

Location Premier House 112 Station Road Edgware HA8 7BJ

Reference: 20/6320/FUL Received: 30th December 2020
Accepted: 30th December 2020

Ward: Edgware Expiry 31st March 2021

Case Officer: Dominic Duffin

Applicant: n/a

Proposal: Three storey upward extension to provide 21 no. self-contained dwellings at 14th, 15th and 16th floor. Communal roof garden. Re-cladding of the existing building. Associated condenser unit enclosure at roof level and canopy above roof garden. 8 no. existing parking bays converted into 2 no. disabled parking bays, cycle store and refuse/recycling store. Cycle stands

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. 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. 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. Affordable Housing

A payment in lieu of affordable housing equating to £293,010

Provision of a planning obligation to secure a review mechanism on affordable housing contributions;

-an Early Stage Viability Review if the development has not been completed to the ground floor slab level of the 16th floor within two years of the permission being granted

-a Late Stage Viability Review, triggered when 75 per cent of the units in the scheme are sold or let

4. Amendment to the Traffic Management Order

A contribution of £2,392.01 towards the amendment of the Traffic Management Order (TMO) to ensure that the new occupants are prevented from purchasing CPZ parking permits.

5. Travel Plan Measures/ Incentives

A Travel Plan Statement and contribution of £3,150 towards a range of sustainable travel plan incentives for residents.

6. Carbon Offset Payment

Payment of £22,878 towards Carbon Offset to meet mayoral zero carbon target.

7. Meeting the Council's costs of monitoring the planning obligation

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

4637/P/01 Rev A - Location Plan

4637/P/05 Rev A - Existing Ground Floor Plan

4637/P/06 - Existing 13th Floor Plan

4637/P/10 - Existing North Elevation

4637/P/11 - Existing South Elevation

4637/P/12 - Existing West Elevation

4637/P/13 - Existing East Elevation

4637/P/20 Rev A - Proposed Ground Floor Plan

4637/P/21 Rev A - Proposed Floor Plans 14th, 15th Floor

4637/P/22 Rev B - Proposed Roof Garden
4637/P/23 Rev B - Proposed Roof Plan
4637/PA/24 Rev A- Proposed Floor Plan 16th Floor
4637/P/30 Rev C - North Elevation
4637/P/31 Rev C - South Elevation
4637/P/32 Rev C - West Elevation
4637/P/33 Rev C - East Elevation
4637/P/34 Rev C - Proposed East Elevation with context
4637/P/40 Rev C - Proposed Materials
4637/PA/50 Rev B - Streetview 1
4637/PA/51 Rev A - Streetview 2
4637/PA/52 Rev B - Streetview 3
4637/PA/53 Rev A - Streetview 4
4637/PA/54 Rev A - Streetview 5
4637/PA/55 Rev A - Streetview 6

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

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

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

- 3 a) No works to the exterior of the building shall take place until details of the materials to be used for the external surfaces of the building and any 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 D3, D4, D5 and D6 of the London Plan 2021.

- 4 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.

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.

- 5 Prior to occupation of the development; a detailed parking layout plan showing the exact dimensions of the proposed 2 disabled bays shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the 2 disabled parking bays shall be used only as agreed and not to be used for any purpose other than the parking and turning of vehicles in connection with the approved development.

Reason: To ensure that parking is provided in accordance with the council's standards in the interests of pedestrian and highway safety, the free flow of traffic and in order to protect the amenities of the area in accordance with Policy DM17 of the Development Management Policies DPD (adopted September 2012) and Policy T6 and T6.1 of the London Plan 2021.

- 6 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 prior to the occupation of the development. Thereafter, before the development hereby permitted is occupied, a minimum of 30 (long stay) cycle parking spaces in accordance with the London Plan Cycle Parking Standards and London Cycle Design Standards shall be provided and shall not be used for any purpose other than parking of vehicles in connection with the approved development.

Reason: To ensure that adequate and satisfactory provision is made for the parking

of bicycles 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 and policy T5 of the London Plan 2021..

- 7
- a) Notwithstanding the details submitted with the application and otherwise hereby approved, prior to occupation details of (i) A Refuse and Recycling Collection Strategy, which includes details of the collection arrangements and whether or not refuse and recycling collections would be carried out by the Council or an alternative service provider, (ii) Details of the enclosures, screened facilities and internal areas of the proposed building to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable, and (iii) Plans showing satisfactory points of collection for refuse and recycling, have been submitted to and approved in writing by the Local Planning Authority.
- b) The development shall be implemented and the refuse and recycling facilities provided in full accordance with the information approved under this condition before the development is first occupied and the development shall be managed in accordance with the information approved under this condition in perpetuity once occupation of the site has commenced.

Reason: 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

- 8
- a) The scheme shall proceed in accordance with the noise mitigation measures as detailed within the Sharps Redmore report (December 2020), including the proposed window specification as outlined within the report.
- 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 the amenities of occupiers are not prejudiced by traffic noise/mixed use 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 D.14 of the London Plan 2021.

- 9
- The level of noise emitted from any installed plant hereby 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 D.14 of the London Plan 2021.

- 10 a) The development shall not be occupied until a report has been carried out by a competent acoustic consultant that assesses the likely noise impacts from the development of the ventilation/extraction plant, and mitigation measures for the development to reduce these noise impacts to acceptable levels, and has been submitted to and approved in writing by the Local Planning Authority.

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

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy D.14 of the London Plan 2021.

- 11 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 London Plan policies D.14.

- 12 Prior to first use of the roof garden hereby approved, a noise management plan shall be submitted to the council for agreement, outlining measures to mitigate potential impacts - level of access at any one time, access times, policy on amplified music, etc. The development shall proceed in accordance with the agreed plan.

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

Sustainable Design and Construction SPD (adopted April 2013) and Policy D.14 of the London Plan 2021.

- 13
- a) Prior to the first occupation of the development hereby approved, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that the extension to building can achieve full 'Secured by Design' Accreditation and 'Secured by Design' accreditation shall be obtained for the approved development.
 - b) The development shall only be carried out in accordance with the approved details.

Reason: To protect the amenity of the area in accordance with Policies DM01 and DM04 of the Barnet Development Management Policies (adopted) September 2012.

- 14
- a) A scheme of hard and soft landscaping, size, species, planting heights, densities and positions of any soft landscaping, shall be submitted to and agreed in writing by the Local Planning Authority prior to the occupation of the hereby approved development.
 - b) All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.
 - c) Any 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 policies D4 and G7 of the London Plan 2021.

- 15
- a) Prior to the occupation of the hereby approved development, details of a Landscape Management Plan for all landscaped areas for a minimum period of 25 years have been submitted to and approved in writing by the Local Planning Authority.
 - b) The Landscape Management Plan shall include details of long term design objectives, management responsibilities, maintenance schedules and replacement planting provisions for existing retained trees and any new soft landscaping to be planted as part of the approved landscaping scheme.
 - c) The approved Landscape Management Plan shall be implemented in full in accordance with details approved under this condition.

Reason: To ensure a satisfactory appearance to the development in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012) and policies D4 and G7 of the London Plan 2021.

- 16 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).

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

Reason: To encourage the efficient use of water in accordance with policy CS13 of the Barnet Core Strategy (2012) and Policy SI5 of the London Plan 2021.

- 18 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, Blocks A, B and C shall all have been constructed to meet and achieve all the relevant criteria of Part M4(2) of Schedule 1 to the Building Regulations 2010 (or the equivalent standard in such measure of accessibility and adaptability for house design which may replace that scheme in future) and 10% constructed across the whole site to meet and achieve all the relevant criteria of Part M4(3) of the abovementioned regulations. The development shall be maintained as such in perpetuity thereafter.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of Policy D7of the London Plan and the 2021.

- 19 Prior to the first occupation of development hereby approved it shall be constructed incorporating carbon dioxide emission reduction measures which achieve an improvement of not less than 56% in carbon dioxide emissions when compared to a building constructed to comply with the minimum Target Emission Rate requirements of the 2010 Building Regulations. Each residential phase of the development shall be maintained as such in perpetuity thereafter.

Reason: To ensure that the development is sustainable and minimises carbon dioxide emissions and to comply with the requirements of policies DM01 and DM02 of the Barnet Development Management Policies document (2012), Policy SI2 of the London Plan 2021.

- 20 Prior to first occupation of the development hereby approved, bird and bat boxes shall be incorporated into the fabric of the building and permanently retained as part of the approved development.

Reason: To ensure the development makes a positive contribution to the protection, enhancement, creation and management of biodiversity and would not have a significant adverse affect on protected species in accordance with Policy DM16 of Barnet's Development Management Policies Document DPD (2012) and London Plan Policy G.6.

- 21 Prior to any construction works a pre- construction check of the building to determine whether any birds are actively nesting within or atop the roof structures shall be undertaken. If no nests are present the works can commence. If a nest is identified, it must be left in place until the young birds have fledged (regardless of species). Once the young have fledged, an ecologist will visit the site to confirm the nest is no longer active, at which point the works will proceed.

Reason: To ensure the development makes a positive contribution to the protection, enhancement, creation and management of biodiversity and would not have a significant adverse affect on protected species in accordance with Policy DM16 of Barnet's Development Management Policies Document DPD (2012) and London Plan Policy G.6.

- 22 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) the following operations shall not be undertaken without the receipt of prior specific express planning permission in writing from the Local Planning Authority on the buildings hereby approved:

- The installation of any structures or apparatus for purposes relating to telecommunications on any part the development hereby approved, including any structures or development otherwise permitted under Part 24 and Part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) 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 CS5 and DM01 Barnet Local Plan.

RECOMMENDATION III:

- 1 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:

- 2 That if the above agreement has not been completed or Section 106 agreement has not been submitted by 01 December 2021, unless otherwise agreed in writing, the Service Director for Planning and Building Control REFUSE the application under delegated powers for the following reason(s):
 1. The proposed development does not include a formal undertaking to meet the costs of provision of affordable housing. The proposal would therefore not address the impacts of the development, contrary to Policy H4 of the London Plan (2021), Policy CS15 of the Local Plan: Core Strategy DPD (2012), Policy DM10 of the Local Plan: Development Management Policies DPD (2012) and the Planning Obligations SPD (2013)
 2. The proposed development does not provide a legal agreement to mitigate the highways impacts of the proposed development through cpz permit restrictions and travel plan incentives and it is therefore considered that it would have a detrimental impact on the free flow of traffic and parking provision contrary to Policy T6.1 of the London Plan (2021), Policy CS9 of the Local Plan: Core Strategy DPD (2012) and Policy DM17 of the Local Plan: Development Management Policies DPD (2012)
 3. The proposed development does not include a formal undertaking to meet the costs of the required carbon off-set provision. The proposal would therefore not address the impacts of the development, contrary to Policy SI 2 of the London Plan (2021), Policy CS9 of the Local Plan: Core Strategy DPD (2012) and Policy DM04 of the Local Plan: Development Management Policies DPD (2012)

Informative(s):

- 1 In accordance with paragraphs 38-57 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist

applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.

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

The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £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 Refuse collection points should be located within 10 meters of the Public Highway. Alternatively, the dustbins will need to be brought to the edge of public highways on collection days. Any issues regarding refuse collection should be referred to the Cleansing Department.
- 4 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.
- 5 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.

- 6 The developer is informed that hoarding, scaffolding, crane and skips on or abutting the public highway require a licence. To make an application for these licenses please contact the council's Highways Licence Team on 0208 359 3555 for any necessary Highways Licenses or email highwayscorrespondence@barnet.gov.uk.
- 7 The applicant will be required to obtain a s184 licence for any works on the public highway.
- 8 The submitted Construction Method Statement shall include as a minimum details of:
- o Site hoarding
 - o Dust suppression methods and kit to be used
 - o Confirmation that all Non Road Mobile Machinery (NRMM) comply with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999. Proof within the contractor's specification that all NRMM will be registered on the local government website
 - o Confirmation that an asbestos survey has been carried out.
 - 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.
- 9 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."

OFFICER'S ASSESSMENT

1. Site Description

The application site is occupied by a 14 storey building (Premier House) which was originally used as an office building, but benefitted from a Prior Approval consent to convert to residential (H/02513/FUL) and create 114 residential units (Floors 1-6 & 8-14). Under application H/05683/14 the building was re-clad. A further application agreed the conversion of the 7th floor to residential (15/00224/FUL) to provide 8 flats.

Application 16/0112/FUL granted consent for a range of buildings 3-17 storey, to the south of the site, to provide retail uses and 114 residential units (Premier Place).

The site is within Edgware Town Centre, within the Primary Retail Frontage, approximately 200m from the Underground Station and the site has a 6a PTAL Rating (excellent). 15 bus routes can be accessed from stops within 2 minutes walking distance of the site. The site is in a CPZ that operates Mon -Fri, 11am-12noon. An existing parking area is provided to the rear of the building. The immediate area has a typical town centre mix of commercial, retail and residential uses. Buildings within the town centre typically range from 2-3 storey in height however, Edgware is identified within the Core Strategy as being suitable for tall buildings. The site is within Flood Zone 1, with a low annual probability of flooding.

Edgware is designated as one of 35 major centres in the London Plan and the only one in Barnet. A Town Centre Framework (ETCF) was adopted by the Council in June 2013, which provides specific guidance for development principles within Edgware Town Centre.

The site does not contain a listed building and does not reside within a designated conservation area.

2. Site History

Reference: 21/0331/LIC

Address: Premier House, 112 Station Road, Edgware, HA8 7BJ

Decision: Exempt

Decision Date: 29 January 2021

Description: Installation of 9no. new antennas and ancillary works thereto

Reference: 20/5510/PNT

Address: Premier House, 112 Station Road, Edgware, HA8 7BJ

Decision: Installation of 6no antenna apertures, 4no transmission dishes and 8no equipment cabinets

Decision Date: 22.12.2020

Description: Installation of 6no antenna apertures, 4no transmission dishes and 8no equipment cabinets

Reference: 19/2792/LIC

Address: Premier House, 112 Station Road, Edgware, HA8 7BJ

Decision: Exempt

Decision Date: 5 June 2019

Description: Removal of 6no. antennas to be replaced with 15no. new antennas and ancillary works thereto

Reference: 15/00224/FUL

Address: Premier House, 112 Station Road, Edgware, HA8 7BJ

Decision: Approved subject to conditions

Decision Date: 17 March 2015

Description: Conversion of 7th floor to provide 8 self-contained flats

Reference: 15/01525/CON

Address: Premier House, 112 Station Road, Edgware, HA8 7BJ

Decision: Approved

Decision Date: 27 April 2015

Description: Submission of details of condition 3 (Samples) pursuant to planning permission reference: H/05683/14, dated: 22/12/2014

Reference: 15/02690/CON

Address: Premier House, 112 Station Road, Edgware, HA8 7BJ

Decision: Approved

Decision Date: 10 June 2015

Description: Submission of details for condition 4 (Technical Details) pursuant to planning permission H/05683/14 dated 22/12/14

Reference: 15/04992/CON

Address: Premier House, 112 Station Road, Edgware, HA8 7BJ

Decision: Approved

Decision Date: 14 September 2015

Description: Submission of details of condition 3 (Noise Assessment) pursuant to planning permission 15/002244/FUL dated 17/03/15

Reference: H/05683/14

Address: Premier House, 112 Station Road, Edgware, HA8 7BJ

Decision: Approved

Decision Date: 22 October 2014

Description: Re-cladding, replacement of existing windows with new double-glazed windows. Creation of inset balconies from 1st to 13th floor.

Reference: H/02513/14

Address: Premier House, 112 Station Road, Edgware, HA8 7BJ

Decision: Approval Required and Approved

Decision Date: July 2014

Description: Change of use from Class B1 (office), floors 1 to 6 and 8 to 13, to Class C3 (residential) (112 units).

Premier Place

Reference: 16/0114/FUL

Address: 102-124 Station Road And Car Park To Rear, Edgware, Middlesex, HA8 7BJ

Decision: Approved following legal agreement

Decision Date: 06 October 2016

Description: Demolition of 120-124 Station Road and full planning permission for the rebuilding and extension of 102-120 Station Road to provide 1,705sqm retail floorspace (Use Class A1/A2) including a new frontage to Approach Road; redevelopment of rear car park for new buildings ranging in height from 3 to 17 storeys with podium level to provide 122 flats (Use Class C3) and a further 150sqm of new retail floorspace (Class A1/A2/A3) to Approach Road. The provision of car parking, landscaping and amenity areas and environmental improvements to Station Road and Approach Road, a pedestrian site access from Station Road and Approach Road and vehicular site access from Approach Road

3. Proposal

The application seeks consent for the construction of an additional 3 storeys to create a 17 storey residential structure. The new floors would provide an additional 21 units. Following discussions with the council's Design Officer the initial design has been altered with a

change to the cladding finish, and bulk of the addition.

As recently highlighted through the Grenfell Tragedy a significant number of buildings have been clad with materials which are highly combustible and as such represent a significant fire hazard. This application also seeks, in part, to replace such cladding. As such, the planning application also comprises the re-cladding of the exterior of the building.

The development would also provide cycle parking and bin storage and would be a car-free scheme, providing 2 disabled parking bays. A landscaped roof garden, which will be accessible to all residents of Premier House, would also be provided.

The proposal would provide 5 x studio, 9 x 1 bed and 5 x 2 bed and 2 x 3 bed units. The building would have a total height of 54.5m with the roof garden covered by a canopy over the centre section of the roof.

4. Public Consultation

Consultation letters were sent to 344 neighbouring properties under the initial consultation. 18 responses were received comprising 14 letters of objection and 4 letters of support. The responses received can be summarised as follows:

Objection:

- The proposed building extension design is totally out of keeping with the rest of the building, no complaints have been made about the current structure, the new design looks ugly and would be an eyesore.
- The developer has also indicated in the documentation that parking spaces were offered to all new residents in the block, this claim is incorrect, I was not made any such offer at the time of purchasing my property.
- Proposal will contribute to a canyoning effect, have a negative impact on the skyline and sunlight penetration on Station Road.
- The developer claims that the building extension 'solves' the funding shortfall but there is no commitment from the developer that sale proceeds from the extension will be utilised to pay for the recladding shortfall and that these charges will not be passed onto leaseholders. The Developer should not be pressuring leaseholders to support this extension and should focus its energies on securing the outstanding funding from the 3 professional landlords.
- Tall buildings area not good for the area and will put pressure on local services.
- There would be unacceptable intrusion in the form of noise nuisance, general disturbance etc.
- Concerns around the structural integrity of the building, and its capacity for additional floors. Premier House was approved in 2014 for re-development based on its existing structure constructed in the sixties. There are no guarantees about the impact of extension on the structural integrity or life expectancy of Premier House provided by the developer.
- The building works will cause significant disruption to existing residents, who will have to live in the building whilst these unnecessary works are ongoing. It makes no sense for building works to commence whilst the existing flammable cladding is still in place

considering the safety of residents given the potential fire safety risks associated with additional construction work.

- The building currently has only 2 lifts catering to 120 flats, this is already a challenge given the current social distancing restrictions which will be compounded by the additional 21 flats. This will make the current lift system unmanageable and result in additional maintenance costs being incurred by residents, The unnecessary addition of a roof garden will also add additional costs and would be barely used by residents.

- If the benefit of linking the two main scheme elements is to be achieved, they should be secured by way of a condition in the S106 agreement which specifically provides that any development surplus established by viability assessment or future reviews should first be applied to offset the cost to all tenants of fire and cladding related service charges and the cost of any government funding shortfall.

- The pollution impact is understated. The documentation provided does not take account of the new developments in the adjoining area - Premier Place. Pollution measurements used are from devices 330 metres from Premier House, and do not use recordings from devices ER01, ER02 and ER03, which have been installed by Reichmann Properties plc - the same developer group for construction of Premier Place. (Accon UK report Page 39). I believe the measurements would be significantly worse, if they were reported from the adjacent devices. NO2 Pollution levels have exceeded the recommended levels every year between 2017 - 2019 on measurement devices PBN 014, 330m from Premier House of NO2 @ 51 - 42 and PM10 23ug/m3.

- Concern about potential impacts on top floor flats and that any potential damage is compensated.

- Consider that the cladding should be removed before work begins.

- The tower already impacts negatively on the Conservation Area.

- Recent developments in the town are very poor visually.

- It is time to recognise the folly of tower blocks, which detract from the suburban setting of Edgware

- The proposal will impact negatively on the setting of the Canon's Park Conservation Area.

- Adding more storeys to PH will mean a mass of concrete boldly towering over the tree line making PH viewable from the most majestic view down the tree lined avenue of Canon Park.

With the development at Premier Place we now face the ugly spectre of multiple tower blocks further deforming Edgware's skyline and its suburban feel forever.

Support:

- Support of the application provided the re-cladding is undertaken in parallel with the upward extension to minimise the overall construction programme.

- Provision over any structural impacts to top floor flats, such as cracking, leaks etc, needs to be considered and leaseholders indemnified against these.

-Whilst work is underway, the provision of services such as lifts, refuse etc. remain to adequate levels to service all properties.

- Removal and replacement of all fire hazard cladding and other fire hazards before the extension begins.

-I believe the benefits and removal of dangerous cladding far outweigh any concerns.

Under a second consultation (July 2021) following the submission of revisions to the design the below comments were received:

Objection (2 letters):

-To extend the building in height severely effects the skyline of Edgware

- there is only two major supermarkets in Edgware, the amenities and facilities are already over stretched. There are not enough GP appointments, parking spaces, transport facilities, infrastructure or green spaces, extending upwards just adds to the problems that local residents already experience.

- We are already overlooked where we once were not, this will now overlook our rear garden too.

-I object as this is generally not in keeping with the 1930's architecture of the area.

-Premier House is already too high in comparison with the surrounding buildings and entire neighbourhood. It is already an unattractive blot on the local landscape. Increasing its height would only make it worse.

-The proposed work is estimated to cost up to £100 million, and will damage local amenity and environment. It is very expensive and unnecessary. The applicant says it is needed to pay for a £1 million shortfall in the cost of replacing cladding. The simple, clear and environmentally clean solution is not to build extra floors on Premier House, but for the applicant and/or leaseholders to contribute £1 million towards replacing the cladding.

How can the applicant justify spending up to £100 million on new construction work, which will harm the local environment, to make up a funding shortfall of £1 million - a shortfall which will not even arise if the three leaseholders pay a contribution?

Support (1 Letter):

As a resident of Premier House I support this proposal as a way to quickly resolve the important safety issue that is the flammable cladding. This has been going on for over 3 years and it constitutes a real concrete risk for our lives and property, and a source of anxiety and uncertainty for those who live here. I want to however note two concerns:

1. That all fire hazard cladding and all other fire hazards are removed and replaced before the extension begins.
2. That the extension will not pose a risk to the structural integrity of the building and the apartments below.

Summary of Comments from Consultees

Highways Dept:

Highways would raise no objection to the proposal subject to a s106 CPZ permit restriction and £3,150 towards travel plan incentives for residents as well as the following conditions and informatives.

Environmental Health:

No objection subject to conditions restricting noise and securing construction management details.

Thames Water:

No objection to the proposal.

Conservation Officer:

Given this close proximity, the existing height and bulk of Premier House at 14 storeys impacts negatively in views of the two listed buildings when looking eastwards along Station Road. The additional height proposed by the 3 storey upward projection will consequently increase the prominence of this already tall building, which in turn will impact more adversely on the setting of the two listed buildings.

The effect on their setting, which is part of their significance, should be acknowledged and given due regard in the wider assessment of this proposal. I consider there would be less than substantial harm to the significance of the heritage assets and therefore, in accordance with paragraph 196 of the NPPF, where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.

Ecology:

Ecological Surveys requested.

MET Police:

It does not appear the existing building has Secured by Design accreditation. I would respectfully request that any approval of this application contains a relevant planning condition 'whereby the newly proposed flats (14th, 15th & 16th floors) within the development must achieve SBD accreditation, prior to occupation'. It does not appear possible that Secured by Design compliance can be incorporated throughout the entire building at this time.

LLFA:

It is acknowledged that the applicant has supplied an appropriate flood risk assessment. We have no comments in relation to the proposed surface water drainage strategy, if the planning authority were satisfied with the Drainage Strategy Report as part of Planning Application Ref: H/02513/14 and the Planning Application Ref: 15/00224/FUL. Therefore, we have no objection to the Planning Application Ref: 20/6271/FUL.

TfL:

TfL is strongly supportive of the car free nature of this development, save for 2 blue badge spaces, given the sites excellent Public Transport Accessibility Level (PTAL) of 6a. The applicant should demonstrate how an additional 7% of dwellings could be provided with a designated disabled persons parking bay per dwelling if existing provision becomes insufficient.

TfL welcomes the applicant's commitment to ensure the development is permit free, restricting residents of the development from obtaining a permit to avoid overspill parking. This should be secured via a condition.

Refuse Comments:

Thank you for the information provided. With the additional bin capacity now added to Premier House, Street Scene Operations agree to the waste strategy for this application.

Harrow Council:

Raise no objection to the proposal.

Mayor's Office:

No comment. The GLA confirmed that the application is marked as 'closed-non referable' on their system.

5. Planning Considerations

5.1 Policy Context

National Planning Policy Framework and National Planning Practice Guidance

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

The National Planning Policy Framework (Revised July 2021) is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

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

The Mayor's London Plan 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.

Barnet's Local Plan (2012)

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

- Relevant Core Strategy Policies: CS NPPF, CS1, CS3, CS4, CS5, CS6, CS9, CS10, CS11, CS12, CS14, CS15

Relevant Development Management Policies: DM01, DM02, DM03, DM04, DM05, DM08, DM10, DM11, DM14, DM16, DM17

The Council's approach to extensions as set out in Policy DM01 is to minimise their impact on the local environment and to ensure that occupiers of new developments as well as neighbouring occupiers enjoy a high standard of amenity. Policy DM01 states that all development should represent high quality design and should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers.

Policy DM02 states that where appropriate, development will be expected to demonstrate compliance to minimum amenity standards and make a positive contribution to the Borough. The development standards set out in Policy DM02 are regarded as key for Barnet to deliver the highest standards of urban design.

Barnet's Local Plan (Reg 19) 2021

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 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

- Residential Design Guidance SPD (adopted October 2016)
- Sustainable Design and Construction SPD (adopted October 2016)
- Planning Obligation SPD (adopted April 2013)
- Edgware Town Centre Framework (2013)

5.2 Main issues for consideration

The main issues for consideration in this case are:

- Land Use/Principle of development;
- Whether harm would be caused to the character and appearance of the application site, the street scene and the wider locality;
- Affordable Housing/Dwelling Mix/Density;
- Whether harm would be caused to the living conditions of neighbouring residents;
- Whether adequate amenity would be provided for future occupiers;
- Impact on highways;
- Refuse provision;
- Other considerations;
- Responses to third party comments

5.3 Assessment of Proposals

Land Use/Principle of Development

Tall Building

The scheme proposes to increase the height of Premier House by way of an additional 3 floors of residential accommodation totalling 21 units. The Edgware Town Centre Framework (2013) (ETCF) acknowledges Premier House as a prominent local building, though in need of updating, but with the potential of conversion to residential.

The ETCF notes the potential of re-cladding Premier House to create a high-quality landmark building. Updates to the building duly followed, with the Prior Approval consent which converted the building to residential and the subsequent application for recladding to modernise the appearance. As starkly highlighted by the Grenfell Tragedy, a large number of buildings have been clad in materials which are a fire hazard, the application structure is one such building, and part of the aim of this application is to agree the recladding of the building in a more suitable material. Occupants of the building have been beset by the incumbent financial and safety problems, regularly highlighted in the press, of residing in such a building

The ETCF recognises that the scale and form of Premier House - at 14 storeys - deviates from the more traditional prevailing two and three storey high street developments. As discussed above, a 17 storey building, as part of the development of an opportunity site adjacent, is currently under construction. The conversion of Premier House achieved an aim of ensuring the use of the building for residential, whilst application 15/01525/CON agreed what the council considered to be an appropriate finish to the building.

As part of preparations for the new Local Plan, the council has been consulting on a draft Edgware Growth Area document, in conjunction with London Borough of Harrow, which aims to guide the growth of the town centre. Given its pre-adoption status, this supplementary document can only be afforded limited weight. However, the draft document acknowledges the town centre as considered suitable for tall buildings in both the Local Plan, and within the new London Plan, and calls for any tall buildings to have an exemplary design and demonstrating that the scheme meets criteria such as integrating with the existing urban fabric, and ensuring no adverse microclimate impact relating to wind or daylight.

Policy GSS05 "Edgware Growth Area" of the Draft Local Plan (Reg 19) outlines that;

"Edgware Town Centre is identified as an opportunity for regeneration and intensification, supported by high existing PTALs reflecting its potential to become an Integrated Transport Hub. The Town Centre can be used far more effectively to support growth and enable the recovery from the Covid-19 pandemic. The Council will support planning proposals that optimise residential density on suitable sites while delivering improvements to the amenity of the area".

The town centre is targeted for 5,000 new homes across the plan period.

Policy CDH04 "Tall Buildings" recognises the Edgware Growth Area as suitable for tall buildings.

Part B states;

b) Tall buildings of 15 storeys or more ('Very Tall') will not be permitted unless exceptional circumstances can be demonstrated, such as appropriate siting within an Opportunity Area or Growth Area.

The site is located in a Growth Area and a prime location within Edgware Town Centre which is identified within the London Plan (2021) as a Major Centre, the only such centre within the Borough.

Policy DM05 of the current Local Plan provides the basis for consideration of Tall Buildings. This states;

"Tall buildings outside the strategic locations identified in the Core Strategy will not be considered acceptable. Proposals for tall buildings will need to demonstrate:

- i. an active street frontage where appropriate
- ii. successful integration into the existing urban fabric
- iii. a regard to topography and no adverse impact on Local Viewing Corridors, local views and the skyline
- iv. not cause harm to heritage assets and their setting
- v. that the potential microclimatic effect does not adversely affect existing levels of comfort in the public realm.

In addition - as part of the current Development Plan - Policy D9 of the London Plan 2021 ("Tall Buildings") sets out the policy framework for tall buildings and replaces the previous guidance contained in Policy 7.7 ('Location and Design of Tall and Large Buildings') of the 2016 London Plan. The considerations are discussed below.

Definition/Location

Policy D9 outlines that Development Plans should define what is considered a tall building for specific localities. Boroughs should also determine if there are locations where tall buildings may be an appropriate form of development, subject to meeting the other requirements of the Plan. Core Strategy policy CS5 "Protecting and enhancing Barnet's character to create high quality places" does identify a definition for tall buildings (8 storeys or greater) and specific locations where tall buildings should be located. The proposal is of a size to meet the definition for a tall building and Edgware is identified as an area appropriate for tall buildings.

Therefore, the principle of tall buildings at this location is considered acceptable, the existing building already being a tall building, subject to the other defined policy considerations.

Visual Impacts

Distances - Long, medium, short views

Policy D9 requires that impacts from long, medium and short-range views are considered as part of any assessment.

In terms of long-range views, attention should be paid to the design of the top of the building. It should make a positive contribution to the existing and emerging skyline and not adversely affect local or strategic views. The proposed design of the additional upper floors has

followed consultation with the council's Urban Design Officer and resulted in the bulkier initial submission being significantly reduced in scale. The result is a more tapered finish to the upper floor, the lower 2 stories following the form of the existing building, but with a set in and more lightweight upper floor. Considered in the context of the development at Premier Place it is not considered this increased height and bulk would appear particularly discordant, and there would be no adverse impacts on local or strategic views, in compliance with DM05, and this aspect of D9.

The building would be significantly taller than its surroundings, but the site is already occupied by a tall building and benefits from the similar scaled development at Premier Place. The 2 tall buildings would be offset from each other, set diagonally apart at a distance of 40 metres. The positional relationship between the two buildings would avoid any unacceptable cumulative impact given that there are limited viewpoints in which the two buildings would be seen together as one singular mass.

In terms of mid-range views, particular attention should be paid to the form and proportions of the building. The new development should make a positive contribution to the local townscape in terms of legibility, proportions, and materiality. A key consideration is the existing structure which is a long-established fixture within the local townscape. Given the location of the tall building relative to the public realm, and given its relationship to Premier Place, it is considered that the new building would integrate successfully into the urban fabric. The site's town centre location, the precedent of a tall building on the plot, the location of a similar scale building nearby, and the policy support for tall buildings at this location all provide further support for this redevelopment. The building will benefit from a total refurbishment, with replacement cladding introduced, and the new form and detailing would have a positive impact on the existing townscape, with a suitably proportioned building being provided, following revisions from the original submission which introduce a more lightweight and tapered upper floor.

Short-range views should have a direct relationship with the street, maintaining the pedestrian scale, character and vitality of the street. The proposed scheme will have no material impact on the vitality of the street and would not diminish the town centre vibrancy at this location.

Spatial hierarchy of the local and wider context

As touched upon above, the site is already occupied by a tall building, is located within an area deemed suitable for such structures, and benefits from another tall building in this setting. The proposal would confirm with the spatial hierarchy, help define the town centre location, and the proposed increase in height would integrate well with the existing variety of heights of the existing buildings nearby and complement the townscape, respecting its local context and the pattern of surrounding development.

Architectural quality and materials should be of an exemplary standard

Discussion have been held with the council's Urban Design officer which has resulted in a rethinking of the overall approach. The result is a more uniform finish, emphasising the verticality of the building with a setback upper floor significantly reducing any potential visual dominance in a rethinking of the design approach.

The balcony areas on the lower floors would be continued on the proposed lower 2 floors of the upward addition, continuing this ordered arrangement on the extension. In order to provide variety to its appearance, changes of material colour in the cladding finish breaks up and adds interest to the external appearance of the building. Subject to good quality materials being secured through condition, it is considered that the architectural quality of the building would be ensured.

Heritage assets and their settings

The London Plan states that proposals should take account of, and avoid harm to, the significance of London's heritage assets and their settings. Proposals resulting in harm will require clear and convincing justification, demonstrating that alternatives have been explored and that there are clear public benefits that outweigh that harm

The nearest heritage assets to the application site are the Grade II listed St Margaret's Church, the Grade II listed Railway Hotel on Station Road (70-90m to the south of the site) and the Watling Estate Conservation Area (350m to the south east).

Edgware High Street Conservation Area, which also contains a number of listed buildings, and Canon's Park Conservation Area, are located to the west of the site, within the London Borough of Harrow.

The council's Conservation Officer has raised concern that the proposed structure would cause harm to the setting of the nearby Listed Buildings and third-party representations have also stated their view that the proposal will impact on the setting of Canon's Park Conservation Area.

The Conservation Officer commented thus;

"Premier House thus sits within the setting of the two listed buildings. Given this close proximity, the existing height and bulk of Premier House at 14 storeys impacts negatively in views of the two listed buildings when looking eastwards along Station Road. The additional height proposed by the 3 storey upward projection will consequently increase the prominence of this already tall building, which in turn will impact more adversely on the setting of the two listed buildings.

The officer advises further "there would be less than substantial harm to the significance of the heritage assets and therefore, in accordance with paragraph 196 (now para.204) of the NPPF, where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal".

Third party representations outline in correspondence that;

"Adding more storeys to PH will mean a mass of concrete boldly towering over the tree line making PH viewable from the most majestic view down the tree lined avenue. Even at present, PH negatively impacts the Conservation Area, its shadow distorting the early morning silhouette of tree branches against the sky, with Premier Place also now contributing to this".

Given the separation distance to Canon's Park it is not considered the proposed changes

would impact significantly on this setting, over and above any existing relationship and the London Borough of Harrow have raised no objection to the scheme.

With regards to the nearby Listed Buildings, and the Edgware High Street Conservation Area, the existing building is a prominent structure in the background when looking eastwards, and the overall bulk and scale in this setting will increase. The view of the Conservation Officer, that any increase will have an impact, is accepted, and that level of harm, less than substantial, is agreed.

As below, where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including, where appropriate, securing its optimum viable use (para 204).

The proposal will result in the visual improvement of the building, the site is located within an area targeted for housing growth, and this proposal can make a reasonable contribution to meeting local housing need. The site is well located within a town centre, close to sustainable transport links, and in an area deemed suitable for tall buildings. Any impact would be limited, over the existing relationship, offset to some degree by the visual improvement of the building, and it is considered that any harm does outweigh the limited impact on the setting. It is considered the proposal does not offend the aims of D9 or local plan policy DM05 on having due regard for impacts on heritage assets and their setting.

Functional impact

Policy D9 requires that the functional impacts of the building should ensure, inter alia, the safety of occupants, it must be demonstrated that the capacity of the area and its transport network is capable of accommodating the quantum of development, and maximises the role of the development as a catalyst for further change in the area.

An obvious benefit will be the removal of cladding considered a fire hazard and an ongoing concern to existing residents. The area is also targeted for significant growth and suitable for tall buildings. It is considered the proposal can contribute to the further regeneration of the growth area, and the site is ideally located to increase residential occupation, making a more efficient use of a previously developed site

Environmental impact

Policy D9 outlines;

- a) wind, daylight, sunlight penetration and temperature conditions around the building(s) and neighbourhood must be carefully considered and not compromise comfort and the enjoyment of open spaces, including water spaces, around the building
- b) air movement affected by the building(s) should support the effective dispersion of pollutants, but not adversely affect street-level conditions
- c) noise created by air movements around the building(s), servicing machinery, or building uses, should not detract from the comfort and enjoyment of open spaces around the building.

The applicant has submitted a Wind Microclimate Report (Arcaero, August 2021), which has assessed conditions on the ground and on rooftop terraces in relation to the proposed

scheme. The report findings are recorded below.

Rooftop Terraces

At a maximum height of 55m from the ground level, the proposed development extends above the immediate surrounding buildings and is exposed to prevailing south-westerly winds. However, the development is well oriented to reduce downdraughts of prevailing winds and wind conditions at ground level are correspondingly benign. On rooftop terraces, while somewhat exposed to prevailing winds, the limited height above ground level and the presence of soft landscaping proposals result in favourable wind conditions.

On the rooftop terraces (Level 16 and the Roof Garden), the recreational spaces are predicted to enjoy conditions suitable for long-term sitting in summer and short periods of sitting or better from autumn to spring. These conditions are suitable proposed recreational uses.

Ground Conditions

At ground level, conditions do not materially differ following the introduction of the additional storeys and thus wind conditions throughout the ground level satisfy the safety criteria for all users. Wind conditions throughout the rooftop levels of the proposed development satisfy the safety criteria for all users.

At ground level, conditions do not materially differ following the introduction of the additional storeys. Conditions are thus suitable for strolling or better throughout and are thus suitable for pedestrian access to and passage through the site. Entrances within the site and surrounding area would be suitable for short periods of standing and thus for comfortable pedestrian ingress / egress throughout the year. Elsewhere, conditions remain suitable for existing uses.

Conclusions

The following conclusions have been drawn:

- With the introduction of the additional storeys, the ground level wind conditions are predicted to remain suitable for existing uses and satisfy the comfort and safety criteria for wind for all users.
- Wind conditions on the rooftop terraces meet the safety criteria, and are suitable for the proposed recreational activities all year in terms of comfort.

In light of the above it is considered that the scheme meets the functional requirements of D9 of the London Plan.

Cumulative Impacts

D9 states that the cumulative visual, functional and environmental impacts of proposed, consented and planned tall buildings in an area must be considered when assessing tall building proposals and when developing plans for an area. Mitigation measures should be identified and designed into the building as integral features from the outset to avoid retro-fitting.

As detailed above it is not considered that the presence of Premier Place results in cumulative adverse impacts, and this extension would not impact future plans for tall

buildings or redevelopment of the growth area should they come forward.

In light of the above appraisal, it is considered that the principle of extending the existing tall building in this location is acceptable. The scheme would integrate well with its surrounding context in accordance with London Plan Policy D9 and Local Policies CS5 and DM05.

Trees/Landscaping

There are no trees within the existing site boundary, therefore the proposal would not adversely affect any existing trees.

An outline landscape scheme has been provided with regards to the roof garden, and the council's Tres Officer advises further details can be agreed by condition.

Affordable Housing/Dwelling Mix

Affordable Housing

Policy DM10 states that the maximum reasonable amount of affordable housing will be required on site, subject to viability, with 40% local policy provision. The submission has been supported by a Viability Statement (Redloft December 2020) which states that a 100% private scheme would run at a deficit of £212,939 and as such would be unviable if including an affordable housing element.

In line with standard practice the council has had this submission appraised independently (BNP Paribas February 2021). The advice received concludes that a surplus of £293,010 exists.

The council's consultant has therefore undertaken a further appraisal to establish the quantum of affordable housing that could viably be provided at the proposed development. The scheme with 14.29% affordable housing (1 shared ownership unit and 2 London Affordable Rent units) generates a RLV of £21,550 providing a marginal surplus of £21,550 against the viability benchmark. The proposed development is therefore able to viably provide either 14.29% affordable housing onsite (1 shared ownership unit and 2 London Affordable Rent units) or a payment in lieu of affordable housing equating to £293,010.

Given site characteristics, and the level of contribution identified, officers would accept a cash in-lieu contribution in this case.

In a further submission, the applicant accepts the conclusions "without prejudice". However, it is stated that any surplus would be used to either help make up a shortfall in funding for the replacement cladding, or refund leaseholders expenses they have incurred thus far owing to the unsafe nature of the cladding currently on the building - circa £4,000 per occupant, as a "planning gain" from the scheme.

In order to mitigate the impact of the development contributions and scheme characteristics can be agreed through a planning obligation.

Any obligation should meet the tests of section 122 of the Community Infrastructure Regulations 2010. CIL Regulation 122 requires;

A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is—

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

Whilst there is every sympathy with occupants of the development, it is difficult to argue that affordable housing contributions, a necessary contribution in planning terms, could be set aside for an in lieu financial payment to either fund the cladding works or as a rebate to costs incurred by leaseholders. There does not appear to be any policy basis to support this approach, and it cannot be justified in planning terms.

The council has sought legal advice in relation to the proposed obligation which would see contributions for affordable housing redirected to addressing the cladding shortfall concern. This confirms that re-cladding works, which fall under a freeholder's legal responsibilities under property/Health & Safety Law, should not be captured as part of a planning obligation. Furthermore, there would be no basis to provide rebate payments to occupants for expenses incurred.

Following further discussions with the applicant, confirmation is provided, accepting the council's legal advice and as such the proposed scheme could viably provide the above development contributions towards affordable housing.

The council's consultants recommend an early and late-stage review mechanism within the Section 106 Agreement and the contributions would be secured accordingly.

Dwelling Mix

National and London Plan (2016) guidance states that new developments should provide a mix of housing size and types based on current and future needs. Policies CS4 and DM08 reflect this guidance. Policy DM08 states that "development should provide where appropriate a mix of dwelling types and sizes in order to provide choice for a growing and diverse population for all households in the borough". The policy places emphasis on the need for 3- and 4-bedroom family units.

The proposed mix for the 21 unit scheme is as follows;

5 x studio, 9 x 1 bed and 5 x 2 bed and 2 x 3 bed units

It can be noted that there is some provision of family sized units with this scheme (9.5%) with the majority smaller units. The supporting text to the policy does state that it is intended to be applied flexibly. It further states that it may not be appropriate to meet the standards in town and local centres.

It is accepted that there may be some constraints to providing a high percentage of family sized dwellings on this site in terms of parking provision, amenity space, and general amenity considerations, given the number of units proposed, the existing units, and town centre location. It is therefore considered that the proposed dwelling mix can be justified with a mix which would make a contribution towards the borough priority for 3-bedroom, family sized housing.

Policy H2 of the London Plan 2021 encourages significantly increasing the contribution of small sites to meeting London's housing needs (sites less than 0.25 hectares), at 0.6

hectares in area this site could increase its contribution in meeting local housing need. Policy H10 "Dwelling Mix" acknowledges the desire to optimise the potential of development sites, and also the positive role that smaller units, in the right location, can be used to meet identified need, and reduce pressure on converting family sized units to smaller dwellings. The site is deemed suitable for the mix of predominantly small units, as proposed.

Density

The London Plan takes a less prescriptive approach than the previous plan to density, and considers a designed approach to determine the capacity of the site, including site context, accessibility and capacity of surrounding infrastructure.

The site enjoys a high PTAL of 6A and represents a prime town centre development site. High density residential use in this location would represent the optimal use for the site and in this regard it is considered that the application is in accordance with guidance within the London Plan. Unit sizes, unit mix, the quality of accommodation, design/character, and impact on the amenity of neighbouring occupiers are just as key considerations as well as striking an appropriate density. Any submission can be judged against these key indicators when attaining an appropriate density, and scheme, for a site.

Whether harm would be caused to the living conditions of neighbouring residents

Policy DM01 states that proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers and users.

Barnet's Sustainable Design and Construction SPD (2016) contains standards of distancing for new development to prevent overlooking and loss of privacy. It states that a minimum of 21 metres is required between facing windows of habitable rooms and a minimum of 10.5 metres between windows and neighbouring amenity spaces.

Privacy/Outlook

This is an existing tall building converted to residential under the 2014 Prior Approval application and as such is in significant use already as a residential block. The scheme would add an additional 3 floors of accommodation with the roof garden above with habitable room windows on all elevations.

Premier Place is currently under construction to the north of the site but given separation distances between the elevations of the blocks and the existing residential use of the application building it is not considered there would be any material impact on privacy. It is also not considered that lower set residential properties to the rear of Premier House as part of the Premier Place redevelopment, would be materially affected.

Similarly, it is not considered the additional floors on this somewhat standalone structure would impact adversely on outlook from surrounding residential properties, which retain adequate separation distance or are much lower set than Premier House.

Daylight / Sunlight

A Daylight, Sunlight and Overshadowing report has been submitted in support of the application by CPMC Chartered Surveying which assesses the impacts of the of the proposed development on the existing properties surrounding the site.

Properties Tested:

25 Station Road
1 Garden City
27 Station Road
29 Station Road
31 Station Road
33 - 37 Station Road
39 Station Road
41-43 Station Road
42 Station Road
45 Station Road
47 Station Road
49 - 53 Station Road
55 - 57 Station Road
59 - 63 Station Road
65 Station Road
67 - 79 Station Road (Century House)
Maccabi House
1-3 Osha Court
Premier Place

Amenity Areas:

22 Garden City
23 Garden City
24 Garden City
25 Garden City
26 Garden City
27 Garden City
10 Manor Court Crescent
11 Manor Court Crescent

Daylight

Daylight is the light received from the sun which is diffused through the sky's clouds. Even on a cloudy day when the sun is not visible a room will continue to be lit with light from the sky. This is also known as 'diffuse light'. Any reduction in the total amount of daylight can be calculated by finding the 'Vertical Sky Component'.

The Vertical Sky Component (VSC) is the ratio of the direct skylight illuminance falling on a vertical face at a reference point (usually the centre of a window), to the simultaneous horizontal illuminance under an unobstructed sky.

The Guide recommends that where the VSC value as proposed is below 27 percent, then the amount by which it is reduced (if any) should be checked and if the reduction is greater than 20 percent or one fifth of its former value, then the reduction is likely to be "noticeable" to the average occupant.

If the VSC is more than 27 percent, then enough light would still reach the window of the neighbouring building. However, if the VSC is less than 27 percent as well as less than 0.8

times (one fifth) its former value the occupants will notice the reduction in the amount of skylight.

The detailed results contained with the report for the tested properties confirm that they would all meet the VSC and there are no transgressions, (as below).

1 Garden City - this more distant property comfortably passes the VSC test.
27 Station Rd - the tested window passes.
29 Station Rd - the tested window passes.
31 Station Rd - all tested window passes.
33 - 37 Station Rd - all tested windows pass.
39 Station Rd - all tested windows pass.
41 - 43 Station Rd - all tested windows pass.
42 Station Rd - all tested windows pass.
45 Station Rd - all tested windows pass.
47 Station Rd - all tested windows pass.
49 - 53 Station Rd - all tested windows pass.
55 - 57 Station Rd - all tested windows pass.
59 - 63 Station Rd - all tested windows pass.
65 Station Rd - all tested windows pass.
67 - 79 Station Rd (Century House) - All tested windows comfortably pass.
Maccabi House - Tested windows pass.
1 - 3 Osha Court - Tested windows pass.
Premier Place -Currently under construction. No VSC transgressions caused by the proposed additional mass.

Sunlight

Habitable rooms in domestic buildings that face within 90 degrees of due south are tested, as are rooms in non-domestic buildings that have a particular requirement for sunlight. The analysis is known as the Annual Probable Sunlight Hours (APSH) analysis.

The recommendations are that applicable windows should receive a minimum of 25 percent of the total annual probable sunshine hours, to include a minimum of 5 percent of that which is available during the winter months between 21st September to the 21st March (the approximate dates of the autumn and spring equinoxes).

The results are as follows;

25 Station Rd - the tested windows either pass or are of a northern orientation.
1 Garden City - the tested windows either pass or are of a northern orientation.
27 Station Rd - the tested window passes.
29 Station Rd - the tested window passes.
31 Station Rd - the tested window passes.
33 - 37 Station Rd - the tested windows pass.
39 Station Rd - the tested windows pass.
41 - 43 Station Rd - the tested windows pass.
42 Station Rd - the tested windows either pass or are of a northern orientation.
45 Station Rd - the tested windows pass.
47 Station Rd - the tested windows pass.
49 - 53 Station Rd - the tested windows pass.
55 - 57 Station Rd - the tested windows pass.
59 - 63 Station Rd - the tested windows pass.

65 Station Rd - the tested windows either pass or are of a northern orientation.
67 - 79 Station Rd (Century House) - the tested windows pass.
Maccabi House - the tested windows pass.
1-3 Osha Court - the tested windows pass.
Premier Place - there is one marginal annual transgression ('B1, Eighth W7'). All other tested windows either pass or are of a northern orientation

Overall, the proposed development is not considered to have a significant negative impact on daylight access to windows of surrounding developments.

Overshadowing Assessment

The primary methodology for assessing the overshadowing impact of development on neighbouring amenity areas is set out in the BRE guidelines where the following is stated:

"...The BRE guidance suggests that at least 50 percent of any garden or open space should receive no less than 2 hours of direct sun on the spring equinox (approximately March 21st)".

- 22 Garden City - pass.
23 Garden City - pass.
24 Garden City - pass.
25 Garden City - pass.
26 Garden City - pass.
27 Garden City - pass.
45 Station Road - pass.
55 - 57 Station Road - pass.
65 Station Road - pass.
Premier Place - Communal first floor amenity spaces and gardens which are on a podium above the parking tested, a number of the balconies on the lower levels tested, results show all pass.
11 Manor Park Crescent - pass.
11 Manor Park Crescent - pass.

Overall, due to the findings recorded above, it is not considered the scheme would have a significantly detrimental impact on daylight/sunlight access, and would not result in adverse levels of overshadowing of amenity areas.

Residential Space Standards

Floor Area:

The London Plan (2021) and Section 2.1 of the Sustainable Design SPD (Oct 2016) set out the minimum internal space requirements for residential units. A bedroom measuring 11.5m² and above is calculated as a double, and a bedroom measuring 7.5m² to 11.4m² is calculated as a single. The relevant minimum unit sizes recorded at table 3.1 of the London Plan are:

Studio - 39 sq. m
1 bed/2 person - 50 sq. m
2 bed/3 person - 61 sq. m
2 bed/4 person - 70 sq. m

3 bed/5 person - 74 sq. m

3 bed/6 person - 86 sq. m

All the proposed units comply with the requirements on minimum spaces and bedroom sizes standards.

Floor to ceiling height:

The London Plan states that a minimum ceiling height of 2.5 metres is required for at least 75% of the gross internal area of a dwelling.

Each of the proposed flats would meet the above standard.

Light/outlook:

Barnet's Sustainable Design & Construction SPD (2016) section 2.4 states that glazing to all habitable rooms should provide reasonable levels of outlook and daylight / sunlight to all habitable rooms.

It is considered that each flat would receive an acceptable level of outlook and daylight / sunlight. Two of the flats would be single aspect, north-facing, however these units have an area of private amenity space and access to the roof terrace, which provides a good standard of usable communal amenity space. Any impact on a north facing unit would be less acute at this height. It is not considered that this alone would amount to a reason to refuse the application, and generally a good level of outlook exists within the proposed scheme.

Amenity Space:

Section 2.3 of the Sustainable Design & Construction SPD (2016) sets out the minimum external amenity space standards for a flat, which is 5m² per habitable room. A room measuring 20m² or more is calculated as two habitable rooms.

The proposed units are all served by a mix of private and communal amenity areas. The private amenity space varies from smaller balconies on the lower 2 floors (6-7 sq. m) to larger areas serving the upper floor flats (30-70 sq. m). 300 sq m in total of private space would be provided with a 200 sq. m communal garden area capable of being facilitated on the roof.

Using the methodology within Table 2.3 of the SPD, the development would comprise 72 habitable rooms which would necessitate the provision of 360 sq. m. The proposed scheme meets this mixed provision and can be accepted.

Air Quality

An Air Quality Report has been submitted in support of the application and has been reviewed by Environmental Health. The report showed that concentrations at the floors of the extension are significantly below the objective target, and that no mitigation is required. Environmental Health are in agreement with this.

Transport / Highways

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

Vehicular Parking

The three additional floors storey will provide comprising 21 self-contained residential units. Based on Policy DM17, the development will attract a maximum allowable parking provision of between 9 - 26.5 spaces. Based on the PTAL rating of 6a (excellent), Highways recommend a minimum of 9 parking spaces. However, the applicant proposes a car free scheme with 2 disabled bays. In areas with a high PTAL rating, the London Plan encourages and promotes car free developments. Given the excellent PTAL rating of the site, Highways would accept a car free scheme with the provision of 2 disabled bays if the applicant agrees to enter into a s106 agreement with the Council to deny residents of the development the right to purchase CPZ permits.

Cycle Parking

The development would provide 40 cycle parking spaces which is acceptable and compliant with London Plan standards. The location of proposed cycle storage is acceptable. However, all long stay cycle parking spaces should be provided in a secure, covered, lockable and enclosed compound. Elevations of the cycle store, dimensions of the store and gaps between stands are also requested. Details of cycle parking are to be secured by way of a planning condition.

Refuse Storage

Refuse storage and collection arrangements as shown on the proposed ground floor plan are acceptable. Elevations of refuse store are requested and this can be secured by way of a planning condition.

Controlled Parking Zone

The CPZ in the immediate area operates for 1 hour on weekdays and so some residents may be able to work around it. It is therefore recommended that the applicant submits a travel plan statement and this is to be secured by way of a planning condition. The submission of a Travel Plan and a contribution of £3150 (£150 per household) towards measures/incentives is also recommended.

Construction Management Plan

A construction management and logistics plan as well as highway condition surveys are requested by way of planning conditions. No off-site highway works are envisaged as part of this application.

Conclusion

Highways would raise no objection to the proposal subject to a s106 CPZ permit restriction, submission of a travel plan, £3,150 towards travel plan incentives for residents and conditions.

Ecology

The applicant has submitted an Ecological Impact Assessment Report (MLM Consulting Engineers Limited). A roost assessment of the building confirmed that the only species the building is suitable for is nesting birds.

As stated by the applicant the purpose of the report is to:

- o Establish baseline ecological conditions at the site.
- o Provide details of ecological mitigation measures incorporated through design evolution as an intrinsic part of the project design.
- o Detail any ecological mitigation measures to be implemented during site clearance and construction.
- o Identify any residual ecological effects after avoidance and mitigation measures have been considered.
- o Identify any compensation measures required to offset residual effects.

Property and infrastructure

- o Provide recommendations for how mitigation and compensation may be secured and monitored.
- o Set out details of ecological enhancement measures to be included within the proposed development.
- o Provide sufficient information to determine whether the project accords with relevant nature conservation policies and legislation and, where appropriate, to allow conditions or obligations to be proposed by the relevant authority.

Ecologist Comments:

Satisfied that the above ecological measures have been addressed

Owing to the relatively small number of units to be added, the management of these sites and their distance from Premier House, there will be no significant adverse effects on designated sites.

In the absence of mitigation or avoidance, there could be a negative impact on nesting birds through the destruction of active nests. However, provided that mitigation and avoidance measures are followed, ensuring due diligence for nesting birds prior to construction, there will be no significant effects on any ecological features.

The council's ecologist has assessed the submission and raises no objection subject to conditions agreeing bird/bat boxes and mitigation for nesting birds.

Drainage

There is no change to the external building footprint and as such the surface water quality or drainage strategy submitted under the Planning Application Ref: H/02513/14 and the Planning Application Ref: 15/00224/FUL.

It is acknowledged that the applicant has supplied an appropriate flood risk assessment

which is considered acceptable.

MET Police

The Crime Prevention Officer has reviewed the submission and concludes no objection to this proposal. Due to the reported issues affecting the ward and high levels of burglary in Barnet, it is recommended that a planning condition be attached to any approval whereby this development must achieve Secured By Design accreditation, prior to occupation. Any approval could be conditioned accordingly.

Sustainability

London Plan Policy SI.2 requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

- Be lean: use less energy
- Be clean: supply energy efficiently
- Be green: use renewable energy
- Be seen: monitor, verify and report on energy performance

The London Plan goes on to set out the sustainable design and construction measures required in new developments. Proposals should achieve the highest standards of sustainable design and construction and demonstrate that sustainable design standards are integral to the proposal, including its construction and operation.

A minimum on-site reduction of at least 35 per cent beyond Building Regulations¹⁵² is required for major development.

Local Plan policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrate compliance with the Mayors targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy.

The application is accompanied by an Energy Statement from JS Lewis (December 2020) which sets out how the development accords to the London Plan energy hierarchy.

Be Lean

Design measures included within the development to reduce energy demand would include the following:

Walls - 0.17W/m²K (Part L minimum of 0.3W/m²K)
Roofs - 0.11W/m²K (Part L minimum of 0.20W/m²K)
Doors - 1.0W/m²K (Part L minimum of 2.0W/m²K)
Glazing - 1.2W/m²K (Part L minimum of 2.0W/m²K)
Accredited construction details ((Part L minimum of standard details);
Air permeability - 2.5m³/m²/hr (Part L minimum of 10m³/m²/hr)
Mechanical ventilation with heat recovery;
LED lighting.

These measures are assessed as providing a 10% reduction in regulated CO₂ emissions.

Be Clean

The heating hierarchy is as follows:

1. Connection to an existing or planned heating network;
2. Communal heating system:
 - a. Site-wide heat network;
 - b. Building level heating system;
3. Individual heating system.

The London Heat Map has been used to identify potential opportunities for connections to existing and proposed heat networks. There are no existing heat networks adjacent to the development site.

The nearest opportunity sites identified on the London Heat Map are at Colindale and Stonegrove - neither of which are within a realistic connection distance of the site.

Due to the nature of the development (an additional 3 floors to an existing building), connections to district heating systems would not be straightforward. The remainder of the building is understood to be electrically heated.

Accordingly, a heat pump system is proposed which will decarbonise as the grid decarbonises. A plant area has been designed in at roof level to allow for external air source heat pump units for each apartment. A full engineering design would be undertaken post-planning for the heat network.

Be Green

The proposed scheme incorporates individual heat pumps for each apartment. Further, solar PV will be provided to the core roof and potentially to a canopy over part of the amenity space.

Energy Strategy Summary

The proposed energy strategy comprises the following:

1. Energy efficiency measures for both fabric and fittings;
2. Mechanical ventilation with heat recovery;
3. Solar control through layout/orientation;
4. Individual heat pumps to each apartment;
5. Underfloor heating or larger radiators to apartments to allow for high COPs;
6. 10kWp of solar PV has been incorporated into the roof design.

An on-site reduction of 56% in regulated emissions compared to a 2013 Building regulations compliant development is expected for the development,. The carbon dioxide savings exceed the 35% on-site target set within the London Plan.

New residential developments are required to meet the zero-carbon target. The applicant is therefore required to mitigate the regulated CO₂ emissions, equating to a financial contribution of £22,878 to the Borough's offset fund.

In terms of water consumption, a condition would be attached to any permission to require each unit to receive water through a water meter, and be constructed with water saving and

efficiency measures to ensure a maximum of 105 litres of water is consumed per person per day, to ensure the proposal accords with Policy 5.15 of the London Plan (2016 Minor Alterations).

The proposed development therefore could be conditioned to meet the necessary sustainability and efficiency requirements of the London Plan in the event of an approval.

5.4 Response to Public Consultation

It is considered that the majority of issues raised in third party correspondence have been addressed within the report.

Design/Character

It is accepted concerns have been raised in relation to the impact from the existing building, and that extending it would exacerbate a poor relationship with surrounding development. As discussed above, officers consider that this building could be extended in a sensitive way, providing much needed local housing, and incorporating changes which will bring aesthetic benefits to the overall design of the structure. There are sensitive elements to the existing streetscape, including nearby listed buildings, but this development could be accommodated without undue harm to this setting.

Cladding

It is appreciated that the issue of unsafe cladding is causing continued stress to occupiers of the building. As discussed above it is not considered that it is suitable to redirect development contributions to meet any funding shortfall for replacement cladding. However, the remedial works will be captured under separate property and health and safety law.

Impact on infrastructure/local services

It is not considered that local infrastructure could not facilitate this increase in residential units. The site is well connected to local transport links, many benefits will flow from increasing housing supply with local town centres, and the proposal would see the more efficient use of a previously developed site in close proximity to local services, and the sustainable benefits that this would include.

Proposal will contribute to a canyoning effect

Officers do not consider that the extension of an existing tall building would lead to a canyoning effect along Station Road.

Noise nuisance, general disturbance

There would be no adverse impacts in terms of noise nuisance, and the scheme would be accommodated within serious impact on existing residents in terms of noise or general nuisance. The Environmental Health section are in contact with the proposal subject to conditions.

Concerns around the structural integrity of the building

This matter would be addressed separately at the building control stage.

Disruption to Residents during construction/pressure on services/lifts

It is accepted there may be some disruption to residents during the construction phase, this can be controlled to some degree by conditions and it not considered a reason to withhold consent. Concerns about pressure on existing internal services/lifts within the building, and potential further strain on these, could be addressed through on-site management, and whilst the increase in units is acknowledged it would not be highly material.

Pollution impact is understated

It is not considered a small increase in the number of residential units on site would have a significant impact on local pollution levels.

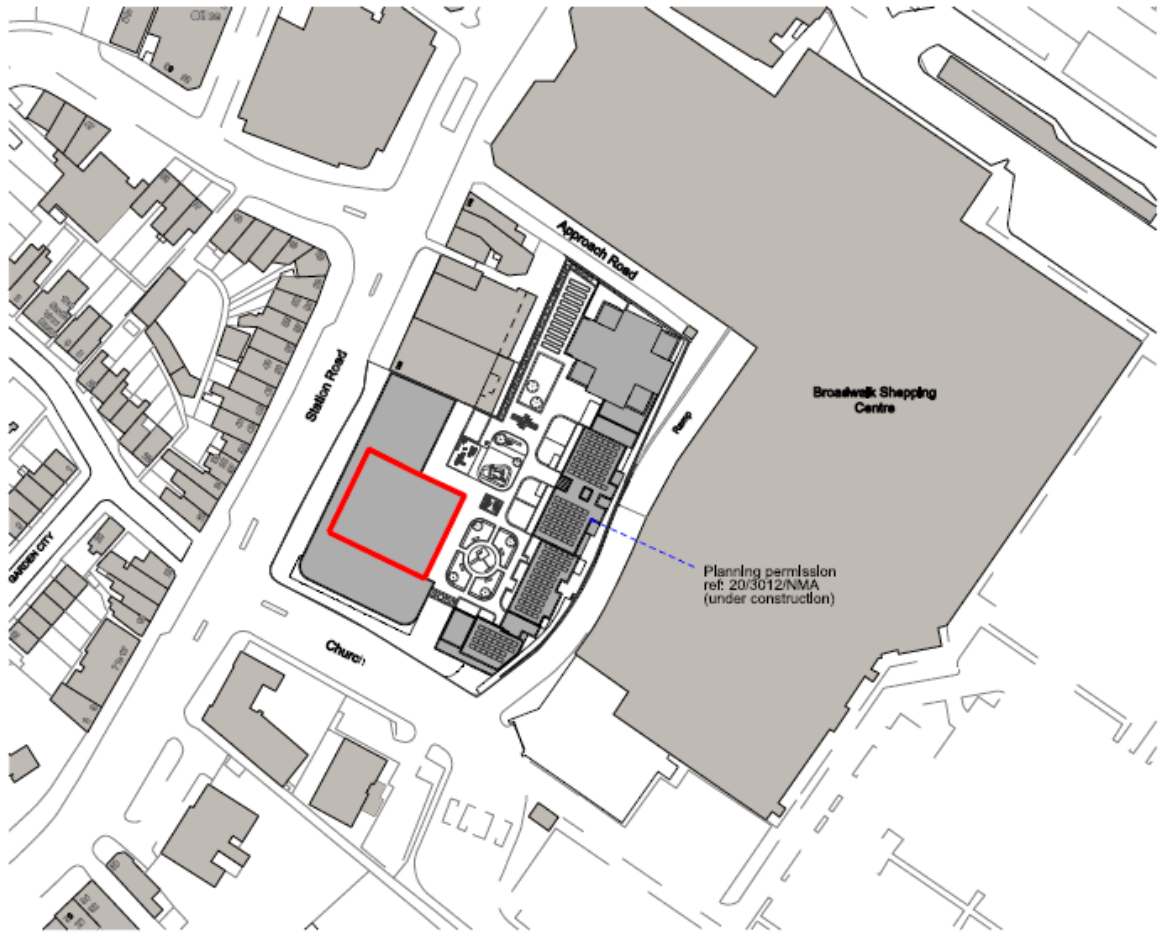
6. Equality and Diversity Issues

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

7. Conclusion

In conclusion officers consider that, on balance, the development is acceptable having regard to the relevant local, regional and national policies. The principle of residential development is acceptable.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the development plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. It is concluded that the proposed development generally, and taken overall, accords with the relevant development plan policies. The development is of a high-quality design which provides a policy compliant level of affordable housing. It is therefore considered that there are material planning considerations which justify the grant of planning permission. Accordingly, subject to the satisfactory completion of the Section 106 Agreement, approval is recommended subject to conditions.



Planning permission
ref: 20/3012/NMA
(under construction)