

Location 228 - 232 Hendon Way London NW4 3NE

Reference: 23/0773/FUL Received: 23rd February 2023
Accepted: 27th February 2023

Ward: Hendon Expiry 29th May 2023

Case Officer: Zakera Matin

Applicant: Mr Bobby Malhotra

Proposal: Extensions and alterations to buildings, including ground floor rear extensions, two storey infill extension, and roof extension involving the addition of 1no. rear dormer window to provide a 40-room hotel, plus a basement level with front and rear lightwells. Associated refuse store, cycle storage, hard and soft landscaping, 7 No. parking spaces and new vehicular access

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.
 1. The Council's legal and professional costs of preparing the agreement and any other enabling agreements
 2. All obligations listed below to become enforceable in accordance with a

timetable to be agreed in writing with the Local Planning Authority.

3. A financial contribution towards carbon off-setting of £18,211.50 in order to achieve net zero carbon dioxide emissions
4. Financial contribution related to skills/apprenticeship contribution of £33,000 and creation of job for 2 local people
5. S106 agreement to deny the hotel/staff of the right to purchase CPZ permits,
6. Travel Plan monitoring fee of £5,000

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:

Existing:

HENDW-P000
HENDW-P001
HENDW-P002
HENDW-P003
HENDW-P004
HENDW-E001
HENDW-E002
HENDW-S001
HENDW-S002
HENDW-L001

Proposed:

HENDW-P400 RevB
HENDW-P401 RevB
HENDW-P402 RevB
HENDW-P403 RevB

HENDW-P404 RevB
HENDW-D401 RevB
HENDW-D402 RevB
HENDW-D403 RevB
HENDW-E401 RevB
HENDW-E402 RevB
HENDW-L401 RevB
HENDW-S401 RevB

Documents:

Outline Construction Logistics Plan (January 2023)
Outline Delivery and Servicing Plan (January 2023)
Sustainable Drainage Strategy (January 2023)
Transport Assessment (January 2023)
Framework Travel Plan (January 2023)
Energy Strategy Report (June 2023)
Planning, Design and Access Statement (Feb 2022)
Ecological Assessment (June 2023)
Soft Land space Plan (Amended 01September 2023)
E-mail dated 18 April 2023, 12 and 13 July 2023, 30 August 2023.

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

- 3 a) No development shall take place until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s) and any other changes proposed in the levels of the site have been submitted to and approved in writing by the Local Planning Authority.
- b) The development shall thereafter be implemented in accordance with the details as approved under this condition and retained as such thereafter.

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

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

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

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

5 a) No development or site works shall take place on site until an Updated '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 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.

7 a) Before the installation of any kitchen extraction unit(s) related to use hereby permitted, a detailed assessment for the kitchen extraction unit, which assesses the likely impacts of odour and smoke on the neighbouring properties shall be carried out by an approved consultant. This fully detailed assessment shall indicate the measures to be used to control and minimise odour and smoke to address its findings and should include some or all of the following: grease filters, carbon filters, odour neutralization and electrostatic precipitators (ESP). The equipment shall be installed using anti-vibration mounts. It should clearly show the scheme in a scale diagram and shall be submitted to and approved in writing by the Local Planning Authority.

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

Reason: To ensure that the amenities of the neighbouring occupiers are not prejudiced odour and smoke in the immediate surroundings in accordance with policies DM01 of the Development Management Policies DPD (adopted September 2012) and Policy CS14 of the Local Plan Core Strategy (adopted 2012).

8 Development shall not begin until the following information has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before development is completed:

Drainage Strategy to include the following but not limited to;

A fully labelled SuDS network diagram showing, pipes and manholes, suds features with reference numbers etc.

o SuDS design input data and results to support the design.

- o Infiltration site investigation results showing that infiltration systems are feasible method of discharge for this site, if SuDS infiltration method is proposed;
 - o Appropriate design rainfall i.e. Flood Estimation Handbook (FEH) design rainfall 2013.
 - o Assessment of the proposed drainage system during the 30-year design rainfall according to Design and Construction Guidance, March 2020;
 - o Assessment of the attenuation storage volumes to cope with the 100-year rainfall event plus climate change.
- Evidence of Thames Water (Water Company) agreement for discharge to their system (in principle/ consent to discharge) if the proposal includes connecting to a sewer system.
- o Details of overland flood flow routes in the event of system exceedance or failure, with demonstration that such flows can be appropriately managed on site without increasing the flood risk to occupants or neighbouring properties;
 - o SuDS operation and maintenance plan;
 - o SuDS detailed design drawings;
 - o SuDS construction phasing.

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, the London Plan 2021, 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).

- 9 Prior to the first occupation or commencement of the use of the development hereby permitted, a full Delivery and Servicing Plan (DSP) and Travel Plan (TP) shall be submitted to and approved in writing by the Local Planning Authority. The DSP and TP shall be approved in consultation with Transport for London.

The development thereafter shall only be operated in accordance with the delivery and servicing plan and travel plan approved under this condition.

Reason: In the interest of highway safety and to encourage the use of sustainable forms of transport to the site in accordance with London Plan 2021; 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.

- 10 a) Details of cycle parking including the type of stands, gaps between stands, location and type of cycle store proposed shall be implemented as per drawing HENDW-D401 RevB to provide minimum of 2 (long stay) and 4 (short stay) cycle

parking spaces in accordance with the London Plan Cycle Parking Standards and London Cycle Design Standards and shall not be used for any purpose other than parking of vehicles in connection with the approved development.

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

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 Plan 2021, 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.

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

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

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

12 Before the development hereby permitted is first occupied or the use first commences the parking spaces/garages shown on proposed HENDW-L401 Rev B; shall be provided and shall not be used for any purpose other than the parking of vehicles in connection with the approved development.

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

13 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 implemented as per Revised Soft Landscape Plan Rev B dated 01 September 2023

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 the London Plan 2021.

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

b) The development shall be implemented as per Energy Strategy Report (June 2023) to achieve BREEAM score requirement of Very Good.

Reason: To ensure that the development is sustainable and complies with Strategic and Local Policies in accordance with Policy DM02 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and the London Plan (2021).

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

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

16 All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance.

Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority.

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

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

- 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 The premises hereby permitted shall be used as a Hotel (Class C1) and for no other purpose (including any other purpose in Part C of Schedule 1 to the Town and Country Planning (Use Classes) Order, 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To enable the Local Planning Authority to exercise control of the type of use within the category in order to safeguard the amenities of the area.

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

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

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

- 20 All amplified speakers should be acoustically isolated from the structure of the basement and hotel with antivibration mounts and shall be retained as such thereafter.

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

- 21 The development shall be implemented in accordance with the recommendations and mitigation measures, contained within the Ecological Assessment Assessment (GS Ecology, June 2023a).

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

- 22 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 Building Regulation Part L 2013. 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), the London Plan (2021) and the 2016 Mayors Housing SPG.

- 23 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.

- 24 The dining room associated with the hotel use (shown in Ground floor plan HENDW-P401) - shall not be open after 10pm.

Reason: To ensure appropriate use of the site and to safeguard the amenities of occupiers of adjoining residential properties and the surrounding area.

- 25 a) Before the development hereby permitted is first occupied, storage of recycling containers and wheeled refuse bins shall be provided as per HENDW -D401 Rev B

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

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012); CS14 of the Adopted Barnet Core Strategy DPD (2012); and Policies D6 and S17 of the London Plan 2021.

- 25 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 Barnets Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 26 Before the permitted development is occupied, all off-site highways works must be fully implemented and completed to the satisfaction of the Local Highway Authority.

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

- 27 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 2 active and 3 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 the London Plan 2021.

- 28 Prior to installation, details of the boilers shall be forwarded to the Local Planning Authority for approval. The boilers shall have dry NOx emissions not exceeding 40 mg/kWh (0%), and shall be installed in full accordance with the details approved.

Reason: To reduce and limit NOx emissions to improve air quality and reduce greenhouse gases in accordance with Policies GG3, SI1 and SI2 of the Mayor's London Plan 2021.

- 29 Prior to occupation of the development the details the specification, location, including height, orientation, of the recommended ecological enhancement features including 6 x integrated bat roost boxes (within the newly constructed dwelling), 2 x Swift nest boxes, 3 x Woodstone bird nest boxes (or similar alternative), and 3 x insect hotels, and 3 x hedgehog homes shall be submitted and approved by the local planning authority.

All approved biodiversity enhancement features shall be installed on site prior in accordance with the thereafter approved enhancement plan and in line with guidance outlined within 'Designing for Biodiversity A technical guide for new and existing buildings (RIBA)' .

Reason: To enhance the biodiversity value of the site beyond its current baseline. Pursuant to section 197 of the Town and Country Planning Act 1990 in accordance with local planning policy DM16. Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy G6 of the London Plan 2021.

- 30 Prior to occupation details of the location of at least 3 x hedgehog highways (13cm x 13cm gaps) at the base of the boundary fencing are to be submitted and approved by the local planning authority.

The approved hedgehog links must be installed in the base of the boundary fencing to ensure continued access for commuting hedgehogs through the garden.

Reason: To ensure the continued habitat connectivity for hedgehogs, common toads and wildlife in general through residential gardens. Pursuant to section 197 of the Town and Country Planning Act 1990 in accordance with local planning policy DM01 & DM16. Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy G5, G6 & G7 of the London Plan 2021.

- 31 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.

- 32 a) No occupation of the development or commencement of any use shall take place until 10 per cent of new bedrooms to be constructed to be either wheelchair accessible or easily adaptable for residents who are wheelchair users.

b) The development shall be implemented in full accordance with the details as per approved drawing HENDW-D402, prior to the first occupation of the development and retained as such thereafter.

Reason: To ensure that the development is accessible for all members of the community and to comply with Policy DM02 of the Development Management Policies DPD (adopted September 2012) and Policy E10 of the London Plan 2021.

- 33 Prior to commencing with the soft and hard landscape scheme, details of the final design for the tree pits as outlined in 11.5 "Preparation, establishment and maintenance timetable of the approved SOFT LANDSCAPING PLAN: THE HIDE HOTEL 228, 230 & 232 HENDON WAY LONDON NW4 3NE reference: ECO2586d Report date: 26 June 2023. Amended 01 September 2023 shall be submitted and approved by the local planning authority.

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 the London Plan 2021.

- 34 The proposed internal rooms and corridors with the hotel shall be installed with water sprinklers and be permanently retained and maintained as such thereafter.

Reason: To reduce of damage caused by fire and the consequential cost to businesses and housing providers whilst promoting health and ensure that the health and safety of future occupiers is not unduly compromised in accordance with DM02 of the Management Development Document (2012); Barnet Supplementary Planning Document on Residential Design Standards (2016)

RECOMMENDATION III:

- 1 That if the above agreement has not been completed or Section 106 agreement has not been submitted within three months of the date of the Committee resolution, unless otherwise agreed in writing, the Service Director for Planning and Building Control, REFUSE the application under delegated powers for the following reason(s):
 1. The proposed development does not include a formal undertaking to meet the costs of the required carbon off-set provision. The proposal would therefore not address the impacts of the development, contrary to Policy S12 of the London Plan (2021), Policy CS13 of the Local Plan Core Strategy (adopted September 2012) and Policy DM04 of the Adopted Development Management Policies DPD.
 2. The proposed development does not include a formal undertaking to provide an agreement regarding local employment/training. The proposal would therefore fail to comply with Policy CS8 of Barnet's Core Strategy DPD (2012); Policy DM14 of Barnet's Development Management Policies Document DPD (2012), Policy E11 of the London Plan (2021), Barnet Local Plan SPD: Delivering Skills, Employment, Enterprise and Training from Development through S106 (2014) and Barnet Local Plan SPD: Planning Obligations (2013).
 3. The proposed development does not include a formal undertaking to provide an agreement to deny the hotel/staff of the right to purchase CPZ permits, or for the effective monitoring of the travel plan. The proposal would therefore fail to comply with Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (2012) and Policy T6.4 of the London Plan (2021)

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. 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 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 Councils refuse collection department is consulted to agree a refuse collection arrangement.

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.

- 4 If a concrete pump lorry is operated from the public highway, the surface of the highway and any gullies or drains nearby must be protected with plastic sheeting. Residue must never be washed into nearby gullies or drains. During the development works, any gullies or drains adjacent to the building site must be maintained to the satisfaction of the Local Highways Authority. If any gully is damaged or blocked, the applicant will be liable for all costs incurred. The Applicant shall ensure that all watercourses, drains, ditches, etc. are kept clear of any spoil, mud, slurry or other material likely to impede the free flow of water therein.
- 5 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 councils Highways Licence Team on 0208 359 3555 for any necessary Highways Licenses or email highwayscorrespondence@barnet.gov.uk.
- 6 No removal of trees, shrubs or vegetation shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Pursuant to Section 9 of the Wildlife and Countryside Act 1981 (as amended), and section 197 of the Town and Country Planning Act 1990 in accordance with local planning policy DM16. Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy G6 of the London Plan

- 7 Any artificial lighting scheme designed for development include off street lighting, should be designed and implemented in accordance with Bats Conservation Trust Guidance Note 08/18 Bats and artificial lighting in the UK Bats and the Built Environment series.
- 8 The removal of the invasive non-native species (e.g. cherry laurel and buddleia) should be undertaken by a trustworthy third-party invasive plant removal specialist who belong to a trade body such as the Property Care Association (PCA) Property Care Association or the Invasive Non-Native Specialist Association View Our Members - INNSA. An invasive species removal specialist would be responsible for the secure removal/treatment, transposition and disposing of
- 9 Soft landscaping should consist of 70/30 native grass to flowering plants to provide high quality habitat for pollinating insects including bees, butterflies. An example of a potential species rich meadow seeding mix includes Boston Seed Dual Purposed Wildflower Meadow Seed Mix BSXM 70/30 and for the amenity lawn Emorsate Seed Strong Lawn Grass Mixture EG22.

Any proposed tree and shrub planting should incorporate native species rich plantings and consist of native berry producing shrub species such as hawthorn, blackthorn, spindle, field maple, hazel, and hornbeam. These species will provide ideal foraging and sheltering habitats for a variety of species including nesting birds, invertebrates, and foraging mammals.

Night scented plants should also be incorporated into a detailed planting schedule where feasible. An extensive list of suitable plant species can be found on the RHS advice page <https://www.rhs.org.uk/advice/pdfs/plants-for-bats.pdf>. The provision of bat friendly planting is in Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy G6 of the London Plan 2021.

- 10 The facades that will face the A41 will need acoustic glazing and ventilation away from the main A41 road.

OFFICER'S ASSESSMENT

This application represents a departure from development plan policy and is therefore to be presented at Strategic Planning Committee. It should be noted that the proposal represents a variation on the scheme considered by the Strategic Planning Committee at the meeting of the 1st December 2020 (ref: 18/6261/FUL). Whilst it was resolved to approve that application at Committee, the application was ultimately withdrawn when the subsequent legal agreement was not completed.

1. Site Description

The application site comprises three properties situated adjacent to one another along the east side of Hendon Way, in the ward of West Hendon.

The application site is not located within a designated conservation area and does not contain any locally or statutory listed buildings.

With regard to Map 6 of the Development Management Policies Document (2012), No. 232 falls within the boundary of Hendon Central Town Centre (but is not designated primary or secondary frontage). The other two properties of No. 228 and 230 do not fall within the designated Town Centre.

No. 230 and 232 Hendon Way are linked and form an existing hotel (named 'The Hide London') [Use Class C1].

No. 228 Hendon Way is a single family dwelling house [Use Class C3]. The residential use is confirmed from a review of the Valuation Officer Records website and site visit.

There are no Tree Preservation Orders on site. However, there are mature trees at the rear of No. 228 single family dwelling house.

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

It is within Flood Zone 1 in accordance with the Government's flood map for planning. It is not in a critical drainage area.

2. Site History

Relevant history for No. 230-232 Hendon Way (the hotel):

Reference: 18/6261/FUL

Address: 228 - 232 Hendon Way

Decision: Withdrawn

Decision date: 31.08.2022

Description: Demolition of the existing buildings at No. 228-232 Hendon Way and construction of a new two storey building with rooms in the roofspace to provide a 51-room hotel (with conference facilities) across all three sites, plus a basement level with front and rear lightwells. Associated refuse store, cycle storage, hard and soft landscaping, 10 no. parking spaces and new vehicular access [DEPARTURE FROM POLICY]

Reference: W06712N/05

Address: 230-232 Hendon Way London NW4 3NE

Decision: Approved subject to conditions

Decision date: 14 December 2005

Description: Erection of two-storey rear extension, with dormers to rear slope and elevational changes to provide a 24-bedroom hotel. Use of rear garden as car parking area to provide an additional 7 car parking spaces. New roof to front entrance.

Reference: H/01663/09

Address: 230-232 Hendon Way, London, NW4 3NE

Decision: Refused

Decision date: 08 July 2009

Description: Alterations and extensions to roof including rear dormer and infilling of gap between pitched roof sections to facilitate further rooms in the roofspace, Increasing total number of hotel rooms from 24 to 25. Addition of a gable feature over the main front entrance. Installation of heat pumps in new basement compound at the hotel. (AMENDED DESCRIPTION)

Reference: W06712P/06

Address: 230-232 Hendon Way London NW4 3NE

Decision: Refused

Decision date: 06 December 2006

Appeal decision: Allowed

Appeal decision date: 23 October 2007

Appeal reference: APP/N5090/A/07/2043297

Description: Removal of Condition 5 of planning permission W06712N/05 dated 14.12.05 to allow clear glazed and opening windows to proposed dormer windows in east elevation.

Reference: W06712N/05

Address: 230-232 Hendon Way London NW4 3NE

Decision: Approved subject to conditions

Decision date: 14 December 2005

Description: Erection of two-storey rear extension, with dormers to rear slope and elevational changes to provide a 24-bedroom hotel. Use of rear garden as car parking area to provide an additional 7 car parking spaces. New roof to front entrance.

Reference: W06712M/04

Address: 230-232 Hendon Way London NW4 3NE

Decision: Refused

Decision date: 13 September 2004

Appeal decision: Dismissed

Appeal decision date: 25 May 2005

Appeal reference: APP/N5090/A/04/1164507

Description: Erection of two-storey rear extension, alterations to the roof including a new mansard with dormers to rear slope and elevational changes to provide a 27 bedroom hotel. Use of rear garden as car parking area to provide an additional 7 car parking spaces, accessible after demolition of existing garage on the south facing flank elevation.

Reference: W06712H

Address: 230-232 Hendon Way London NW4

Decision: Approved subject to conditions

Decision date: 07 December 1999

Description: Retention of 2 storey extension to link the 2 properties. Change of use from self contained flats to Hotel/Bed & Breakfast accommodation, provision of 5 parking spaces on the forecourt and 6 parking spaces to the rear

Relevant history for No. 228 Hendon Way (the dwelling):

Reference: 17/5073/HSE

Address: 228 Hendon Way, NW4 2NE

Decision: Approved subject to conditions

Decision date: 28 September 2017

Description: Excavation of the site to facilitate a basement level with side lightwells. Single storey rear extension

Reference: 17/2469/192

Address: 228 Hendon Way, NW4 3NE

Decision: Lawful

Decision date: 16 May 2017

Description: Roof extension involving hip to gable, rear dormer window with juliette balcony, 2no. rooflights to front and new gable window to side elevation to facilitate a loft conversion

Reference: 17/1747/192

Address: 228 Hendon Way, NW4 3NE

Decision: Unlawful

Decision date: 12 April 2017

Description: Roof extension involving hip to gable, rear dormer window with juliette balcony, 2no. rooflights to front elevation to facilitate a loft conversion

Reference: 17/1745/HSE

Address: 228 Hendon Way, NW4 3NE

Decision: Refused

Decision date: 12 May 2017

Description: Excavation of the site to facilitate a basement level with side lightwells. Single storey rear extension

Reference: 17/0253/PNH

Address: 228 Hendon Way, NW4 3NE

Decision: Prior approval required and approved

Decision date: 21 February 2017

Description: Single storey rear extension with a proposed maximum depth of 8 metres from original rear wall, eaves height of 2.8 metres and maximum height of 3 metres

Reference: 16/7290/PNH

Address: 228 Hendon Way, NW4 3NE

Decision: Prior approval required and refused

Decision date: 23 December 2016

Description: Single storey rear extension with a proposed maximum depth of 8 metres from original rear wall, eaves height of 2.8 metres and maximum height of 3 metres

Reference: 16/4884/PNH

Address: 228 Hendon Way, NW4 3NE

Decision: Prior approval required and refused

Decision date: 01 September 2016

Description: Single storey rear extension with a proposed maximum depth of 8 metres from original rear wall, eaves height of 2.8 metres and maximum height of 3 metres

Reference: 15/07182/FUL

Address: 228 Hendon Way, NW4 3NE

Decision: Approved subject to conditions

Decision date: 27 January 2016

Description: Change of use from D1 (Non Residential Institutions) to single dwelling house

3. Proposal

The application proposes extensions and alterations to buildings, including ground floor rear extensions, two storey infill extension, and roof extension involving the addition of 1no. rear dormer window to provide a 40-room hotel, plus a basement level with front and rear lightwells. Associated refuse store, cycle storage, hard and soft landscaping, 7 No. parking spaces and new vehicular access

The altered and extended buildings would visually represent three buildings 'linked' at ground, first and (partly) roof level, in a manner similar to that of the existing hotel at No. 230-232 Hendon Way.

At the front, the proposed building would reflect the character and appearance of the existing hotel building at site; with pitched roofs; front gable projections with two storey bay windows; and central bay windows at first floor. A bay window is also proposed at ground floor in the location of the former property at No. 228 Hendon Way.

Entrance to the hotel would remain as existing. An access ramp will lead from the driveway to the entrance of the hotel to provide step-free access for users. Steps up to the entrance are also proposed.

Under-croft vehicular access to the rear parking area would be relocated adjacent to the boundary of No. 228 Hendon Way, with entrance gates.

At the rear, the elevations would be similar in appearance as the existing hotel at No. 230-232 Hendon Way. Pitched roofs are proposed with rear dormers for No. 228 similar to No. 230-232 Hendon Way. There will be roof links across the three buildings. Similar sized rear dormer is proposed at the rear of extension at no.228. There would be a two storey infill extension to join the extension at no. 228 with the existing hotel.

Front and rear lightwells serving the rooms at lower ground level are proposed. The lightwells are buffered by soft landscaping to the front and rear.

Regarding measurements the building would be 38.2 metres in total width at ground floor. The building would be 14.4 metres in total depth at ground floor.

At first floor, the building would be 37.7 metres in total width. The building would be 12.5 metres in total depth at first floor (including bay windows).

The extended and altered development would be sited 0.5 metres from the boundary of No. 226 Hendon Way. The flank wall of that property is sited 3.8m from the boundary. There is a single storey garage abutting the common boundary. At ground floor, the proposed development would project 3.4 metres beyond the rear wall of No. 226 Hendon Way.

There would be single storey rear extensions with depth of 2m at the rear of existing hotel and 1m deep extension at the rear of no.228. These would feature flat roof of a height of 3 metres.

The extended building would be 8.5 metres to the ridge height from ground level and 5.8m to the eaves similar to the existing buildings on site.

The additional floor space for the hotel from incorporating the house would be 470 sqm.

An existing shed would remain in the rear.

The refuse/recycling storage is provided at the front. The cycle storage is also provided at the front on the west side.

No change is proposed along the neighbouring boundary with no.234 except for a single storey shed near the rear car parking area.

4. Public Consultation

A site notice was erected 09/03/2023.

Consultation letters were sent to 355 neighbouring properties.
3 letters of objection received.

The objections received can be summarised as follows:

- Probable impact on sunlight and privacy issue for No 4 Cheyne Walk.
- Probable impact on trees at the rear of the site.
- Loss of rear garden at no.228

Internal and external consultees:

Sustainability Officer: No Objection subject to condition and S106 contribution.

Welfare Employment and Skills Programme : No objection subject to employment and skills contribution.

Environmental Health: No objection subject to conditions.

Local Highways Authority: No objection subject to conditions and S106 agreement.

SUDS/Local Lead Flood Authority: No objection subject to conditions.

Metropolitan Police: No objection subject to conditions.

Trees: No objection subject to conditions.

Ecology: No objection

Thames Water: No objection subject to conditions.

Transport for London: Broadly satisfied with the proposals.

Waste and recycling: No objection subject to conditions.

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

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: GG 2, GG5, D1, D4, D5, D11, D14, E10, E11, G6, SI 2, SI 3, SI13, T5, T6.4.

Barnet's Local Plan (2012)

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

- Relevant Core Strategy Policies: CS NPPF, CS1, CS4, CS5, CS6, CS9.
- Relevant Development Management Policies: DM01, DM02, DM03, DM04, DM07, DM08, DM11, DM16, DM17.

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

minimum amenity standards and make a positive contribution to the Borough. The development standards set out in Policy DM02 are regarded as key for Barnet to deliver the highest standards of urban design.

Barnet's Local Plan (Reg 22) 2021

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.

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.

- States that extensions should normally be subordinate to the original house, respect the original building and should not be overly dominant. Extensions should normally be consistent in regard to the form, scale and architectural style of the original building which can be achieved through respecting the proportions of the existing house and using an appropriate roof form.

- In respect of amenity, states that extensions should not be overbearing or unduly obtrusive and care should be taken to ensure that they do not result in harmful loss of outlook, appear overbearing, or cause an increased sense of enclosure to adjoining properties. They should not reduce light to neighbouring windows to habitable rooms or cause significant overshadowing, and should not look out of place, overbearing or intrusive when viewed from surrounding areas.

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.

Supplementary Planning Document- Delivering Skills, Employment, Enterprise and Training from Development through S106

5.2 Main issues for consideration

The main issues for consideration in this case are:

- Principle of development;
- Impact on character and appearance;
- Impact on amenity of neighbouring occupiers;
- Impact on highways and parking;
- Any other material planning considerations.

5.3 Assessment of proposals

Principle of development

No. 230 and 232 Hendon Way are currently in use as a hotel (Use Class C1), currently named 'The Hide London'.

The property at No. 228 Hendon Way is currently used as a residential dwelling (Use Class C3).

The applicant proposes extensions and alterations to buildings, including ground floor rear extensions, two storey infill extension, and roof extension involving the addition of 1no. rear dormer window to provide a 40-room hotel, plus a basement level with front and rear lightwells. Associated refuse store, cycle storage, hard and soft landscaping, 7 No. parking spaces and new vehicular access.

The proposed development therefore seeks to expand the existing hotel into an additional site, which is currently in use as residential at site no. 228 Hendon Way.

The proposal would therefore result in the loss of one single family dwellinghouse at No. 228 Hendon Way.

From the submitted plans, the existing hotel has 23 bedrooms. The proposed hotel would have 40 rooms.

Policy CS4 of Barnet's Core Strategy DPD (2012) states that the Council's aim is to maximise housing choice alongside adequate supply.

Policy DM07 of Barnet's Development Management Policies Document DPD (2012) states that:

"Loss of residential accommodation will not be permitted unless:

- a. the proposed use is for a local facility (children's nursery, educational or health use) provided that it is not detrimental to residential amenity and;
- b. where need can be demonstrated and;
- c. the demand for the proposed use cannot adequately be met elsewhere and is in line with other policies

or;

- d. the location is no longer environmentally suitable and viable for residential use

or;

- e. it involves identified regeneration areas with large scale demolition of housing and estates which provides for the net replacement of the total residential units."

The proposal does not involve a local facility (as defined by Policy DM07 and Paragraph 8.1.3 of the supporting text). The applicant has not provided evidence that the location is no longer environmentally suitable and viable for residential use. It is not within an identified regeneration area.

London Plan Policy H8 "Loss of existing housing" states:

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

As such, the proposals fail to comply with Policy CS4 of Barnet's Core Strategy DPD (2012), Policy DM07 of Barnet's Development Management Policies Document DPD (2012) and London Plan Policy H8.

Policy DM08 of Barnet's Development Management Policies Document DPD (2012) sets out the Council's dwelling size priorities. For market housing, homes with 4 bedrooms are the highest priority, homes with 3 bedrooms are a medium priority.

The existing first floor plan submitted shows the property at No. 228 Hendon Way is a 4 bedroom house with a study.

When measuring the size of the study, it meets the bedroom size requirements for a single bedroom (London Plan 2021), therefore meaning it is capable of being a 5 bedroom house, which falls outside the Council's housing priorities in Policy DM08.

Furthermore, a lawful development certificate has also been approved for roof extensions at the property at No. 228 Hendon Way (application reference 17/2469/192, decision dated 16 May 2017); providing an additional two bedrooms in the loft.

It is also noted that the property at No. 228 Hendon Way was previously in non-residential use (D1 use), before being converted back to a single family dwelling house (approved under reference: 15/07182/FUL, decision dated 27 January 2016).

Although the applicant has not provided evidence that the location is no longer environmentally suitable and viable for residential use, Planning Officers acknowledge that it is less than ideal residential location due to the poor air quality and acoustic environment from the busy Hendon Way (A41).

In support of the proposal, with particular regard to the loss of the single family dwelling house, the applicant's Planning, Design and Access Statement states:

"Whilst the loss of a dwelling under use class C3 is relevant to this proposal, this has to be weighed against the benefits which include the genuine need for expansion and the fact that the existing hotel was originally approved under the similar terms."

"The pre-amble to policy DM11 recognises, much in the same way that policy CS5 does, that tourism related development will be expected to be located in a town centre with good public transport links with Central London."

The previous Committee Report also noted that "the proposal warrants flexibility to be applied when assessing against policy DM07. The general condition of the property and its former use would suggest that the use of No.228 when coupled with its sustainable

location, were determining factors to relaxing its original residential use."

The Council encourage town centres/edge of town centre locations with good PTAL for hotels as opposed to any less accessible residential areas.

Barnet's Development Management Policies Document DPD (2012) states that "The council will consider hotels and hostels as tourism related development and expect them to locate in a town centre with good public transport links with central London. There are fourteen district and one major town centre in Barnet, of which twelve have tube or rail links with central London. Due to the potential impact on residential amenity the development of hotels or hostels just outside the town centre boundary will not be acceptable."

The main part (No. 232) of the existing hotel building is within the Hendon Central town centre boundary and the extension/expansion to the building will be physically contiguous, such as to constitute a de facto single development forming a salient in the boundary which, in the view of Officers, is not contrary to the policy.

Under normal circumstances the Local Planning Authority would have applied a sequential test to planning applications for main town centre uses but in this instance this application site is already a hotel and seeking to extend. As such, a sequential test is not required.

In the absence of specific policy advice on expansion of hotels in Barnet's Local Plan, London Plan Policy E10 'Visitor infrastructure', Part states that, "London's visitor economy and associated employment should be strengthened by enhancing and extending its attractions, inclusive access, legibility, visitor experience and management and supporting infrastructure, particularly to parts of outer London well-connected by public transport, taking into account the needs of business as well as leisure visitors."

Part A states "London's visitor economy and associated employment should be strengthened by enhancing and extending its attractions, inclusive access, legibility, visitor experience and management and supporting infrastructure, particularly to parts of outer London well-connected by public transport, taking into account the needs of business as well as leisure visitors."

Part G states "In outer London...serviced accommodation should be promoted in town centres and within Opportunity Areas (in accordance with the sequential test as set out in Policy SD7 Town centres: development principles and Development Plan Documents) where they are well-connected by public transport, particularly to central London".

Part H states, "To ensure sufficient choice for people who require an accessible bedroom, development proposals for serviced accommodation should provide either: 10 per cent of new bedrooms to be wheelchair-accessible or 15 per cent of new bedrooms to be accessible rooms.

The proposed development therefore supports the strategic objectives of the London Plan 2021.

In addition, the London Borough of Barnet's Town Centres Floorspace Needs Assessment (2017) acknowledges that there is scope for town centres to capitalise on the growth of the leisure sector (which includes hotels), redefining their function as leisure 'destinations' in their own right (Paragraph 4.34).

Paragraph 4.32 identifies a strengthened demand from overseas for hotel accommodation. It notes recent growth in hotel accommodation has concentrated on national and international operators such as Travelodge, Premier Inn etc. in many cases as part of wider mixed use developments.

The TCFNA states that the development of a strong commercial leisure offer can help to increase footfall, particularly outside of retail hours, and visitors undertaking 'linked trips' between retail, leisure and other uses also spend increased dwell-time in centres (Paragraph 4.34).

The TCFNA identifies Hendon Central Town Centre as having potential to improve their performance (Paragraph 10.23). Paragraph 10.12 states that with the increase of Brent Cross's attraction, there are risks to nearby centres including Hendon Central, which will need to be closely monitored.

The proposed development subject to this planning application is a good opportunity for a local independent hotel to support an approximate mix of uses and services in order to retain and improve the vibrancy and vitality of Hendon Central Town Centre (by attracting passing-trade for its nearby shops).

This is in accordance with the development principle for Town Centres in the Draft Local Plan (Policy TOW01) which supports a greater diversity of uses, recognising the changing role of Town Centre locations as places that people visit for a variety of reasons, including retail, community and other main town centre (including offices and leisure). This is also a broad aim of Policy CS6 of Barnet's Core Strategy DPD (2012).

In conclusion, the proposed development will represent the loss of one single family dwelling house of which the proposed use would not satisfy the criteria of policy.

However, the proposed development would deliver a number of benefits, including:

- Contributing to the London Plan's strategic objectives of supporting London's visitor economy; improving the range and quality of hotel provision especially in outer London; and helping to achieve an increase in net additional hotel bedrooms in London;
- Improving the performance of Hendon Central Town Centre in light of Brent Cross's increased attraction;
- Encouraging more mixed uses in order to retain and improve the vibrancy and vitality of Hendon Central Town Centre arising from 'linked trips' and passed-by-trade from hotel visitors
- It's Town Centre/Edge of town centre location with good public transport links, which is a preferred location for a hotel use;

On balance, the loss of one residential dwelling would be outweighed by the wider benefits of the proposed expansion of the existing hotel use.

Therefore, the principle of the development is considered acceptable, subject to the scheme proposed being compliant with the relevant development plan policies and planning obligations.

It is noted that the principle of the development was also considered acceptable in the previous withdrawn scheme.

Impact on character and appearance

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

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

The proposed extensions and alterations would be of a similar appearance, scale, mass and height to the buildings currently on site.

The proposed development would broadly maintain the appearance of 'dwelling houses', albeit now linked at ground and first floor level across the site of 228 Hendon Way. The proposed roof form, 2 storey front gable projection and fenestration of the extended building would be similar to existing hotel of No. 230 and 232 Hendon Way. The proposed dormer would be built on the rear roof slope of no. 228 and would not be dissimilar in size and appearance to those that exists at the existing hotel of No. 230 and 232 Hendon Way. The proposed rear extensions at the rear of existing and extended part of the proposal with flat would be modest in depth and height and considered to be proportionate addition to existing buildings at site.

For the above reasons, it is considered that the proposed development would not harm the character and appearance of the street scene and surrounding area, and thus comply with Policy CS5 of Barnet's Core Strategy DPD (2012) and Policy DM01 of Barnet's Development Management Policies Document DPD (2012).

Impact on amenity of neighbouring occupiers:

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

To the north of the application site is No. 234 Hendon Way.

It appears, from information available on the Valuation Office Agency website (business rates and council tax records), that the property at No. 234 Hendon Way is mixed use - as a surgery and residential.

The existing hotel at No. 230 and 232 Hendon Way immediately abuts the boundary adjacent to No. 234 Hendon Way at ground and first floor. No change is proposed in depth or height of the exiting building adjacent to the boundary of No. 234 Hendon Way. As such, no harm would arise to the residential and visual amenities of these neighbouring occupiers.

A single storey storage shed is proposed near the rear car park sited 2.9m away from the shared boundary with No. 234 Hendon Way and not considered to cause any overbearing

impact for the neighbouring property.

To the south of the application site is No. 226 Hendon Way.

The property has been converted into two self-contained flats (as confirmed by VOA records and planning reference H/04410/11, decision dated 15 December 2011).

The existing building at No. 228 Hendon Way is sited 1.3 metres from the boundary adjacent to this neighbouring property. The rear wall of the existing building at No. 228 is relatively in line with the rear building line of No. 226 Hendon Way. The property at No. 226 Hendon Way is sited 3.8 metres from the boundary. There is a single storey garage abutting the common boundary.

The extended and altered development would be sited 0.5 metres from the boundary of No. 226 Hendon Way at ground floor. At ground floor, the proposed development would project 3.4 metres beyond the rear wall of No. 226 Hendon Way. At first floor the adjacent flank wall would project 2.5m from the rear building line of No. 226 Hendon Way and would be sited 1m from the boundary and 5m from the two storey flank wall of no. 226 Hendon Way.

Although this proposal is for a new development, the measurements would meet the guidance for ground and first floor rear extensions contained within Barnet's Residential Design Guidance SPD (2016). Furthermore, the property at No. 226 Hendon Way is sited 3.8 metres from the boundary adjacent to the application site, buffered by a single storey garage. As such, no harm is considered would arise to the residential and visual amenities of these neighbouring occupiers.

No flank wall windows proposed facing No. No. 226 Hendon Way and therefore there would not be any overlooking or privacy impact for that neighbouring occupier.

There are properties to the east of the site, along Cheyne Walk. As discussed earlier in this report, the extended development would have a similar form, scale, size and height as the existing buildings. It would result in one additional rear dormer and single storey rear extensions, from the plans provided the rearrest part extended development would be sited 12.3 metres from the rear boundary, and thus meet the guidance of Table 2.4 of Barnet's Sustainable Design and Construction SPD (2016) which states that in new residential development there should be a minimum distance of 10.5 m to a neighbouring garden. Although this proposal is not residential it provides a benchmark.

Planning Officers acknowledge that the proposed development would result in an intensification of the use. However, it is not considered to give rise to unacceptable increase in noise and disturbance arising from increased activity and comings/goings. The applicant informed that the facades that will face the A41 will have acoustic glazing and ventilation away from the main A41 road, as recommended by the environmental health officer, meaning windows will not be open a significant period of time. Furthermore there is already a high ambient noise level from the busy A41 road; it is commensurate with the existing character; and there is already vehicular access and parking to the rear, which will not increase in parking spaces. In addition, the environmental health officer has not raised objection to the scheme, subject to conditions.

In summary, it is not considered the proposed development would harm the amenities of neighbouring occupiers - as per the conclusion in the previous resolution to approve.

Impact on highways and parking:

The existing hotel provides 11 parking spaces (5 to the front and 6 to the rear). The existing house at No. 228 provides off street parking.

The Local Highways Authority has assessed the application and commented as below:

The site fronts onto the A41 (Hendon Way). The A41 (Hendon Way) forms part of the red route network managed by Transport for London (TfL). There are parking restrictions in the form of double red lines that operate at any time and short term parking bays which operate from Monday to Saturday, 7am -7pm, providing 1 hour free parking with no return within 30 minutes. The site is in a CPZ that operates Mon-Sat, 8am - 6.30pm but adjoining residential roads have CPZ restrictions that only operate Mon - Fri, 11 am - 12noon.

The site lies in an area with a PTAL rating of 5 (very good), which represents a high level of public transport accessibility. There are six bus routes (113, 324, 326, 143, 186 & 142) can be accessed from stops within a minutes walking distance from the site. Hendon Central tube station is located to the north, within 4 minutes walking distance from the site.

The proposal consists of the extensions and alterations to the existing building to provide a 40 room hotel. The London Plan (Policy T6.4) states that in locations with a PTAL 4-6, parking should be limited to operational needs, disabled parking, and taxis, coaches and deliveries. The proposed ground floor plan (original submission) shows 9 spaces including 2 disabled bays and a loading/taxi drop off and collection point. Highways would accept the proposed parking provision subject to the applicant agreeing to enter into a s106 agreement with the Council to deny the hotel/staff of the right to purchase CPZ permits.

Electric vehicle charging points shall be provided in accordance with London Plan standards. This 1 active and 1 passive spaces. The ground floor plan shows 2 active and 3 passive spaces which is acceptable. Details of electric vehicle charging points are requested by way of a planning condition.

Regarding cycle parking, the London Plan requires 1 space per 20 bedrooms (long stay) and 1space per 50 bedrooms (short stay). This equates to 2 long stay and 1 short stay space. The applicant proposed 6 cycle stands (2 long and 4 short stay) which is acceptable. Highways would recommend that cycle parking is provided on the forecourt. Also, the type of stands used must allow both wheels and the frame of the bicycle to be locked. The applicant provided details of cycle storage which is considered acceptable.

Refuse collection will continue to take place on-street and the location of the bin store is acceptable. Highway requested condition for updated delivery and servicing plan and swept path drawings.

The Streetscene Officer informed that the development will require to provide 1 x 1100lit general waste and 1 x 1100lit recycle waste collected 5 times per week. The applicant has amended the proposed waste bins as recommended by officers.

An analysis of trip generation indicates that the proposed development is likely to generate an increase in public transport and active travel (walking and cycling) trips, with 12 additional AM peak and 43 additional PM peak two-way public transport trips, alongside 3 additional AM peak and 11 additional PM peak two-way active travel trips. The proposal is expected to result in a reduction in private vehicle trips of approximately 9 two-way trips in

the AM peak and 31 two way trips in the PM peak. The development is therefore unlikely to have any significant impact on the local highway network.

The parking management plan is requested. This must set out the criteria for allocation of spaces, how inconsiderate and illegal parking will be enforced and if the parking will be charged for. A condition is attached to address this.

The proposed development will not involve any alterations/reinstatement to the existing vehicular accesses to the site. However, the proposal will involve some building works and the applicant has prepared an outline construction logistics plan. Officers have reviewed the CLP and an updated plan.

A travel plan monitoring fee of £5,000 is requested and this can be secured by way of a s106 agreement.

Highways would raise no objection subject a s106 contribution of £5,000 towards travel plan monitoring, CPZ permit restrictions and subject to attached conditions.

Hendon Way which forms part of the Transport for London Road Network (TLRN). TFL was consulted on the proposal. Their comments are as below:

The proposed number of cycle parking spaces provided is in line with London Plan policy requirements however it should be located in a more prominent clearly visible location in line with Chapter 8 of the London Cycling Design Standards (LCDS).

The proposed 9 parking spaces therefore seems excessive due to the proposed trip generation of taxis and people driving in a car/van being 0% of the multi-modal share.

The applicant will need to enter into a Section 278 agreement with TfL for any works to the footway or highway. It should be noted that TfL will have to approve and agree any amendments to the highway and all costs must be covered by the applicant.

Upon receiving the comments, the applicant provided revised drawings reducing the proposed parking number to maximum 7 parking spaces- 1 to the front and 6 to the rear. Cycle parking and refuse storage has been relocated to the front of the property. It is considered that the updated plan addressed the concerns raised by Highway and TFL officers.

Impact on trees:

Policy DM01 of Barnet's Development Management Policies Document DPD (2012) states in point k that: "Trees should be safeguarded. When protected trees are to be felled the council will require replanting with suitable size and species of tree where appropriate." It also sets out landscaping policy in point k of Policy DM01.

There are no Tree Preservation Orders on site.

Tree Officer has assessed the application and requested soft landscaping to be provided that gives relief from the build environment for residents looking out onto the A41 and towards the rear of the site. This will also have the benefit of improving and enhancing the buildings setting on Hendon Way.

New landscape at the rear of the hotel must be provided to offset the loss of trees. Ideally

a landscape plan is provided in advance of any approval so that the level of compensation planting can be considered.

The applicant provided the soft landscaping accordingly.

The officer assessed the submitted landscape plan considered it broadly acceptable with one minor amendment. The officer informed that, at the front of the property x 1 field maple and x 1 rowan have been specified. In terms of visual impression and adaptability to the location the species selected should be x 2 field maple. Due to the confined nature of the site an upright growing cultivar like Acer campestre 'Elsrijk' would be more suitable.

The Ecologist informed that, the proposed Soft Landscaping Plan (GS Ecology, June 2023b) has provided sufficient consideration to the provision of wildflower meadow planting and native hedgerow planting.

The Leylandii hedge is recommended to be removed and replaced with native deciduous tree species of higher biodiversity value such as hawthorn, blackthorn, spindle, field maple, hazel, and hornbeam.

The applicant subsequently provided updated soft landscape plan to address the points raised by the officers which is considered acceptable.

The officer is satisfied with the amended detail subject to precommencement condition on Tree Pit details.

Impact on ecology/biodiversity:

London Plan Policy states that development proposal should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity. Point c states that proposals should not adversely affect the integrity of European sites and be resisted where they have significant adverse impact on European or nationally designated sites or on the population or conservation status of a protected species or a priority species or habitat identified. Policy DM16 of Barnet's Development Management Policies Document DPD (2012) provides similar protection for biodiversity and identified/designated sites.

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

The officer assessed the submitted Preliminary Ecological Appraisal and Preliminary Roost Appraisal (PRA) (GS Ecology, June 2020) and Ecological Assessment [Bat surveys] (GS Ecology, July 2020) and considered it out of date and requested updated report.

The applicant subsequently provided updated Ecology report as requested by the council's ecologist.

The officer raised no concern to the findings and recommendations of the Ecological Assessment (GS Ecology, June 2023a) as no roosting bats were recorded during the bat emergence surveys. The officer informed that, no further surveys will be required in

support of the application.

The officer further commented that, if removal of the remnant bramble on the site boundary cannot be reasonably avoided outside of the nesting bird season (commence outside of breeding bird season (March to August inclusive) then a pre-construction survey for nesting birds will be required to be undertaken by a suitably qualified ecologist.

The non-native plant species Buddleia and cherry laurel present onsite should be removed as part of any future soft landscaping plan. A trustworthy third-party invasive plant removal specialist who belongs to a trade body such as the Property Care Association (PCA) <https://www.property-care.org/> or the Invasive Non-Native Specialist Association.

The officer recommended enhancement measures for biodiversity including purpose-built bird nest boxes, bat roost boxes, hedgehog box and hedgehog gaps.

The agent agreed in an e-mail dated 30/08/2023 to provide ecological enhancement.

The proposal is considered not to have any detrimental impact on Ecology and Biodiversity subject to conditions.

Safety/Security:

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

Design out Crime Officer from the Metropolitan Police Service has assessed the application. The officer commented that due to borough-wide burglary and wider crime statistics, it is recommended to incorporate crime prevention measures and police-preferred, tested and certified physical security products into a new-build or refurbishment project. This can be achieved through the adoption and compliance with the Secured by Design (SBD) accreditation process.

There is some mention of planned security and crime prevention measures for the site including secure steel enclosures for cycle parking (p. 16 - design and access statement) and self-closing, fob controlled security gates leading through the undercroft and into the park area. This also reduces the permeability of the site and helps to ensure that the rear of the site is not easily accessible and can remain private for staff and guests only.

The officer mentioned that, it is positive that there is one main point of access into the hotel, where hotel guests can be welcomed into the lobby by reception staff. However, it is recommended that the site achieves 'security compartmentation' and incorporates a secure lobby, especially when staff are otherwise engaged with another task or incident and unable to control access sufficiently.

It is positive that there is some foliage located at the front of the premises to help to protect the windows against potential attack and to provide some defensible space for guests in

those rooms. Foliage at the front of the premises should be kept to a maximum height of 1m. This is required to increase natural surveillance both into and out of the premises.

It is recommended that 'easily accessible' doors and windows are certificated to security rating PAS24:2022 to help to protect against burglary.

Formal surveillance (CCTV) is recommended for the main entrance into the hotel, lobby area, entrance to the undercroft leading to the car park and within the car park.

The agent amended the proposal to incorporate the security measures recommended. It is considered that the amended proposal addresses the issues raised.

Flooding and drainage:

Policy DM04 of Barnet's Development Management Policies Document DPD (2012) sets out policies in regards to flooding and run off. London Plan Policy SI 13 sets out policy in regards to sustainable drainage.

The Sustainable Drainage Team have no objections in principle to the proposed development subject to pre-commencement conditions.

Thames Water was consulted who has no objection to the proposal, subject to conditions for piling method statement.

As such, the proposal is found acceptable in this regard.

Environmental Health:

An Environmental Health officer has assessed the application and considered it acceptable subject to conditions on air quality neutral, noise from plant, construction method statement, individual and communal gas boilers.

The officer recommended that, the facades that will face the A41 will need acoustic glazing and ventilation away from the main A41 road. The agent conformed in an e-mail dated 13 July 2023 that acoustic glazing and ventilation would be provided.

Sustainability and Accessibility:

Barnet's Sustainable Design and Construction SPD states that Development proposals should achieve a minimum "Very Good" rating. A condition has been attached accordingly.

Part H states, "To ensure sufficient choice for people who require an accessible bedroom, development proposals for serviced accommodation should provide either: 10 per cent of new bedrooms to be wheelchair-accessible or 15 per cent of new bedrooms to be accessible rooms.

Plans have been submitted demonstrating that 10 per cent of the proposed rooms would be wheelchair accessible. A condition has also been attached accordingly.

London Plan 2021 Policy SI 2 requires that major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy.

It states that a minimum on-site reduction of at least 35 percent beyond Building Regulations is required for major development.

London Plan Policy SI 2 states that where it is demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either through a cash in lieu contribution to the borough's carbon offset fund or off-site.

The applicant has submitted a Sustainability and Energy Statement.

Councils Sustainability officer has assessed the document and commented that, energy efficiency design measures included in the design of the development, e.g. better u-values and air permeability than the minimum values set in the Part L2 2021 have been recommended (this incorporates insulation and energy efficient building fabric), double-glazed windows, air tightness, thermal bridging reduced, efficient heating and cooling systems and low-energy lighting and waste-water heat recovery.

The officer confirmed that all appropriate measures to maximise energy efficiency have been applied.

London Plan SI3 requires to exploit local energy resources (such as secondary heat) and supply energy efficiently by connecting to district heating networks. Appropriate options assessed to potentially connect to a heat network and none found to be feasible.

London Plan 2021 requires to maximise opportunities for renewable energy by producing, storing and using renewable energy on-site.

The officer informed that, the recommended use of communal Air Source Heat Pumps (ASHP) and PV show significant reductions in carbon emissions.

London Plan 2021 requires to monitor, verify and report on energy performance through the Mayor's post construction monitoring platform.

The officer informed that, The 'Be Seen' stage requires monitoring and reporting of the actual operational energy performance of major developments for at least five years via the Mayor's 'Be Seen' monitoring portal.

At this stage of the design process, the proposed development appears to have adequate measures in place to reduce risk of overheating.

The officer informed that, The proposed building has annual carbon emissions of 6.39 tonnes of carbon. This represents a reduction of carbon emissions of 37.8% beyond BR Part L.

This meets The London Plan requirement of a minimum on-site improvement over Part L 2021 at 35%, with a benchmark improvement over Part L 2021 at 50%.

The proposed energy efficiency (Be Lean) measures result in a carbon emissions reduction 5.52%. This does not meet the requirement of London Plan policy SI2, that non-

residential developments should achieve 15% reduction through energy efficiency measures.

However, as per the Mayor's Energy Assessment Guidance (2022) and in the Delivering Net Zero evidence study (2023), it is acknowledged that this target is currently difficult for non-residential buildings to meet.

Therefore, given that the development has taken a fabric-first approach, and has prioritised energy efficiency in its design. The officer informed that, that all appropriate energy efficiency measures are in place.

Their proposed BREEAM score meets the requirement of Very Good.

The applicant is proposing to compensate the Council for the 6.39 tonnes of carbon emissions reduction shortfall/year for 30 years @ £95/tonne totalling £18211.50 carbon off set payment.

Section 106 Carbon Offsetting

The application has clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, as per the London Plan: Policy SI 2, 9.2.2. Therefore, a Section 106 agreement is recommended for the development to meet the policy requirements.

1. The Developer will pay the Carbon Offset Contribution to Barnet Council prior to or on Commencement and on the understanding that such contribution will be used to effect the reduction of carbon dioxide emissions within the London Borough of Barnet, and shall not be used for any other purpose.

Barnet Council uses the previously agreed price of £60 per tonne. The overall contribution should be calculated over 30 years (the assumed lifetime of the development's services).

The carbon offset payment is calculated as below:

tonnes of carbon emissions per year x 30 years (predicted lifespan of a building) x £95 (the Mayor's current price per tonne of carbon emissions).

The Energy Strategy Report from Syntegra (June 2023) calculates annual tonnes of carbon emissions to be 6.39 tonnes per year.

Therefore 6.39 tonnes/Co2 x 30 years x £95 = £18,211.50 to be paid to Barnet's Carbon Offset Fund.

The number of tonnes of carbon emissions in the calculation should be based on the estimated Carbon Reduction Shortfall included within the Energy Strategy submitted with the Application.

2. The monitoring requirement for at least five years will require Officer time to review. There is

scope to recover this cost from the developer via a Section 106 agreement.

The applicant has agreed to a cash in lieu contribution. This has been attached as an obligation.

The officer raised no object to the proposal subject to Section 106 Carbon Offsetting.

Planning Obligations:

Supplementary Planning Document- Delivering Skills, Employment, Enterprise and Training from Development through S106 states that, the Council is committed to supporting the economy to grow, and to improving living standards by boosting incomes, opportunities, and wellbeing for people in Barnet.

In order to manage development related job opportunities the Council will use a Local Employment Agreement (LEA). A LEA sets out the skills, employment and training opportunities to be delivered from development and must include all employment opportunities generated by construction as well as the end use where the development creates more than 20 FTE (full time employee) jobs.

Developers are expected to provide a skills forecast for their development and highlight current skills shortages. A developer should set out an approach for linking with Jobs Brokerage Programmes as initiated and developed by the Council.

In regard to employment, the agent in an email dated 10 May 2023 informed that, the existing Hotel, currently supports 13 Staff members. Proposed Hotel Staff members following the completion of the proposal, expected to be 16 members of staff. This is due to the requirement to increase the number of Housekeeping staff on site.

Councils Welfare Employment and Skills Programme officers were consulted on the proposal. Officers recommended creation of job for 2 local people and apprenticeship differed to financial contribution of 33,000 of financial contribution would be required for the proposal.

The agent agreed to enter into S 106 agreement for the planning obligation.

Subject to S106 contribution the proposal is considered acceptable.

5.4 Response to Public Consultation

Addressed in 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

The proposed development is for the expansion and reconstruction of an established hotel to incorporate one additional plot (No. 228 Hendon Way). The proposed development would represent the loss of one single family dwellinghouse, contrary to development plan policy.

However, as assessed within the main report and determined in the previous resolution of the Committee, it is considered that the benefits of this particular proposal in supporting strategic objectives at both borough level and regional level outweigh the harm identified to the loss of one residential dwelling house.

The proposal has been amended to take into account the points raised by the statutory consultees.

The application is considered acceptable in all other planning matters, subject to conditions and obligations as attached. This application is therefore recommended for APPROVAL.

