

Location Yamor House 285 Golders Green Road London NW11 9JE

Reference: 21/4742/FUL Received: 31st August 2021
Accepted: 3rd September 2021

Ward: Golders Green Expiry 3rd December 2021

Case Officer: Dominic Duffin

Applicant: Mr J Saltman

Proposal: Demolition of existing buildings and construction of part three, part five and part six storey building to provide 22 no. self-contained flats, including 21 no. parking spaces, 46 cycle storage spaces, amenity space, refuse storage, associated landscaping, new vehicular access and plant/services enclosure and screening on roof [AMENDED DESCRIPTION]

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 Chair (or in their absence the Vice-Chair) 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. Affordable Housing

- 40% (by habitable room) of the units to be shared ownership affordable units
- a review mechanism to be triggered in the event that the development is not substantially implemented (all ground work completed) within 18 months of the decision notice

4. Carbon Offset Payment

- £25,471 carbon offset contribution
- An obligation to ensure compliance with the GLA "Be Seen" energy use monitoring scheme.

5. Contribution towards street tree provision

A contribution of - £7,000 towards the provision of street trees in the immediate area.

6. Play Space contribution

£16,835.00 contribution to be allocated to Princes Park

7. Travel Plan monitoring contribution

£5,000

8. Contribution towards amendments to Traffic Management Order to prevent residents from being eligible for residents parking permits

£2,392.01

9. Highways works and improvements

i) the applicant to enter into a S278 Highways agreement with the following works to be implemented prior to first occupation:

- re-instatement of site access to a maximum width of 4.2m
- provision of tactile paving at the junction of Sinclair Grove /A502 and at the junction of Woodlands/A502

ii) implementation of off-site highway works shown on drawing DID-ZZ-XX-DR-C-5003, if, following a S278 agreement review 6 months after final occupation, the works to the traffic island are considered necessary by the highway authority

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

£1,400

RECOMMENDATION II:

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

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

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

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

Site Location Plan - GGR _ RSS _ 00 _ 00 _ DR _ A _ 0502
EXISTING ELEVATION 1-4 - GGP _ RSS _ 00 _ XX _ DR _ A _ 1010
EXISTING SITE PLAN (ground floor) - GGP _ RSS _ 00 _ GF _ DR _ A _ 1000
EXISTING SITE PLAN- GGR.768.41

Site Elevation - North - GGP _ RSS _ 00 _ ZZ _ DR A _ 1470 Revision PL1
Site Elevation - South - GGP _ RSS _ 00 _ ZZ _ DR _ A _ 1412 Revision PL4
Site Elevation - East - GGP _ RSS _ 00 _ ZZ _ DR _ A _ 1413 Revision PL2
Site Elevation - West - GGP _ RSS _ 00 _ ZZ _ DR _ A _ 1411 Revision PL2
Section Plan - GGP _ RSS _ 00 _ ZZ _ DR _ A _ 1313 Revision PL2

Site Plan Ground Floor - GGP _ RSS _ 00 _ GF _ DR _ A _ 1200 Revision PL3
Site Plan 1st Floor - GGP _ RSS _ 00 _ L1 _ DR _ A _ 1210 Revision PL2
Site Plan 2nd Floor - GGP _ RSS _ 00 _ L2 _ DR _ A _ 1220 Revision PL2
Site Plan 3rd Floor - GGP _ RSS _ 00 _ L2 _ DR _ A _ 1230 Revision PL2
Site Plan 4th Floor - GGP _ RSS _ 00 _ L4 _ DR _ A _ 1240 Revision PL4
Site Plan 5th Floor - GGP _ RSS _ 00 _ L5 _ DR _ A _ 1250 Revision PL4
Site Plan Roof - GGP _ RSS _ 00 _ RF _ DR _ A _ 1260 Revision PL2

Landscape Plan Podium Level - L0715L02 Rev. A
Landscape Plan Ground Floor - L0715L01 Rev. C
Landscape Plan First Floor to Roof - L0715L02 Rev. B
Landscape detail 1 - L0715D01
Landscape detail 2 - L0715D02
Landscape detail 3 - L0715D03
Tree Protection Plan - EV-2442-D-TPP-04-21

Site Drainage layout - 24449-JPO-XX-ZZ-DR-D-1000 T1 S3
Vehicle Tracking - 24449_J&P_XX_00_VT_S_1000 C S3

Permanent road arrangement - 20323 DID ZZ XX DR C 5003 P01
893 First and 4th Floor plans - approved + proposed overlays
Typical balcony component - GGP _ RSS _ 00 _ ZZ _ DR _ A _ 7011
Typical balcony screen pattern - GGP _ RSS _ 00 _ ZZ _ DR _ A _ 7016

Hawkins Air Quality Assessment 19th August 2021
Hawkins Noise Assessment 19th August 2021
Drainage Management Plan 24449-JPO-XX-ZZ-R-C-0002
Below Ground Drainage Strategy 24449-JPO-XX-ZZ-R-C-0001
Hawkins Daylight and Sunlight Assessment 19th August 2021
Hawkins Internal Daylight Assessment 19th August 2021
Energy Statement rev P1 17th August 2021
BCE Overheating Report rev P1 17th August 2021
Arbtech Preliminary Roost Assessment Survey 22/06/2021
Arbtech Bat Emergence Surveys 07/09/2021
Remediation Method Statement August 2021
Sustainability Statement 25th August 2021
Transport Statement August 2021
Travel Plan 26408-08-TP-01 REV A
Design and Access Statement 893-RSS-00-xx-RP-A-9102 PL4
Planning Statement
Flood Risk assessment August 2021
Fire Statement 08.09.2021

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

- 3 a) No development other than demolition works shall take place until details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas hereby approved have been submitted to and approved in writing by the Local Planning Authority.
- b) The development shall thereafter be implemented in accordance with the materials as approved under this condition.

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

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

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

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

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

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

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

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

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

6 a) Notwithstanding the details submitted with the application and otherwise hereby

approved, no development other than demolition works shall take place until 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: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy CS14 of the Local Plan Core Strategy (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 D6 and SI7 of the London Plan 2021

- 7 Details of cycle parking including the type of stands, gaps between stands, location and type of cycle store proposed shall be submitted to and approved in writing by the Local Authority. Thereafter, before the development hereby permitted is occupied, 46 cycle parking spaces (44 long stay and 2 short stay) in accordance with the London Plan Cycle Parking Standards and London Cycle Design Standards shall be provided and shall not be used for any purpose other than parking of vehicles in connection with the approved development.

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

- 8 Before the development permitted is occupied, a verification report which confirms land contamination remediation works carried out, shall be submitted to, and approved in writing by the Local Planning Authority.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013).

- 9 a) The development shall be implemented to include the noise mitigation measures set out in the Hawkins Noise Assessment 19th August 2021.

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

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

- 10 a) Before development commences, an air quality assessment report, written in accordance with the relevant current guidance, for the existing site and proposed development shall be submitted to and approved by the Local Planning Authority.

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

b) A scheme for air pollution mitigation measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to development.

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

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (2016), and Policies GG3 and S11 of the London Plan 2021

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

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

Reason: To ensure that the amenities of occupiers are not prejudiced in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2016) and Policy D14 of the London Plan 2021.

- 12 a) A scheme of hard and soft landscaping, including details of existing trees to be

retained and size, species, planting heights, densities and positions of any soft landscaping, shall be submitted to and agreed in writing by the Local Planning Authority prior to the occupation of the hereby approved development.

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

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

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

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

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure in accordance with Policy SI 13 of the London Plan 2021.

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

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

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

15 a) No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until details of temporary tree protection have been submitted to and approved in writing by the Local Planning Authority.

b) No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until the scheme of temporary tree protection as approved under this condition has been erected around existing trees on site. This protection shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas at any time.

Reason: To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012) and Policy 7.21 of the London Plan 2015.

16 Prior to commencement of development, evidence of party(ies) who will be responsible for the post construction SuDS shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that surface water runoff is managed effectively to mitigate flood risk and to ensure that SuDS are designed appropriately using industry best practice to be cost-effective to operate and maintain over the design life of the development in accordance with Policy CS13 of the Barnet Local Plan (2012), Policies 5.13 and 5.14 of the London Plan (2016), and changes to SuDS planning policy in force as of 6 April, 2015 (including the Written Ministerial Statement of 18 December 2014, Planning Practice Guidance and the Non-Statutory Technical Standards for Sustainable Drainage Systems) and best practice design guidance (such as the SuDS Manual, C753).

17 No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm 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).

18 Provisions shall be made within the site to ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway.

Reason: To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway.

19 Prior to the first occupation of the new dwellinghouse(s) (Use Class C3) hereby approved they shall all have been constructed to have 100% of the water supplied to them by the mains water infrastructure provided through a water meter or water meters and each new dwelling shall be constructed to include water saving and

efficiency measures that comply with Regulation 36(2)(b) of Part G 2 of the Building Regulations to ensure that a maximum of 105 litres of water is consumed per person per day with a fittings based approach should be used to determine the water consumption of the proposed development. The development shall be maintained as such in perpetuity thereafter.

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

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

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of Policy D7 of the London Plan 2021.

- 21 Prior to the first occupation of the development hereby approved it shall be constructed incorporating carbon dioxide emission reduction measures which achieve an improvement of not less than 35% in carbon dioxide emissions when compared to a building constructed to comply with the minimum Target Emission Rate requirements of the 2010 Building Regulations. The development shall be maintained as such in perpetuity thereafter.

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

- 22 No flat shall be occupied until the following details have been submitted to and approved in writing by the Local Planning Authority, and have been installed in their entirety;

-details of privacy screens to adequately screen the private amenity areas/balconies associated with the development, and
-details of screens, as detailed on the approved plans, to adequately screen adjoining properties, from material overlooking from the development. The screens shall be permanently retained as such thereafter.

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

- 23 Before the building hereby permitted is first occupied the proposed window openings in the south and east elevation, identified as obscure glazed on the approved plans, shall be glazed with obscure glass only and shall be permanently retained as such thereafter and shall be permanently fixed shut with only a fanlight opening.

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

- 24 a) No lighting shall be fixed on the external faces of the building hereby approved, unless and until details of external lighting are submitted to and approved in writing by the Local Planning Authority beforehand.

Any lighting must be designed and used to minimise impacts on bats and their insect food. All exterior lighting should follow the guidance of the Bat Conservation Trust. Current (June 2014) advice is at <http://www.bats.org.uk/>.

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

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 effect on protected species in accordance with Policy DM16 of Barnet's Development Management Policies Document (DPD) 2012 and London Plan Policy G.6

- 25 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 building can achieve full 'Secured by Design' Accreditation and 'Secured by Design' accreditation shall be obtained for the approved development.

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.

- 26 Notwithstanding the parking layout submitted with the planning application, prior to commencement of the development; a detailed parking layout plan showing the exact dimensions of the proposed off-street parking spaces, existing proposed and any redundant crossovers to be reinstated to footway, priority signs and pedestrian routes within the car park shall be submitted to and approved in writing by the Local Planning Authority. The applicant will be required to enter into a s184/278 agreement with the council to undertake any works on the public highway.

Thereafter, the 21 off-street parking spaces including 2 disabled bays shall be

provided and used for no other purpose than the parking and turning of vehicles in connection with approved development.

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

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

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

- 28 Before the permitted development is occupied a servicing management (SMP) shall be submitted to and approved in writing by the Local Planning Authority. The development thereafter shall only be operated in accordance with the approved delivery service plan.

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

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

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

- 30 Prior to commencement of the development full details of the electric vehicle charging points to be installed in the development shall be submitted to and approved in writing by the Local Planning Authority. These details shall include the provision of a minimum of 4 active and 17 passive electric vehicle charging points. The development shall be implemented in full accordance with the approved details prior to first occupation and thereafter be maintained as such.

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

policy 6.13 of the London Plan

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

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

- 32 Prior to commencement of the development, a detailed plan of the proposed off-site highway works shall be submitted to the Local and approved in writing by the Local Highway Authority. Details to be agreed/finalised as part of the S278 agreement. All off-site highway works must be completed to the satisfaction of the local highway authority prior to first occupation of the development.

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

- 33 a) No development shall take place until details of the location, extent and depth of all excavations for services (including but not limited to electricity, gas, water, drainage and telecommunications) in relation to trees on and adjacent to the site have been submitted to and approved in writing by the Local Planning Authority.
- b) The development shall thereafter be implemented in accordance with details approved under this condition.

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

34 Before the development hereby permitted commences, the applicant shall submit for approval details of measures to improve biodiversity on the site in accordance with guidance set out within BS42040:2013: Biodiversity - Code of practice for planning and development, and guidance documents provided by the Chartered Institute of Ecology and Environmental Management (CIEEM) and the Royal Town Planning Institute (RTPI) for approval. The development shall be implemented in full accordance with these details'.

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

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

36 Before development commences, an air quality neutral assessment report shall be written in accordance with the relevant current guidance. This report shall be submitted to and approved by the Local Planning Authority.

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

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

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

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policy GG3 and SI1 of the London Plan 2021.

RECOMMENDATION III:

- 1 That if the above agreement has not been completed or a unilateral undertaking has not been completed by 30.09.2022, 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 provision of affordable housing, contrary to Policies CS4 and CS9 of the Local Plan Core Strategy (adopted September 2012), Policies DM10 and DM17 of the Development Management Plan (adopted September 2012) and the Planning Obligations SPD (adopted April 2013).
 2. The proposed development does not include a formal undertaking to meet the costs of provision of carbon off-set, highways mitigation and the loss of trees. The proposal would therefore not address the impacts of the development, contrary to Policies CS5 and CS9 of the Local Plan Core Strategy (adopted September 2012), policies DM01, DM04 and DM17 of the Development Management Policies (adopted September 2012), the Planning Obligations SPD (adopted April 2013) and Policies S1 2 and G7 of the London Plan (2021).
 3. The proposed development would fail to provide playspace for the occupiers of the development contrary to Council's standards set out within the adopted Sustainable Design and Construction SPD (2016). The lack of a formal undertaking to meet the costs in lieu of this shortfall, would mean the development would fail to provide adequate mitigation, contrary to Policies DM01 and DM02 of the Development Management Policies (adopted September 2012) and the Planning Obligations SPD (adopted April 2013).

Informative(s):

- 1 In accordance with paragraphs 38-57 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process

to ensure that the proposed development is in accordance with the Development Plan.

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

We believe that your development is liable for 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. The London Borough of Barnet first adopted a CIL charge on 1st May 2013. A new Barnet CIL Charging Schedule applies from 1 April 2022 (<https://www.barnet.gov.uk/planning-and-building/planning/community-infrastructure-levy>) which applies a charge to all residential (including sui generis residential), hotel, retail and employment uses.

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.

- 3 The applicant is advised that any development or conversion which necessitates the removal, changing, or creation of an address or addresses must be officially registered by the Council through the formal 'Street Naming and Numbering' process.

The London Borough of Barnet is the Street Naming and Numbering Authority and is the only organisation that can create or change addresses within its boundaries. Applications are the responsibility of the developer or householder who wish to have an address created or amended.

Occupiers of properties which have not been formally registered can face a multitude of issues such as problems with deliveries, rejection of banking / insurance applications, problems accessing key council services and most importantly delays in an emergency situation.

Further details and the application form can be downloaded from:

<http://www.barnet.gov.uk/naming-and-numbering-applic-form.pdf> or requested from the Street Naming and Numbering Team via street.naming@barnet.gov.uk or by telephoning 0208 359 4500.

- 4 In complying with the contaminated land condition parts 1 and 2, reference should be made at all stages to appropriate current guidance and codes of practice. This would include:
 - 1) The Environment Agency CLR & SR Guidance documents (including CLR11 'Model Procedures for the Management of Land Contamination');
 - 2) National Planning Policy Framework (2012) / National Planning Practice Guidance (2014);
 - 3) BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice;
 - 4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH;
 - 5) CIRIA report C665 - Assessing risks posed by hazardous ground gases to buildings;
 - 6) CIRIA report C733 - Asbestos in soil and made ground: a guide to understanding and managing risks.Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.
- 5 A Planning Obligation under Section 106 of the Town & Country Planning Act 1990 (as amended) relates to this permission.
- 6 The applicant is advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

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

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

Noise, WHO). This needs to be considered in the context of room ventilation requirements.

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

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

- 1) BS 7445(2003) Pt 1, BS7445 (1991) Pts 2 & 3 - Description and measurement of environmental noise;
- 2) BS 4142:2014 - Method for rating industrial noise affecting mixed residential and industrial areas;
- 3) BS 8223: 2014 - Guidance on sound insulation and noise reduction for buildings: code of practice;
- 4) Department of Transport: Calculation of road traffic noise (1988);
- 5) Department of Transport: Calculation of railway noise (1995);
- 6) National Planning Policy Framework (2012)/ National Planning Policy Guidance (2014).

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

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

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

Please note that in addition to the above, consultants should refer to the most

relevant and up to date guidance and codes of practice if not already listed in the above list.

- 8 Refuse collection point should be located at a ground floor level and within 10m of the refuse vehicle parking bay. Levelled access should be provided for the refuse collection personnel to collect the bins. The refuse collection personnel are not expected to push the bins on an inclined surface to safeguard their Health and Safety requirements. If the refuse vehicle is expected to travel over an unadopted road then the applicant will be expected to sign a Waiver of Liability and Indemnity Agreement indemnifying the Council. Alternatively, the dustbins will need to be brought to the edge of the refuse vehicle parking bay on day of collection. The applicant is advised that the Council's refuse collection department is consulted to agree a refuse collection arrangement.

- 9 For works on the public highway, the applicant will be required to submit a Street Works Licence application to the Development and Regulatory Services, 2 Bristol Avenue, Colindale NW9 4EW at least 4-6 weeks before the start of works on the public highway.

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

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

- 11 If a concrete pump lorry is operated from the public highway, surface of the highway and any gullies or drains nearby must be protected with plastic sheeting. Residue must never be washed into nearby gullies or drains. During the development works, any gullies or drains adjacent to the building site must be maintained to the

satisfaction of the Local Highways Authority. If any gully is damaged or blocked, the applicant will be liable for all costs incurred. The Applicant shall ensure that all watercourses, drains, ditches, etc. are kept clear of any spoil, mud, slurry or other material likely to impede the free flow of water therein.

- 12 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

- 13 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."

- 14 The Environment Agency strongly recommend the use of flood proofing and resilience measures. Physical barriers, raised electrical fittings and special construction materials are just some of the ways you can help reduce flood damage. To find out which measures will be effective for this development, please contact your building control department. In the meantime, if you'd like to find out more about reducing flood damage, visit the flood risk and coastal change pages of the planning practice guidance.

The following documents may also be useful: Department for Communities and Local Government: Preparing for floods

<http://www.planningportal.gov.uk/uploads/odpm/4000000009282.pdf>

Department for Communities and Local Government: Improving the flood performance of new buildings:

<http://www.communities.gov.uk/publications/planningandbuilding/improvingflood>.

- 15 A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please

refer to the Wholesale; Business customers; Groundwater discharges section.

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewaterservices>.

The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk.

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

OFFICER'S ASSESSMENT

1. Site Description

The application site comprises a rectangular shaped area, situated on the north-west end of Golders Green Road, at the junction with North Circular Road. It is in the ward of Golders Green.

The site currently contains two, 2 storey dwellings which have been merged together in previous years to form a hotel (use class C1). A vacant plot to the west of the existing buildings is also included within the proposal. The site slopes from south east to north west with a difference in level of approx.. 2.5 to 3m.

The site is bounded by a three storey flatted building to the east, a two storey development with rooms in the roof space to the south and a footbridge over the North Circular Road to the north-west.

The surrounding area is residential in character, with mainly two storey dwellings on the southern side of the Golders Green Road, and larger flatted blocks of 5/6 stories along the northern side opposite the application site.

The site is not located within a conservation area and does not include any locally or

statutory listed buildings.

There are no Tree Preservation Orders on site.

2. Site History

Reference: 21/0002/QCC

Address: Yamor House, 285 Golders Green Road, London, NW11 9JE

Decision: Pre-application advice note issued

Decision Date: 11 March 2021

Description: Demolition of existing buildings and construction of part four, part five and part six storey building to provide 22 no. self-contained flats, including 21 no. parking spaces, 43 cycle storage spaces, amenity space and associated landscaping.

Reference: 19/6770/FUL

Address: Yamor House, 285 Golders Green Road, London, NW11 9JE

Decision: Approved following legal agreement

Decision Date: 17 June 2020

Description: Demolition of existing buildings and construction of part three, part five and part six storey building to facilitate 15 no. self-contained flats including amenity space including 13 no. parking spaces and associated landscaping

Reference: 19/4869/CON

Address: Yamor House, 285 Golders Green Road, London, NW11 9JE

Decision: Withdrawn

Decision Date: 7 February 2020

Description: Submission of details of conditions 3 (Materials), 4 (Levels), 6 (Refuse), 15 (Landscaping) and 20 (Planting) pursuant to planning permission 18/6366/S73 dated 07/06/19

Reference: 19/5013/S73

Address: Yamor House, 285 Golders Green Road, London, NW11 9JE

Decision: Withdrawn

Decision Date: 9 January 2020

Description: Minor material amendments to planning permission reference 18/6366/S73, decision dated 07/06/2019, for 'Variation of condition 1 pursuant to planning permission 16/5062/FUL dated 09/11/2017 for 'Demolition of existing buildings and construction of part three, part five and part six storey building to facilitate 16 no. self-contained flats including amenity space, with self-contained Synagogue to ground floor including 13 no. parking spaces and associated landscaping.' Amendments include alterations to the external appearance of the proposed development, increase of floorspace at levels 4, 5 and 6 and re-arrangement of internal layout to reduce the number of units by 1 to 15no self-contained flats. Reduction of proposed synagogue floorspace and re-configuration of proposed parking at level 1.' Amendments to include the omission of the synagogue use at level 1 (lower ground floor); internal alterations and changes to level 1 and omission of previous conditions of consent relation to the synagogue use (conditions 21 to 25) [AMENDED DESCRIPTION]

Reference: 19/0339/CON

Address: Yamor House, 285 Golders Green Road, London, NW11 9JE

Decision: Approved

Decision Date: 2 April 2019

Description: Submission of details of conditions 5 (Demolition and Construction Management and Logistics Plan) 19a (Tree Protection Plan) pursuant to planning

permission 16/5062/FUL dated 09/11/17

Reference: 18/6366/S73

Address: Yamor House, 285 Golders Green Road, London, NW11 9JE

Decision: Approved following legal agreement

Decision Date: 7 June 2019

Description: Variation of condition 1 pursuant to planning permission 16/5062/FUL dated 09/11/2017 for `Demolition of existing buildings and construction of part three, part five and part six storey building to facilitate 16 no. self-contained flats including amenity space, with self-contained Synagogue to ground floor including 13 no. parking spaces and associated landscaping.` Amendments include alterations to the external appearance of the proposed development, increase of floorspace at levels 4, 5 and 6 and re-arrangement of internal layout to reduce the number of units by 1 to 15no self-contained flats. Reduction of proposed synagogue floorspace and re-configuration of proposed parking at level 1.

Reference: 18/3483/S73

Address: Yamor House, 285 Golders Green Road, London, NW11 9JE

Decision: Withdrawn

Decision Date: 7 September 2018

Description: Variation of condition 1 (Plans Numbers) and removal of conditions 21 (Use Type) 22 (Opening Hours) 23 (Music) 24 (Persons) 25 (Activities Management Plan) pursuant to planning permission 16/5062/FUL dated 02/03/18 for `Demolition of existing buildings and construction of part three, part five and part six storey building to facilitate 16 no. self-contained flats including amenity space, with self-contained Synagogue to ground floor including 13 no. parking spaces and associated landscaping. Amendments include reduction in the number of flats and amendments to conditions 21 - 25 to replace previous approved synagogue use with alternative D1 use.

Reference: 17/7448/S73

Address: Yamor House, 285 Golders Green Road, London, NW11 9JE

Decision: Withdrawn

Decision Date: 24 May 2018

Description: Removal of conditions 21 (Use Type) 22 (Opening Hours) 23 (Music) 24 (Persons) 25 (Activities Management Plan) pursuant to planning permission 16/5062/FUL dated 02/03/18 for `Demolition of existing buildings and construction of part three, part five and part six storey building to facilitate 16 no. self-contained flats including amenity space, with self-contained Synagogue to ground floor including 13 no. parking spaces and associated landscaping

Reference: 16/5062/FUL

Address: Yamor House, 285 Golders Green Road, London, NW11 9JE

Decision: Approved following legal agreement

Decision Date: 2 March 2018

Description: Demolition of existing buildings and construction of part three, part five and part six storey building to facilitate 16 no. self-contained flats including amenity space, with self-contained Synagogue to ground floor including 13 no. parking spaces and associated landscaping

Reference: 15/06583/FUL

Address: Yamor House, 285 Golders Green Road, London, NW11 9JE

Decision: Withdrawn

Decision Date: 29 February 2016

Description: Demolition of existing buildings and construction of part 5 part 6 storey

building to facilitate 16 no. self-contained flats including amenity space, with self-contained Synagogue to ground floor including 13 no. parking spaces and associated landscaping

Reference: C11533D/02

Address: Yamor House, 285 Golders Green Road, London, NW11 9JE

Decision: Approved

Decision Date: 3 June 2003

Description: Retention of nine serviced short-term holiday accommodation and landscaped area at front of property.

Reference: C11533C/02

Address: Yamor House, 285 Golders Green Road, London, NW11 9JE

Decision: Withdrawn

Decision Date: 29 November 2002

Description: Retention of nine bed-sit units, and formation of associated car parking area with access from Sinclair Grove

Reference: C11533B/00

Address: Yamor House, 285 Golders Green Road, London, NW11 9JE

Decision: Approved subject to conditions

Decision Date: 8 March 2001

Description: Conversion of dwellinghouse into two self-contained flats.

Reference: C11533A/00

Address: Yamor House, 285 Golders Green Road, London, NW11 9JE

Decision: Approved subject to conditions

Decision Date: 12 September 2000

Description: Two storey rear extension. Part two storey side extension.

3. Proposal

The application seeks consent for the demolition of existing buildings and construction of part three, part five and part six storey building to provide 22 no. self-contained flats, including 21 no. parking spaces, 46 cycle storage spaces, amenity space, refuse storage, associated landscaping, new vehicular access and plant/services enclosure and screening on roof.

A new vehicular access would be created from one point on Golders Green Road, which would serve 21 parking spaces for the residential units.

4. Public Consultation

A site notice was erected 16 September 2021.

A press notice was published 07 September 2021.

Consultation letters were sent to 258 neighbouring properties.

8 responses have been received, comprising 1 representation and 7 objections.

The letter of representation states:

- Neighbours should be consulted now an island is proposed, as would prevent people in Woodlands turning right into Golders Green Road

The objections raise the following concerns:

- Increased traffic, that end of Golders Green road constantly grid-locked
- Extra traffic would exacerbate delays for Woodlands residents

- New junction is opposite Very busy junction with Woodlands
- Vehicles turning right would add to congestion

Historic England (Greater London Archaeological Advisory Service) stated in a letter dated 21 January 2020 (in relation to the previous application) that they raise no objection and that no further assessment or conditions are therefore necessary.

Environment Agency: No objection. Informative suggested

London Fire Brigade: No comments received. They did not raise objections to the previous application.

Highways Authority: No objection. See assessment below for greater detail.

Environmental Health: No objection, suggest conditions.

Drainage Engineer: No objection, require conditions relating to post construction SUDS

TfL: Object. The number of spaces overall must be reduced to no more than 17 spaces. The applicant must provide 20% of car parking spaces with active electric vehicle charging points and the rest with passive provision. Car park design and management plan shall be secured by condition which includes implementing a permit system for allocating car parking, no spaces shall be physically sold. Barnet Council shall impose legal restriction to exclude future residents' eligibility for local car parking permits. Increase cycle parking spaces and attach a condition securing details. A Delivery & Servicing (DSP) shall be secured by condition which detail the proposal's delivery and servicing strategy. A construction logistics plan (CLS) shall be secured by condition

Thames Water: No objection but request a piling condition as the development is within 15m of a strategic sewer

Metropolitan Police Design Out Crime officer: A meeting was held with the applicant and it appears the scheme will be able to achieve SBD accreditation with compliance with recommendations and most recent SBD guidance. No objection subject to a condition

Tree officer: No objection

5. Planning Considerations

5.1 Policy Context

National Planning Policy Framework and National Planning Practice Guidance

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

The revised National Planning Policy Framework (NPPF) was published on 20 July 2021. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that 'good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.... being clear about design expectations, and how these will be tested, is essential for achieving this'. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

The Mayor's London Plan 2021

The London Development Plan is the overall strategic plan for London, and it sets out a

fully integrated economic, environmental, transport and social framework for the development of the capital. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

Relevant policies:

D4 - Good Design

D5 - Inclusive Design

D6 - Housing Quality and Standards

D7 - Accessible Housing

H2 - Small Sites

H12 - Housing Size mix

SI 2 Minimising Greenhouse Gas Emissions

T6.1 - Residential Car Parking

Barnet's Local Plan (2012)

Barnet's Draft Local Plan on 26th November 2021 was submitted to the Planning Inspectorate for independent examination which will be carried out on behalf of the Secretary of State for the Department of Levelling Up, Housing and Communities. This is in accordance with Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2021 (as amended).

The Regulation 22 Local Plan sets out the Council's draft planning policy framework together with draft development proposals for 65 sites. 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 and the stage that it has reached.

- Relevant Core Strategy Policies: CS NPPF, CS1, CS5, CS9.

- Relevant Development Management Policies: DM01, DM02, DM04, DM08, DM17.

Policy DM01 states that all development should represent high quality design and should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers. Policy DM02 states that where appropriate, development will be expected to demonstrate compliance to minimum amenity standards and make a positive contribution to the Borough. The development standards set out in Policy DM02 are regarded as key for Barnet to deliver the highest standards of urban design.

Supplementary Planning Documents

Residential Design Guidance SPD (adopted October 2016)

- Sets out information for applicants to help them design an extension to their property which would receive favourable consideration by the Local Planning Authority and was the subject of separate public consultation. The SPD states that large areas of Barnet are characterised by relatively low density suburban housing with an attractive mixture of terrace, semi detached and detached houses. The Council is committed to protecting, and where possible enhancing the character of the borough's residential areas and retaining an attractive street scene.

Sustainable Design and Construction SPD (adopted October 2016)

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

Planning Obligations SPD (adopted April 2013)

5.2 Main issues for consideration

The main issues for consideration in this case are:

- Whether the principle of development is acceptable;
- Whether harm would be caused to the character and appearance of the street scene and the surrounding area;
- Whether harm would be caused to the living conditions of neighbouring residents;
- Whether harm would be caused to the living conditions of future occupiers;
- Whether the development would impact parking and highways network;
- Any other material considerations

5.3 Assessment of proposals

Preliminary matters:

A number of consents for redevelopment of the site have been granted. The most recent is 19/6770/FUL, a development of up to 6 storeys to provide 15 flats with 13 parking spaces. This included a legal agreement to secure 6 units on site as affordable (shared ownership). Previous permissions included the provision of a synagogue with residential above. The synagogue is no longer part of the proposal.

The main difference with this application to the extant approval is:

- the increase in the no. of flats from 15 to 22
- increase parking provision from 13 to 21 spaces
- increase in overall height by approx. 2m
- building to be set away from boundary with North Circular Road
- increased separation above second floor level to Michelle House
- increased depth to the rear towards Tulsi Court up to third floor level
- infill of original 'L' shape to the rear at all levels

Principle of Development

Previously Developed Land

The NPPF, London Plan and Barnet's Local Plan are relevant and support the provision of residential development in appropriate locations. Paragraph 120 of the NPPF advises that LPA's should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land. The location of the proposed development on an under-utilised and previously developed site therefore meets the objectives of the NPPF which reiterates the Government's ongoing commitment to boosting housing supply and upholds the presumption in favour of sustainable development.

Affordable Housing

As the proposed scheme would provide more than 10 units, it is required to provide affordable housing in line with Policy DM10 below:

Having regard to the borough-wide target that 40% of housing provision should be affordable, the maximum reasonable amount of affordable housing will be required on site, subject to viability, from all new sites providing 10 or more units gross or covering an area of 0.4 hectares or more.

This development proposes a policy compliant level of affordable housing.

Unit Mix

The proposed development provides the following mix of units:

- 1 bed - 3 units
- 2 bed - 7 units
- 3 bed - 7 units
- 4 bed - 5 bed

Policy DM08 of the Development Management Policies 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.

Dwelling size priorities are:

- i. For social rented housing - homes with 3 bedrooms are the highest priority
- ii. For intermediate affordable housing - homes with 3/4 bedrooms are the highest priority
- iii. For market housing - homes with 4 bedrooms are the highest priority, homes with 3 bedrooms are a medium priority.'

The scheme includes a good mix of larger units as identified as priority accommodation, over half the units would be 3 and 4 bedroom. This aspect of the scheme is therefore considered acceptable.

Impact on character and appearance

Local Plan Policy DM01 states that all development should represent high quality design that is based on an understanding of local characteristics, preserves or enhances local character, provides attractive streets and respects the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.

The proposal was previously considered to be acceptable as there was an appropriate transition in height from the adjacent Michelle House towards North Circular Road, so that the tallest part of the proposal is located at the highways junction. The building line of the proposal would still broadly align with Michelle House. Greater separation to Michelle House is achieved at upper levels compared to the previous approved scheme, which is considered a benefit in terms of the streetscene elevation to Golders Green Road. The additional overall height is towards the NCR boundary.

The principle changes to the approved scheme is the additional massing to the rear. Although this additional massing will be publicly visible to a degree from Sinclair Grove, given the distances involved, it is considered that this will not be intrusive within the streetscene.

Additional balconies, both rooftop and projecting are proposed.

In terms of materials, dark brown brick with contrasting banding is proposed, together with aluminium/ composite doors and windows and metal balconies.

Overall, the proposal is still considered to respond positively to its context and would therefore have an acceptable impact on the character and appearance of the area, in accordance with policy DM01 of the Development Management Policies DPD 2012.

Impact on amenity of neighbouring occupiers

One of the main changes to the previously approved development, is the additional massing to the rear and the relationship to neighbouring buildings of Michelle House to the east and Tulsi Court to the south.

Barnet policy DM01 states that new development should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers and users. Schemes which significantly harm the neighbouring occupiers will be refused planning permission.

The Council's Residential Design Guidance SPD advises that privacy can be safeguarded by achieving adequate window to window, or window to balcony distances between buildings. In new residential development there should be a minimum distance of about 21 metres between properties with facing windows to habitable rooms to avoid overlooking and 10.5 metres to a neighbouring garden. Shorter distances may be acceptable between new build properties where there are material justifications.

Michelle House

In relation to Michelle House, there are no windows in the flank elevation of Michelle House and any proposed windows are located at the upper levels either at or above the roof level of Michelle House. The additional development at the rear brings the development closer to the boundary with Michelle House. The side facing windows are approx. 11m to 13.5m from the boundary. This meets the minimum standard for windows facing a garden (to Michelle House). However, to reduce possibilities for overlooking these side facing windows are angled, such that the outlook is directed obliquely rearwards. The balcony/ terraces on the Michelle House side are located no further rearward than the existing building at Michelle House so would not result in unacceptable overlooking.

A Daylight, Sunlight and Overshadowing Report has been submitted with the application. This concludes that all windows in Michelle Court would continue to meet the BRE guidelines. Although there is a small reduction in daylight to some windows, they still meet the guidance and is unlikely to be noticeable. All windows meet the guidance for sunlight. The impact of overshadowing the garden was also considered and concluded that although there was minor additional shading of part of the garden, there would be no significant change.

Tulsi Court

In relation to Tulsi Court to the rear (south) In terms of the relationship to the development at the rear, the distance between directly facing windows to habitable rooms would be approx. 21m. This would comply with the above SPD requirement.

The daylight assessment concludes that 4 windows at Tulsi Court would no longer meet the BRE guidance such that the reduction in daylight would be noticeable. The impact on 2 windows would not be significant as the rooms are served by other windows (the windows affected are side windows to a bay) which would not be affected. The 2 affected windows

are bedrooms in the north facing side elevation. All windows meet the criteria for sunlight. As with Michelle House there is minor additional shading of a small part of the garden but no significant change.

Amendments have been made to the terraces and balconies for the proposed fourth and fifth floor flats which face the garden of Tulsi Court. These do not meet the 10.5m distance to boundary guideline and will be provided with balcony screens or planted screens up to a height of 1.8m to prevent overlooking. Other windows which do not meet the 10.5m distance will be obscure glazed.

Although the massing of the building is greater towards Michelle House and Tulsi Court than the approved scheme, it is considered that the building would not be so overbearing when seen from habitable room windows or the communal gardens as to constitute unacceptable harm to outlook.

On balance, the scheme is considered to have an acceptable impact on the amenities of neighbouring occupiers, in accordance with policy DM01 of the Development Management Policies DPD 2012.

Provision of adequate accommodation for future occupiers

In terms of the amenity for future occupiers, the Planning Authority would expect a high standard of internal design and layout in new residential development in order to provide an adequate standard of accommodation. The London Plan and the Barnet's Sustainable Design and Construction SPD sets out the minimum space requirements for residential units.

Dwelling size:

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.

1B 2P minimum requirement is 50 sqm

2B 3P minimum requirement is 61 sqm

2B 4P minimum requirement is 70 sqm

3B 5P minimum requirement is 86 sqm

4B 7P minimum requirement is 108 sqm

As can be seen from the following table, a range of flat sizes is proposed. All meet the minimum floor space standards.

flat 01	3B5P	89.2
flat 02	2B3P	*72.0
flat 03	4B7P	108.1
flat 04	1B2P	50.3
flat 05	4B7P	108.1
flat 06	3B5P	89.2
flat 07	2B3P	*74.0
flat 08	4B7P	108.1
flat 09	1B2P	50.3
flat 10	4B7P	108.1
flat 11	3B5P	90.4
flat 12	2B4P	74.0
flat 13	4B7P	108.1

flat 14 1B2P 50.3
flat 15 2B3P 61.2
flat 16 3B5P 90.4
flat 17 2B4P 74.0
flat 18 3B5P 86.1
flat 19 2B3P 61.2
flat 20 2B4P 74.0
flat 21 3B5P 86.1
flat 22 3B5P 88.4

Table 2.2 of Barnet's Sustainable Design and Construction SPD (2016) states that bedrooms should meet the following requirements.

- Single bedroom: minimum area should be 7.5 m² and is at least 2.15m wide;
- Double/twin bedroom: minimum area should be 11.5 m² and is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide.

All proposed bedrooms would meet the above standards.

Floor to ceiling height:

Policy D.6 of 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.

Dwelling layout and outlook:-

Development plan policy requires that new dwellings are provided with adequate outlook. The design approach proposed maximises the outlook of occupiers of the new dwellings, while also taking account of the need to prevent unacceptable levels of overlooking at neighbouring properties.

The two, three and four bedroom flats are double or triple aspect. The 3 no. one bed units are single aspect but west facing.

Amenity Space:

External Amenity Space: Para. 2.3.1 of the SPG states that outdoor amenity space is highly valued and suitable provision will help to protect and improve the living standards of residents as well as contribute to maintaining and enhancing the wider character of the borough. Residential units with insufficient garden or amenity space are unlikely to provide good living conditions for future occupiers. For flats 5 sqm per habitable room is required.

The proposal would provide 432sq m of private amenity space. The majority of flats have private balconies or terraces although not all meet the standard. 2 flats do not have a private outdoor space, however they both exceed the minimum floor space standard.

Moreover a first floor communal amenity area of 143 sqm is also proposed to serve all residents, giving a total of 576.5 sqm which meets the relevant standard. For the number of habitable rooms the requirement would be 510 sqm.

The communal amenity space and play area would ensure a good level of amenity space provision for future residents.

No play space provision is proposed. To address this, a contribution towards enhanced provision in local parks would be secured via the legal agreement.

Accessibility:-

The proposed development would be required to be designed to comply with M4(2). This can be secured via condition. Two of the units are wheelchair accessible. This meets the requirement for 10% of units to be accessible.

Privacy and overlooking:-

There will be no mutual overlooking between units. Screening of balconies and terraces will provide privacy for residents.

Daylight and sunlight:-

An internal daylight assessment has been submitted. It is evident that there is a high level of compliance when the scheme is tested against BRE Guidelines. Only 5 of the 80 habitable rooms do not meet the BRE requirements, but any small infractions largely relate to the location of balconies above the relevant windows, which overall provide amenity provision, a benefit of the scheme, and this is recognised when applying BRE Guidelines.

Conclusions on the amenities of future occupiers:-

In light of the above, it is considered the proposed scheme would provide a good standard of accommodation for future occupants.

Transport matters

Policy CS9 of the Barnet Core Strategy identifies that the Council will seek to ensure more efficient use of the local road network and more environmentally friendly transport networks, require that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 of the Barnet Development Management Plan document sets out the parking standards that the Council will apply when assessing new developments.

Highway officer comments as follows:

The site fronts onto Golders Green Road (A502) and it is situated about 60m south of the junction of A502 and the A406. The A406 is a key London orbital which forms part of the Transport for London Road Network (TLRN). The junction of A502 and A406 is major signal intersection. There are parking restrictions in the form of double yellow lines in the section of road fronting the site. The site is in a CPZ which operates Mon-Fri, 11-12 midday.

The site lies in an area with a PTAL rating of 3, which represents a moderate level of public transport accessibility. There are five bus routes (183,83 232,240 & 210) can be accessed from stops within 2-5 minutes walking distance of the site. Brent Cross tube station is located approximately 660m to the south and can be reached within 8-9 minutes on foot.

The proposal consists of the erection of 22 self-contained apartments (3x1bed, 7x2bed,

7x3bed and 5x4 bed). The parking requirement for the site based on policy DM17 is between 22 - 34 spaces. Based on a PTAL of 3, Highways would accept the provision of 28 parking spaces. The applicant proposes 21 spaces which equates to a shortfall of 7 spaces. Given that the CPZ on surrounding roads operate for 1 hour, there is a need to demonstrate that there is sufficient spaces available on street to accommodate the displacement of up to 7 vehicles. Parking surveys were carried out in March 2020 and the results indicate a parking stress of 57% with 101 spaces available. Although the parking surveys were carried out over 2 years ago, our records show that there are no committed developments in the vicinity that would affect the proposals for Yamor House. Notwithstanding the above, to promote sustainable and discourage car ownership, Highways would recommend that s106 CPZ permit restrictions are imposed.

2 disabled spaces are proposed within the ground floor car park which is acceptable.

Pedestrian routes and crossing points are designated within the car park but a minimum aisle width of 6m must be ensured within the car park. The tracking must be carried out with a large family car. Also, the access to the car park is narrow so only one vehicle can enter/exit at a time. Hence, shuttle working and priority arrangements will need to be clarified. Priority needs to be given to inbound vehicles as there is sufficient space for outbound vehicles to wait within the car park before exit. It is recommended that priority signs are installed at the entrance to the car park. This can be installed by way of a condition. It is noted that the maximum width of the site access must be 4.2m .

A revised parking layout plan incorporating priority signs, disabled parking bays and pedestrians routes/crossing points within the ground floor car park is requested. This should also show the existing and proposed crossover arrangement and can be secured by way of a planning condition.

Electric vehicle charging points shall be provided in accordance with London Plan standards. This equates to 4 active charging points and 17 passive spaces which shall be secured by way of a planning condition.

The provision of 46 cycle parking for this residential development is acceptable (44 long-stay and 2 short-stay) and this meets current London Plan standards. Long stay parking should be provided in a covered, sheltered, lockable, enclosed compound while short stay cycle parking should be provided in a covered, sheltered, lockable environment. The type of stands used must allow both wheels and the frame of the bicycle to be locked. Details of cycle parking are therefore requested by way of a condition. Highways supports the provision of internal cycle storage but recommend that the short-stay spaces are covered. Internal cycle parking is proposed which is acceptable for long stay provision and it is proposed that the two short stay spaces required are provided in a separate compartment or area within the front garden.

It is expected that refuse collections will take place on-street which follows the arrangements for neighbouring properties. However, the refuse stores must be located within 10 metres of the collection point on the road side or a management plan should be put in place to move the bins to a holding area by the roadside on collection days. The current proposals show refuse storage in the carpark and so a management plan condition is recommended.

Due to the number of units proposed, trip generation is unlikely to be a major issue. The site is expected to generate 6 two-way vehicle movements during the AM peak and 4 two-way vehicle movements during the PM peak. Hence, trip generation is not expected to be

a major issue. However, there are long queues on the A502 and right turn movements into the site could block straight ahead traffic which could quickly cause a build-up of vehicles extending back to the A406. Given that the principle of an access has been established by a previous application, Highways would recommend a left in and left out arrangement. Given the size of the development and considering that the anticipated level of vehicle trip generation is low, it is recommended that the impact of right turn movements into the site on the local highway network is monitored for six months post full occupation and if there is a problem then the engineering measures shown on the attached plan (Dwg No. DID-ZZ-XX-DR- C-5003) shall be implemented under a s278 agreement. The final design is to be agreed as part of the s278 process. The applicant will be required to enter into a s184/278 for any off-street highway works proposed as part of this development. All off-site highway works shall be implemented to the satisfaction of the Local Highway Authority prior to first occupation except for those measures to be decided upon following the 6 months monitoring period. TfL comments and approval of the proposed access arrangements must be sought.

The developer has submitted a travel plan and officers have reviewed the plan. Further details outlining TP monitoring at post-occupation and in years 1, 3 and 5 is required; an updated Residential Travel Plan should be provided to LBB within 6 months of first-occupation and every other year with monitoring surveys required to be carried out in years 1, 3, 5. Each submitted TP will incorporate the outcome and results of the previous monitoring surveys carried out.

Also, a travel plan monitoring contribution of £5,000 is requested. This is to be secured via a s106 agreement.

A construction management plan is requested for this development and due to the nature of the site and its proximity to the A406, both TfL and Barnet's approval of the plan is recommended. A temporary traffic management arrangement during the construction phase of the development has been agreed by TfL, Barnet and the applicant's agents. This involves installing a 1.5m pedestrian gantry and a loading area along Golders Green Road frontage. Details of the demolition and construction management and logistics plan are to be secured via a planning condition.

Highways would raise no objection to the proposal subject to a s106 agreement denying occupants of the development the right to purchase CPZ permits, a contribution of £5,000 towards travel plan monitoring and the S278 highways works as well as conditions/informatives.

Sustainability

An Energy Statement has been submitted. Carbon reduction is achieved through energy efficient services and high specification building fabric and use of air source heat pumps and PV. The remaining carbon emissions will be offset through a contribution of £25,471 which is to be secured via the legal agreement.

An Overheating report has been submitted which states that, given proximity to the North Circular Road, windows cannot be relied on for cooling. Mechanical ventilation and active cooling are proposed

Trees and Biodiversity

Three unprotected trees will be removed to accommodate this development. The applicant

must value these trees in accordance with policy G7 of the London Plan. As a minimum the replacement planting must match the value of the trees removed. If this cannot be achieved within the site boundary the Local authority maybe able to assist the developer by accommodating trees within the public realm.

A contribution towards street tree planting forms part of the legal agreement, given limited scope on site for tree planting.

Landscape

The landscape plan does not demonstrate that the scheme reaches 0.4 of the Urban Greening Factor under policy G5 of the London Plan. However the proposed landscaping is broadly acceptable. Given the extant permission, this is considered acceptable.

Ecology

No bats were identified emerging from the buildings within report Arbtech Bat Emergence and Re-entry Surveys 285-289 Golders Green Road, London, NW11 9JE Jerram Falkus Construction Limited dated September 2021.

The following recommendations were made:

The surveys undertaken to date in and around B1 provide sufficient information to inform a planning application. A European Protected Species Mitigation Licence (EPSML) will not be required to enable the proposed works to be lawfully undertaken. Appropriate justification for this assessment is provided in Section 3 of this report.

In the unlikely event that bats are unexpectedly found during any stage of the development, work should stop immediately and an ecologist from Arbtech should be contacted to seek further advice.

5.4 Response to Public Consultation

The concerns of third parties have been discussed within the main body of the report.

6. Equality and Diversity Issues

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

7. Conclusion

Having taken all material considerations into account, it is considered that subject to compliance with the attached conditions, the proposed development is acceptable and recommended for APPROVAL.

