can house 2 off-street car parking spaces.

The immediate vicinity of the site on A502 is subject to linear development including a mixture of community (Use Class D1), residential blocks of flats (Use Class C3), hotel and leisure facilities (Use Class C1) as well as health and medical centres (Use Class D1). Woodstock Avenue, NW11 is a predominantly residential road comprising two-storey semi-detached properties on either side. Menorah Primary School (Use Class D1) is located at the T-junction of Woodstock Avenue, NW11 with The Drive, NW11 within a 3-minute walking distance from the site.

The surrounding roads are subject to the one-hour Brent Cross Station Controlled Parking Zone (CPZ - Zone BXE) in force from Monday to Friday between 11am and 12pm. Vehicular parking is restricted at the junction of A502 with Woodstock Avenue, NW11 by Double Yellow Lines (DYLs) which do not allow waiting at any time. Additionally, there are Parking Pay and Display bays in close proximity to the site on A502 westbound and Sneath Avenue, NW11 northbound.

A502 is a single carriageway approximately 12.5-metre wide subject to a 30mph speed limit. It provides 4 to 6-metre wide footways on each side in the vicinity. Woodstock Avenue, NW11 has approximately 7.5-metre carriageway width subject to a 20mph speed limit by way of a zone and provides approximately 2.5-metre wide footways on either side.

Public Transport Accessibility:

The Public Transport Accessibility Level (PTAL) for the site is assessed as 4 which is regarded as good accessibility. There are two Transport for London (TfL) bus stops in each direction of A502, Woodstock Avenue Stops R and B, located directly opposite the frontage and 1 minute away from the site to the east respectively. These bus stops are served by 5 bus routes (83, 183, 210, 240, N5 and N83). Bus route 210 links the site with Brent Cross Shopping Centre to the southwest and Finsbury Park to the east. Bus route 83 runs a 24-hour service and links the site with Hendon to the west and Wembley heading south. Bus route 183 heads northwest providing connection to Hendon and Harrow. Bus route 240 connects the site with Mill Hill East and Edgware to the north and northwest respectively. Bus route N5 providing night services links the site with Colindale, Burnt Oak and Edgware to the northwest as well as passes by Hampstead, Camden Town, Euston to terminate at Trafalgar Square central London to the southeast.

All bus routes connect the site with Golders Green Town Centre and the London Underground station accessed by Northern Line services providing frequent and speedy services to central London. A bus and coach station is located adjacent to the London Underground station, both of which are accessible on foot as they lie within a 10-minute walking distance from the site. Brent Cross London Underground station also served by Northern Line is 9 minutes away from the site on foot to the southwest.

Cycling network:

Although there are no designated cycle lanes on A502 and the local area, the site lies in proximity to the Local Cycle Network (LCN) running along Finchley Road (A598) to the east and Dunstan Road, NW11 to the south.

Walking infrastructure:

There is a pedestrian crossing with zebra marking to the west side of the junction between A502 and Woodstock Avenue, NW11 in the immediate vicinity whilst another pedestrian crossing is observed heading northwest before the junction of A502 with Ambrose Avenue, NW11. Woodstock Avenue, NW11 at the junction with A502 provides tactile paving on both sides facilitating the passage of wheelchair users.

Road Safety:

A search was undertaken on Crash Map database for the last 5 years (2016-2020) to find out whether there are any accident records within 50 metres on either side of the site.

Crash Map includes official data published by the Department for Transport which is based on records submitted to them by police forces. The records relate only to personal injury accidents on public roads that are reported to the police and subsequently recorded.

Information on damage-only accidents, with no human casualties or accidents on private roads or car parks are not included in this data.

The results of our search show that a total of 11 personal injury accidents have been recorded within proximity to the site, 10 of which have been classified as "Slight" in severity and 1 of them has been classified as "Serious". The serious accident occurred to the west of the site close to the T-junction of A502 with Sneath Avenue, NW11. Out of 10 slight injury accidents, 6 involved pedestrian casualties, 1 of those involved pedal cycle casualty whilst the rest of them were related to vehicular collisions. Figure 1 below demonstrates the above results extracted from Crash Map database.

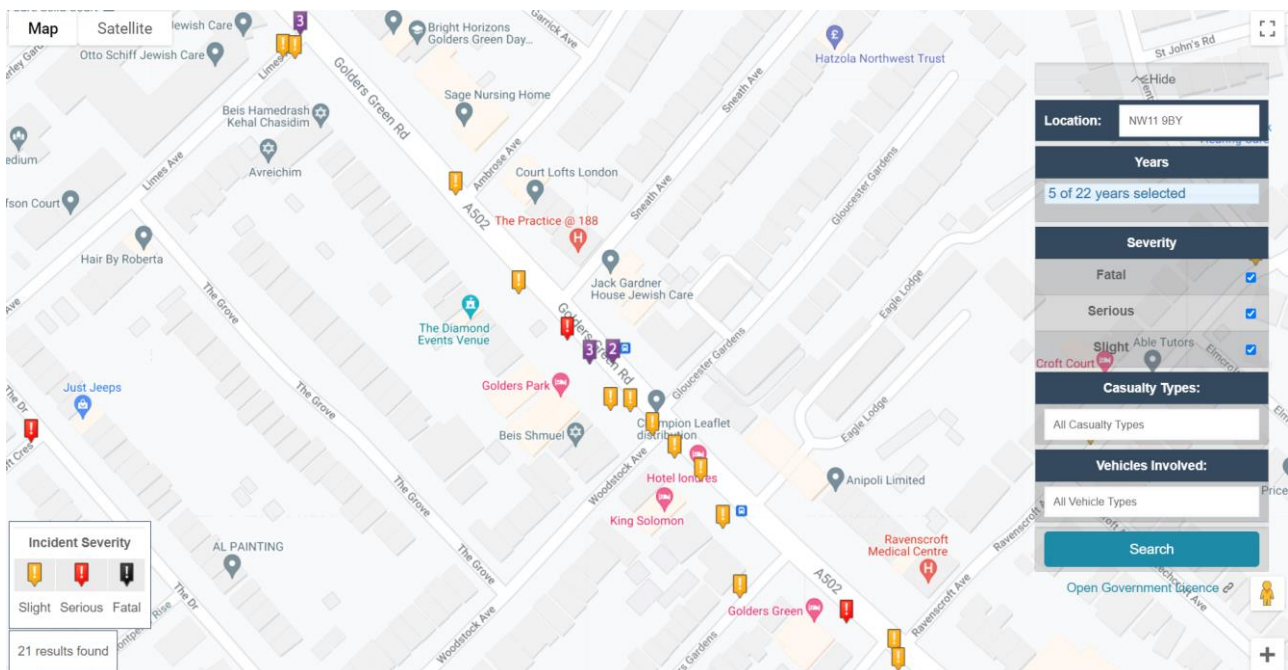


Figure 1: Crash Map for Golders Green Road (A502)

Development Proposal:

The proposal is for the demolition of the existing buildings on 169-171 Golders Green

Road except for the existing Mikvah that will be retained, and 2 Woodstock Avenue to construct a four-storey mixed-use building with basement level to house the following facilities:

- o A community function hall at the lower basement level with a GIFA of approximately 801 sqm.*
- o Ancillary facilities on the upper basement of approximately 270sqm. GIFA and the existing Mikvah (ritual baths) of 170sqm. to be retained*
- o Synagogue facilities on the ground floor level of approximately 538 sqm. GIFA including a men entrance from the forecourt area and a women entrance from Woodstock Avenue, NW11. The existing 161 sqm. Mikvah will also be retained at the rear side of the ground floor level*
- o The first floor will house additional facilities in relation to the Synagogue including 4 Shtiebels (communal prayer rooms) and ancillary amenities of approximately 514-sqm. GIFA*
- o A total of 519sqm office space (Use Class B1) in association with the Synagogue intended to serve affiliate community organisations working on the needs of the local Orthodox Jewish community will be accommodated on the second floor*
- o A total of 4 residential flats of 278sqm GIFA will be provided on the third floor, 3 of which to comprise 2 bedrooms and 1 consisting of 1 bedroom. Each flat will have access to a private terrace area.*

The existing vehicular crossover off A502 will be retained to facilitate access to the forecourt area whilst the existing 12 off-street parking spaces will be reduced to 2 disabled parking spaces due to the proposed extension of the building footprint. Off-street parking will not be provided for the residential flats which are proposed to be car-free.

A total number of 22 cycle parking spaces will be provided on the forecourt area in relation to the proposed Synagogue facilities and 8 cycle parking spaces will be provided for the residential units adjacent to their ground floor entrance facing Woodstock Avenue, NW11.

The proposed bin store serving the Synagogue facilities will be located adjacent to the site entrance from A502 whilst the proposed residential bin store will be provided within proximity to the flats' entrance from Woodstock Avenue, NW11.

Pedestrian and Vehicular Access Arrangements:

Although no alterations to the existing vehicular crossover off A502 facilitating the Synagogue are proposed to take place, the existing vehicular crossover off Woodstock Avenue, NW11 will be made redundant as the double garage will be demolished and no off-street parking will be provided for the residential element. Hence, the existing crossover will need to be reinstated to the footway level to improve pedestrian safety and accessibility. This will require the applicant to submit a separate application under S.184 of the Highways Act 1980 to the Local Highway Authority for review and the works will need to be carried out in accordance with the approved design and construction details accompanying that application.

Assessment of Vehicular Parking provision:

Religious and community element

There are no parking standards for places of worship set out in the London Plan, hence any proposed car parking provision needs to be demand-responsive and depend on the levels of PTAL in relation to the site. The PTAL rating for this site is 4 (good accessibility). On this occasion, it is proposed for the existing 12 car parking spaces associated with the Synagogue facilities to be reduced to 2 disabled parking bays within the curtilage of the site.

Although congregants are not expected travel by any other modes of transport except for walking to and from the Synagogue on Shabbos and Holy Days, 25% of the total 750 to 1,000 existing members are expected to travel by car on the weekdays. Considering the submitted weekday morning prayer schedule of Beth Shmuel Synagogue and the fact that morning and evening study sessions take place every day, it is likely that there are overlaps among the prayer slots as well as between the study sessions and the prayer slots resulting in greater demand for car parking than what is anticipated.

Residential element

According to the Parking Standards as set out in Barnet Council's Local Plan Development Management Policy DM17, the range of vehicular parking spaces which would need to be provided as part of the proposed development is between 3 and 5.5 parking spaces.

Based on the PTAL rating for the site as 4 (good accessibility), 4.5 off-street parking spaces would be required to meet the parking standards of DM17 policy. However, no off-street parking spaces will be provided for the residential units resulting in a shortfall of up to 5 parking spaces as per the DM17 policy requirements.

Even though the applicant suggests the proposed residential flats be car free subject to a S106/Unilateral Undertaking Agreement, this will not prevent future occupants from parking their car vehicles on the CPZ bays. As mentioned in the preceding section, the BXE CPZ operates from Monday to Friday between 11am and 12pm and therefore only deters daily commuters from leaving their cars locally to walk to the Brent Cross and Golders Green London Underground stations located within walking distance from the site in order to reach central London.

Summary and conclusion:

Taking the above into consideration, it is expected that the proposed development will increase parking pressures on the surrounding roads. As mentioned in the preceding section, the BXE CPZ operates from Monday to Friday between 11am and 12pm so it does not provide sufficient restrictions to deter parking from the residential and community element of the scheme. The proposed mixed-use development is likely to displace parking on-street. Our current records show that the BXE CPZ area has not been reviewed for over 15 years, and due to the number of developments in this area, the BXE CPZ would certainly benefit from a review to ensure parking continues to work well for residents and businesses. Highways would therefore request a S106 contribution of £16,000 to cover the costs of public consultations and potential subsequent alterations to the existing hours of the BXE CPZ operation.

Assessment of Vehicular Parking Layout:

Please note that the proposed disabled parking spaces on the site frontage will need to be 4.8-metre long by 2.4-metre wide with an additional 1.2-metre wide traffic zone to the front and the side of the parking space. Therefore, the total size of the disabled bays needs to be 6-metre long by 3.6-metre wide.

The submitted vehicle tracking drawing No. 03/001 demonstrates that a large car can enter the proposed disabled parking spaces, manoeuvre within the curtilage of the site and exit it in a forward gear which complies with the highway requirements.

Trip Generation Assessment:

The Synagogue undertook a travel survey of its existing users on 15/07/2019 collecting 242 members' responses to identify the modal share of person trips associated with it as follows.

- 145 walked = 60%*
- 53 arrived by car = 22%*
- 31 cycled = 13%*
- 6 used public transport = 3%*
- 5 arrived by taxi = 2%*
- 2 arrived by motorcycle = 1%*

Based on the survey results, 25% of the 750 to 1000 members in total will travel by private forms of transport to and from the site whilst three quarters of them are anticipated to either walk, cycle or travel by public transport.

These results correlate with the Method of Travel to work data from the 2011 Census for 6 local wards (Golders Green, West Hendon, Hendon, Childs Hill, Finchley Church End and Garden Suburb) used by the consultants to estimate how the generated trips would be distributed across the existing and surrounding transport network.

As well as modes of travel, the travel survey collected the home postcodes of the 242 respondents and reported the following results.

- o 160 live in NW11 9** = 66%*
- o 33 live in NW11 0** = 14%*
- o 27 live in NW11 8** = 11%*
- o 15 live in NW4 *** = 6%*
- o 3 live in NW11 7** = 1%*
- o 2 live in HA8 *** = 1%*
- o 1 lives in N16 *** = 0.5%*
- o 1 lives in Manchester = 0.5%*

Considering the above survey results, over 80% of the existing Synagogue users live within walking distance from the site and therefore they can travel sustainably to and from it on the weekdays.

It is expected that all the Synagogue Members will walk to the site on Shabbos and the main Holy Days when the building will be at its busiest as it is forbidden to travel by other modes of transport.

The submitted Transport Statement also included a morning weekday prayer schedule including time slots from 5:30am to 11:30am. Additionally, it is mentioned that members

return to the Synagogue for the afternoon prayers no later than sunset which means by 3:30pm during the winter and by 9:30pm throughout the summer.

Aside from the prayer slots, daily study sessions take place at the Synagogue facilities which are attended for 4 hours by approximately 60 men every morning and 30 men in the evenings.

It appears from the submitted weekday prayer schedule and the above details that there are overlaps among the prayer slots as well as between the study sessions and the prayer slots. The arrival times of the morning prayer slots and the study sessions correlate with those related to the proposed office spaces. Considering those in conjunction with the 25% of members expected to travel by private forms of transport to the site every day, it is likely to cause impacts on the local highway network by increasing the traffic congestion levels during morning and afternoon peak time periods.

Summary and conclusion:

There is likely to be an increase in the pedestrian crossing demand and the level of traffic congestion during the morning and evening peaks in the vicinity of the site. This would have an adverse impact on road safety and therefore a S106 contribution of £25,000 is sought towards measures to minimise traffic congestion and improve road safety.

Cycle Parking and Storage:

According to the submitted Drawing Nos 2101_04Y and 2101_11B, a total number of 22 cycle parking spaces will be provided for the Synagogue members and office employees on the forecourt area as well as 8 cycle parking spaces for the proposed four residential flats.

Residential element:

The cycle parking provision for the residential units exceeds by 1 cycle parking space the requirements of the London Plan Cycle Parking standards requiring a total number of 7 long-stay cycle parking spaces on this occasion. The applicant is advised that the long-stay parking spaces need to be secured in an enclosed compound that will be well-lit, overlooked and accessible by the residents only. The type of stands will need to ensure that both the frame and at least one wheel of the bike can be locked.

Additionally, the space adjacent to the site entrance off Woodstock Avenue, NW11 appears to be tight and so would make it difficult for cyclists to safely manoeuvre in and out of the cycle parking spaces.

Hence, the details provided for residential cycle parking are not acceptable on highway grounds. The applicant will need to submit revised site layout as well as cycle parking and storage design plans in accordance with the London Plan Cycle Parking standards and London Cycling Design standards.

Religious and community element:

As per the London Plan Cycle Parking standards, the proposed office spaces (Use Class B1) of 519sqm. GIFA will need to provide 4 long-stay and 1 short-stay cycle parking spaces.

The proposed Synagogue and community facilities (Use Class D1) of a total 2,122.8 sqm. GIFA will need to provide 2 long-stay cycle parking spaces for the staff and 21 short-stay cycle parking spaces for the visitors in accordance with the London Plan Cycle Parking standards.

Considering the above, the proposed office, religious and community facilities will require a total of 6 long-stay and 22-short stay cycle parking spaces. Therefore, the provision of 22 cycle parking spaces for these land uses is falling short of 6 cycle parking spaces according to the London Plan standards.

The applicant is advised that the long stay cycle parking spaces will need to be accommodated within a storage facility. The type of stands needs to ensure that both the frame and at least one wheel of the bicycle can be locked. The short-stay cycle parking for the visitors can be provided outdoors but needs to be well-lit and overlooked. The type of stands needs to ensure that both wheels and the frame of the bicycle can be locked.

The applicant will also need to ensure that at least 5% of the visitors' cycle parking spaces can accommodate a larger cycle.

Summary and conclusion:

The applicant will need to provide revised site layout and cycle design drawings in terms of cycle parking for the residential units as well as the Synagogue and office facilities to accord with the London Plan Cycle Parking standards and the London Cycling Design Standards (LCDS).

Delivery and Servicing Arrangements:

Drawing No. 2101_04Y shows that the proposed bin store for the Synagogue and the associated offices will be located adjacent to the gated access off A502 and the residential bin store will be placed within proximity to the entrance to residential flats accessed from Woodstock Avenue, NW11. Both bin stores will be provided within 10 metres from public highway which is acceptable on highway grounds. The applicant is advised that the dustbins will need to be taken to the back of footway on collection days.

The submitted vehicle tracking drawing No. 03/001 shows that an ambulance vehicle can enter the forecourt area, reverse back within it and egress from the site in a forward gear. Additionally, a fire brigade truck will access the site in case of emergency by reversing back into the forecourt and exit the site in a forward gear thereafter. Drawing No. 03/002 shows that all the uses of the proposed building will be within 40 metres from the location where the emergency vehicle will stop which is acceptable on highway grounds.

Swept path analysis Drawing No. 03/003 included in the Transport Statement shows that a mini bus vehicle can also negotiate the access to enter the forecourt area for dropping off/picking up attendees, manoeuvre within it and exit the site in a forward gear. The mini bus service will be used to carry attendees to and from the site in respect of events taking place within the community function hall in order to reduce private car use as much as possible by people living out of the local area.

Notwithstanding the above, the applicant did not provide any information about supply deliveries in relation to the Synagogue and how many trips are expected over the course of the day. Hence, a Delivery and Servicing Plan will be requested by a way of a condition. This will need to include information about the estimated supply delivery trips expected to

and from the site, the size of vehicles to be used, confirmation that supply deliveries will be avoided on peak time periods and any measures to be taken in respect of highway and pedestrian safety and accessibility.

Event Management Plan:

The submitted Operational Management Plan for the Synagogue facilities does not include any details on how to effectively manage road traffic and pedestrian accessibility when large events taking place so that highway and pedestrian safety will not be compromised.

Therefore, the applicant will need to submit an Event Management Plan for the Synagogue prior to commencement of the development to set out how large events will be managed to reduce potential traffic congestion and improve road safety. This will be requested by a way of a condition.

Faith Travel Plan:

Despite the measures included in the Transport Statement (TS) for encouraging sustainable transport, a Draft Strategic-Level Faith Travel Plan is requested. This is to be secured by a way of S106 Agreement including a minimum contribution of £15,000 towards Travel Plan monitoring.

Demolition, Construction Management and Logistics Plan:

The proposed development will include demolition and construction works and therefore will require submission of a robust Demolition, Construction Management and Logistics Plan (DCMLP) to ensure that road safety will be maintained especially for vulnerable road users throughout the works, delivery and construction-related trips to and from the site will be reduced as much as possible to ease congestion on the surrounding roads and follow access routes that minimise disruption to local residents. The DCMLP report would be requested by a way of a condition.

RECOMMENDATION:

The application is recommended for approval on highway grounds subject to the following S106 contributions, conditions and informatives:

- o £2,151.31 CPZ permit restriction*
- o £16,000 towards CPZ review*
- o £25,000 towards measures to reduce traffic congestion and improve road safety*
- o A minimum of £15,000 towards Faith Travel Plan monitoring"*

[List of conditions and informatives follow]

Impact on trees:

Policy G7 Trees and woodlands of London Plan 2021 sets out tree policies.

Policy DM01 of Barnet's Development Management Policies Document DPD (2012) states that trees should be safeguarded (point k).

When protected trees are to be felled the council will require replanting with suitable size and species of tree where appropriate. Point j sets out requirements in regard of hard and

soft landscaping.

A tree officer has assessed the application and commented that there are no trees of any significance within the site boundary.

The proposed basement fills the majority of footprint of the site. A small planter at the front of the site is proposed and this is supported, details of this are required, ideally the surface water from the car park is used to irrigate the planters (See SUDS plan 'GROUND LEVEL SuDS LAYOUT PLAN C2437-03 B'). These details can be a condition of any approval.

Ecological improvements are recommended with in Section 4 of the 'Ecological Appraisal' of the site.

The proposed Roof Section Planning 2101-06F plan shows green/blue roof below PV array this is supported. Exact details must be submitted which should allow for wildflowers and ponds to gain maximum biodiversity benefits.

The applicant could also consider a contribution to new street tree planting nearby; 15 trees along Golders Green and Woodstock Road would make a significant improvement in the quality of the local area street scene and allow the development to meet biodiversity improvement gains. The cost of this contribution would be £750.00/tree to supply, plant and maintain until established £11,250.00.

The tree officer has concluded that he has no objection subject to conditions for landscaping to the frontage, details of green roof and obligations to secure financial contributions for new street tree planting.

Impact on biodiversity/ecology:

Policy G6 Biodiversity and access to nature of London Plan 2021 sets out the policies regarding protection for biodiversity and identified/designated sites.

Policy DM16 of Barnet's Development Management Policies Document DPD (2012) provides a similar protection.

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

The applicant has submitted a Bat Survey Report Version 1 dated June 2021 produced by Practical Ecology. The results in Section 3 conclude that during the pre-dawn re-entry survey "No bats were observed emerging from the building by any surveyor. No bats commuting or foraging were observed or recorded by any surveyor." During the dusk emergence survey: "No bats were observed emerging from the building by any surveyor. No bats commuting or foraging were observed or recorded by any surveyor."

The report concludes in Section 4: "It is considered that, as no bats have been recorded roosting, foraging, or commuting within the area of the Site during two surveys, that bats are likely absent from this area, or occur at notably low density.

This is likely due to significant light pollution and a lack of prey species linked to the area being dominated by sealed surface/ hard standing with heavy traffic.

As per recommendations within the PEA, two integrated bat boxes should be installed into

the new building as part of best practice to compensate for the loss of potential roosting features. These should be on the southwest aspect, at least 5m above ground level and away from any direct artificial illumination."

The information provided in the bat survey submitted with the application is sufficient to support the above application. As such, no further surveys are required.

A condition will be attached to ensure that the recommendations set out in Section 4 of the Bat Survey Report and Section 4 of the Preliminary Ecological Appraisal Report Version 1 dated November 2020 by Practical Ecology are implemented.

Flooding and drainage:

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

Policy SI 13 of the London Plan 2021 sets out policies for sustainable drainage.

Policy SI 12 of the London Plan 2021 sets out policies for flood risk management.

Upon the provision of further information, the Sustainable Drainage Team have requested further information from the applicant which is currently under review by SUDS officer and their comments will be provided in the addendum.

Thames Water have raised no objection to the scheme.

Security/safety including fire safety:

Policy DM01 of Barnet's Development Management Policies Document DPD (2012) states that development proposals should create safe and secure environments and reduce opportunities for crime and minimise the fear of crime. Policy DM02 of Barnet's Development Management Policies Document DPD (2012) states that where appropriate, development will be expected to demonstrate compliance with the national and Londonwide standards, which includes Secure by Design.

A Design out Crime Officer from the Metropolitan Police Service has assessed the application and entered discussions with the architect.

They raise no objection to the proposed development subject to conditions.

In terms of fire safety, Policy D12 of the London Plan (2021) requires major development to be accompanied by Fire Statement providing details of, inter alia; building construction methods, means of escape and access to fire services personnel.

The application is accompanied by a Technical Note regarding fire safety (dated 17 November 2020) by Tenos (reference: TS200533- N01-ISSUE01).

The London Fire Brigade have reviewed this document, and the submitted plans and have raised no objection to the proposed development.

Accessibility and Sustainability

BREAAM:

Policy DM02 of Barnet's Development Management Policies Document DPD (2012) states that where appropriate, development will be expected to demonstrate compliance with the national and London-wide standards, which includes BREEAM. Table 2.20 of Barnet's Sustainable Design and Construction SPD (2016) states that development proposals should achieve a minimum "Very Good" rating.

The Executive Summary (Section 1) of the submitted Energy & Sustainability Statement prepared by eb7 (14 October 2020, as revised) states that the proposed development will be designed to and comply with the BREEAM standard of "Very Good". A condition has been attached accordingly.

Carbon Emissions:

Policy SI 2 Minimising greenhouse gas emissions of the London Plan 2021 states:

"A. Major development should be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:

- 1) be lean: use less energy and manage demand during operation
- 2) be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
- 3) be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
- 4) be seen: monitor, verify and report on energy performance.

B. Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy.

C. A minimum on-site reduction of at least 35 per cent beyond Building Regulations is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:

- 1) through a cash in lieu contribution to the borough's carbon offset fund, or
- 2) off-site provided that an alternative proposal is identified and delivery is certain."

The Executive Summary (Section 1) of the submitted Energy & Sustainability Statement prepared by eb7 (14 October 2020, as revised) states that the development achieves an overall improvement (BER/TER) in regulated emissions of 45.97% over the Part L 2013 standard and that a carbon off-set payment of £50,644.50 is payable for the major non-domestic element in line with New London Plan policy. This has been attached as an obligation.

Water Savings:

For the residential element of the scheme, Table 2.11 of Barnet's Sustainable Design and Construction SPD (2016) states that: "New dwellings should be designed to ensure that a maximum of 105 litres of water is consumed per person per day." This is reiterated in Policy SI 5 Water infrastructure of the London Plan 2021. A condition will be attached accordingly.

Accessibility:

As abovementioned earlier in the report, the agent advises that the flats are not suitable to be considered under Part M4(3), specifically because they cannot accommodate the storage and charging areas required for 2x wheelchairs (paragraph 3.25), although they would comply in all other respects to M4(3). All 4 flats will comply with Part M4(2).

Considering the existing flats at No. 2 Woodstock Avenue are of poor quality, and the flats would have lift access, this is deemed acceptable.

In summary, the proposed development therefore would meet the necessary sustainability and efficiency requirements of the London Plan.

Refuse and Recycling:

The application has been considered acceptable by the Council's Recycling Waste and Street Cleaning Services.

Environmental Health:

The application has been assessed by an Environmental Health officer and they have raised no objection subject to conditions.

The applicant has submitted an 'Operational Management Plan' in support of the application.

As stated earlier in the report, in terms of the of Synagogue space, the proposed new building does propose an increase in floor area, but this is to accommodate the existing numbers of congregants who use the building during the week more comfortably rather than increase the number of users (Paragraph 5.11 of the Operational Management Plan). The new Shtiebels (Shtiblach) will take the pressure off the main Shul space and allow it to be kept clean, tidy and more befitting of the religious sanctuary it is ideally supposed to be (Paragraph 5.12).

In regards to the synagogue use, the Operational Management Plan explains that the rhythm of Jewish religious life is dictated by the seasons, the phases of the moon, and centuries of Jewish law and tradition (Paragraph 6.2.2) and that as existing, the hours of operation of the Synagogue spaces will be 5am to midnight every day, which is dependent on the seasons and set out in a table in Paragraph 6.2.3 of the 'Operational Management Plan'.

Paragraph 6.2.4 advises that for the synagogue use: 'Amplified music or microphones cannot generally be used at all in the Synagogue spaces (ground and first floor) during Friday night or Saturday services, or generally during Yom Tov festivals', except for three exceptions of which two of these amplified music/sound ends at 11pm. The third exception is for a time of quiet learning where there is no singing, music or dancing.

During the busiest times (Friday evenings and Saturdays) motorised transport and amplified music is forbidden by Jewish law.

In regards to the community hall use, the document states in terms of physical noise control it will be located within a 2 storey deep windowless basement (Para. 7.4.1);

amplified music will be controlled by noise limiter (Para. 7.4.4) and the plant is contained within the envelope of the building to avoid visual and/or acoustic nuisance externally (Para. 7.4.5).

Section 7.3 sets out measures proposed for the management of attendees and operational noise control of the synagogue use.

The Planning Statement advises: "If there's a large event going on in the basement hall it won't be at the same time as a large event in the Shul."

Paragraph 2.8 of the Event Management Transport Plan advises: "In addition to the 400 people attending the wedding, the normal Synagogue services will be running alongside the wedding ceremony. Between 7-9.30pm it is anticipated that 100 visitors will be using the Synagogue on weekdays for study group and evening prayers." This means that at its peak level of activity i.e. when a large wedding, study group and evening prayer session would be running concurrently, there could be up to 500 people attending the Beth Shmuel Synagogue simultaneously. A condition has been attached accordingly restricting maximum capacity.

The Environmental Health officer has also reviewed the submitted Operational Management Plan and commented that it has covered any initial concerns with outbreak from amplified noise (noise limiter, windowless basement). The Operational Management Plan also states that there will be no music after 11pm which is supported (for the synagogue use).

For the community hall, amplified music/noise may run later, however the environmental health officer is satisfied as there are no windows in the basement. Furthermore, the applicant proposes to use a noise limiter, which is supported by the Environmental Health officer.

With regard to the coming and going of people we have not received complaints of this nature from the current site. There was a complaint in 2019 regarding loud music but this was never witnessed and the complainant did not confirm their address (only an email was sent).

The plan is comprehensive and Environmental Health is satisfied that noise will be controlled appropriately.

Conditions:

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

Obligations/Contributions:

Recommended obligations are set out below:

The applicant and any other person having a requisite interest in the site are invited to enter into a section 106 Agreement to secure the following:

1. The Council's legal and professional costs of preparing the Agreement and any other enabling agreements.

2. All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority.
3. A financial contribution towards carbon off-setting of £50,644.50 in order to achieve net zero carbon dioxide emissions
4. A financial contribution of £11,250.00 towards street tree planting
5. Submission of a Faith Travel Plan
6. A financial contribution of £15,000 towards Travel Plan monitoring
7. Provision of the following costs towards extension of the Controlled Parking Zone (CPZ):
 - (a) A contribution of £16,000 towards a review of the BXE CPZ, cover the costs of public consultation and potential subsequent alterations to the existing hours of the BXE CPZ operation
 - (b) A contribution of £2,151.31 to amend the existing Traffic Management Order to exempt future residents from obtaining permits.
8. A financial contribution of £25,000 towards pedestrian safety measures in the vicinity of the site
9. Submission of an Activities Management Plan
10. Meeting the Council's costs of monitoring the planning obligation- £3,601.36

5.4 Response to Public Consultation

A number of letters of support, objection and comment were received in response to the application. These have been considered and addressed, where possible, through the Officer assessment that forms the main body of this report.

A large number of the objections received relate to highway and parking concerns which have been addressed through the Highway Authority's response, and any related outstanding issues are considered to have been addressed through the Highway Authority's recommended conditions and legal obligations.

Matters that have not been addressed through the main body of the report, are responded to as follows:

- Damage to third party property as a result of the construction of the development is a civil matter between the affected/interested parties, and is therefore outside the scope of consideration of this assessment.
- Noise, disturbance, and general disruption during the construction phase of the development can be monitored and managed through the recommended Construction Management Plan condition that is recommended. A degree of noise and disturbance is to be expected with any development of this nature, however, the terms of the condition will ensure that this is managed to an acceptable level.
- Littering is a criminal offence which can be regulated and enforced by other authorised bodies (including the Police and Environmental Health).
- The structural aspect of the proposed basement is bound to and regulated by

Building Control legislation and is not a material planning consideration.

- Whilst the proximity/location of respondents relative to the development's consultation is a material consideration, regard must still be had for the any material planning considerations that they raise.
- A condition has been recommended for submission of further details with regards to delivery and servicing of the development to ensure that it minimises impact on the local highway network and amenities of neighbour residents and businesses.

6. Equality and Diversity Issues

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

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

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

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- 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 proposed development would provide considerably improved new facilities for an existing community use.

In terms of likely negative impacts, the application has attempted to address these through the design proposal and submission of technical documents. It is suggested that the majority of these impacts can be mitigated through conditions and S106 agreement and that any impacts are unlikely to disproportionately affect any one group with a protected characteristic.

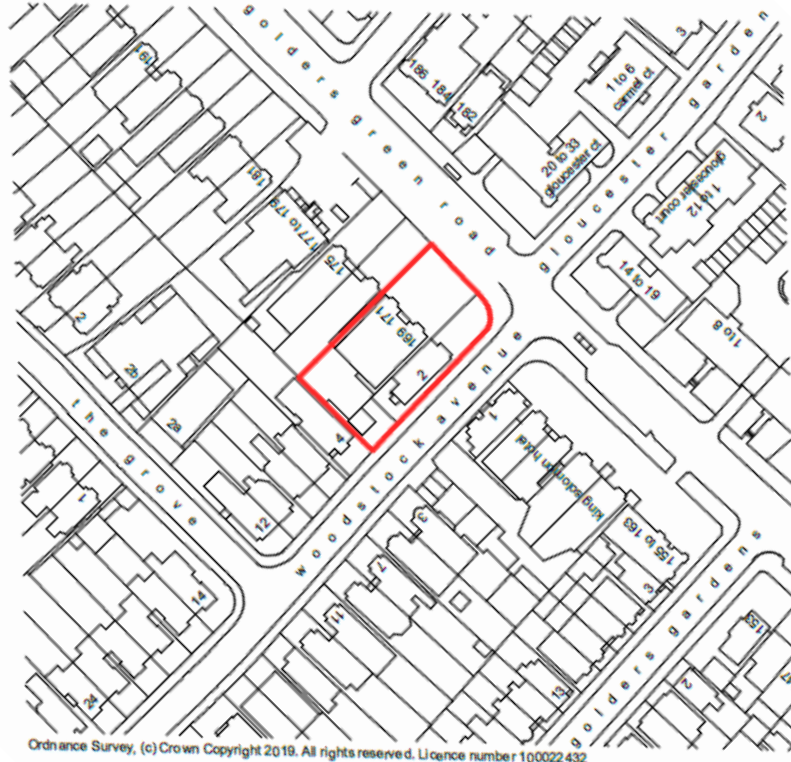
With the S106 and conditions recommended, the proposal is found to accord with development plan policies as they relate to the relevant equalities and diversity matters by providing a high quality inclusive design approach which creates an environment that is accessible to all and would continue to be over the lifetime of the development. The development would therefore have a positive effect in terms of equalities and diversity matters.

It is considered by officers that the submission adequately demonstrates that the design of

the development and the approach of the applicant are acceptable with regard to equalities and diversity matters. The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities.

7. Conclusion

Having taken all material considerations into account, it is considered that subject to compliance with the attached conditions and obligations to be secured by Section 106, the proposed development is considered to be acceptable and is therefore recommended for approval.



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