

Location 679 High Road London N12 0DA

Reference: 23/4026/FUL Received: 15th September 2023
Accepted: 19th September 2023

Ward: West Finchley Expiry 19th December 2023

Case Officer: Josh Mclean

Applicant: Taylor Wimpey North Thames

Proposal: Demolition of the existing building and redevelopment of the site to provide 149 residential units (Use Class C3) comprising three storey houses and flatted blocks up to four storeys. Provision of new pedestrian route and access link, private and communal amenity space, refuse and secure storage, 38 car parking spaces, 276 cycle parking spaces and sub-station

OFFICER'S RECOMMENDATION

Approve subject to s106

AND the Committee grants delegated authority to the Service Director – Planning and Building Control to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chair (or in their absence the Vice-Chair) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee)

RECOMMENDATION I:

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

1. Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;
2. All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;
3. **Affordable Housing**

A payment in lieu towards the provision of affordable housing in the borough.

4. **Carbon Offset**

A contribution of £185,250 towards the Council's carbon offset fund.

5. **Skills and Employment**

On-site or Off-site contribution towards skills and employment.

6. **CPZ Contribution**

Contribution of £100,000 towards the review of the existing CPZ and implementation of CPZ extension if need demonstrated. Contributions to be sought in instalments:

7. **Restriction of Parking Permits**

Contribution of £5,000 towards the amendment of the Traffic Management Order to restrict future occupiers (except for proposed terrace dwellings along Rosemont Avenue) from obtaining residential parking permits. Inform new residents that they are not entitled to a parking permit for any current / future CPZ.

8. **Travel Plan and Monitoring contribution**

Submission of a full Residential Travel Plan with incentives of £300 per dwelling and a monitoring contribution of £15,000.

9. **Town Centre Contributions and Highways Improvement Works**

Off-site contribution of £121,335 towards the scoping, planning and/or implementing improvements to highways, open space and landscaping within the North Finchley Town Centre.

10. **Loss of Street Trees**

Compensation for the loss of the 1 street tree removed to accommodate the development.

11. **S278 Works**

Complete the Highway Works in accordance with the relevant Section 278 Agreement before occupation:

- i. Closure of existing access points to the Land and a new access onto the High Road (A1000) which includes improvements to pedestrian crossing facilities to ensure safety for pedestrians and road users: and
- ii. An improved crossing for cyclists and improved cycle access into the proposed east-west street in support of Vision Zero.

12. **Be Seen Energy Monitoring Guidance**

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.

13. **S106 Monitoring**

Contribution of towards the monitoring of the legal agreement in accordance with Barnet's Planning Obligations SPD.

RECOMMENDATION II:

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

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

Existing Site Plans

Site Location Plan - Dwg No. 1299D6000 I1
Application Boundary Plan - Dwg No. E1299D6001 I1
Site Topographical Survey - Dwg No. E1299D6002 I1
Proposed Demolition Plan - Dwg No. E1299D6003 I1

Proposed GA Site Plans

Proposed Ground Floor Plan - Dwg No. E1299D6100 I2
Proposed First Floor Plan - Dwg No. E1299D6101 I2
Proposed Second Floor Plan - Dwg No. E1299D6102 I2
Proposed Third Floor Plan - Dwg No. E1299D6103 I2
Proposed Roof Plan - Dwg No. E1299D6104 I2

Building GA Floor Plans

Proposed Ground Floor Plan (Sheet 1 of 2) - Dwg No. E1299D1100 I2
Proposed Ground Floor Plan (Sheet 2 of 2) - Dwg No. E1299D2100 I2
Proposed First Floor Plan (Sheet 1 of 2) - Dwg No. E1299D1101 I2
Proposed First Floor Plan (Sheet 2 of 2) - Dwg No. E1299D2101 I2
Proposed Second Floor Plan (Sheet 1 of 2) - Dwg No. E1299D1102 I2
Proposed Second Floor Plan (Sheet 2 of 2) - Dwg No. E1299D2102 I2
Proposed Third Floor Plan (Sheet 1 of 2) - Dwg No. E1299D1103 I2
Proposed Third Floor Plan (Sheet 2 of 2) - Dwg No. E1299D2103 I2
Proposed Roof Plan (Sheet 1 of 2) - Dwg No. E1299D1104 I2
Proposed Roof Plan (Sheet 2 of 2) - Dwg No. E1299D2104 I2

Proposed Coloured Street Elevations

Proposed Street Elevations 1 & 2 (Christchurch Avenue & Living - Dwg No. E1299D6200 I1
Proposed Street Elevations 3,4 & 5 (High Street, Woodberry Grove & Rosement Avenue) - Dwg No. E1299D6201 I2

Proposed Elevations B&W

Proposed Elevations Building A and End Block - Dwg No. E1299D1200 I2

Proposed Elevations Building B and C - Dwg No. E1299D1201 I1
Proposed Elevation Building D - Dwg No. E1299D1202 I2
Proposed Elevations Terrace 1 (Rosemont Avenue) - Dwg No. E1299D1203 I2
Proposed Elevations Terrace 2 and Endblock (Woodberry Grove) - Dwg No. E1299D1204 I1
Proposed Elevations Terrace 3 (Christchurch Avenue) - Dwg No. E1299D1205 I1

Proposed Elevations Terrace 4 (Living Street) - Dwg No. E1299D1206 I1
Proposed Elevations Terrace 5 (Living Street) - Dwg No. E1299D1207 I1

Proposed Part Elevations Colour

Proposed Part Elevations Terrace 1 (Rosemont Avenue) - Dwg No. E1299D3100 I2

Proposed Part Elevations Terrace 2 (Woodberry Grove) - Dwg No. E1299D3101 I1

Proposed Part Elevations Terrace 3 (Christchurch Avenue) - Dwg No. E1299D3102 I1

Proposed Part Elevations End Block (Terrace 3) - Dwg No. E1299D3103 I1

Proposed Part Elevations Terrace 5 (Living Street) - Dwg No. E1299D3104 I1

Proposed Part Elevation Building A - Dwg No. E1299D3105 I2

Proposed Part Elevation Building B - Dwg No. E1299D3106 I1

Proposed Part Elevation Building C - Dwg No. E1299D3107 I1

Proposed Part Elevation Building D - Dwg No. E1299D3108 I2

Proposed GA Sections

Proposed Section AA - Dwg No. E1299D6300 I1

Proposed Section BB - Dwg No. E1299D6301 I1

Proposed Sections DD & EE - Dwg No. E1299D6302 I1

Proposed Section CC - Dwg No. E1299D6303 I1

Proposed Section FF & GG - Dwg No. E1299D6304 I1

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

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

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

- 3 a) Notwithstanding the details approved, before the relevant part of the works are begun, details of the materials to be used for the external surfaces of the building(s), 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).

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

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

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

- 5 a) No development other than demolition works shall commence until the applicant has provided details, to be submitted to and approved by the Local Planning Authority, of special foundations that will be able to 'bridge' the rooting areas of trees or foundations that can be inserted through the root system without harm.

Reason: To prevent harm to specially protected trees in accordance with local planning policy DM01, Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012).

- 6 a) A scheme of hard and soft landscaping, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, shall be submitted to and agreed in writing by the Local Planning Authority prior to the occupation of the hereby approved development.

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

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

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted

September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016).

- 7 a) Prior to the first occupation of the relevant buildings hereby approved, details of the proposed green roofs have been submitted to and approved in writing by the Local Planning Authority.
- b) The green roof shall be implemented in accordance with the details approved this condition prior to the commencement of the use or first occupation of the development and retained as such thereafter. Should part of the approved green roof be removed, die, become severely damaged or diseased within five years of the completion of development, it shall be replaced in accordance with the details approved by this condition.

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

- 8 a) The development hereby approved shall be implemented in accordance with the dimensioned tree protection plan dwg no. TPP/679 High Road/04-08-23 Rev C and the method statement contained from Section 4 of the approved Arboricultural Impact Assessment & Arboricultural Method Statement, by Southern Ecological Solutions Ltd in accordance with Section 6.1 of British Standard BS5837: 2012 (Trees in relation to design, demolition and construction - Recommendations).

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

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy G6 of the London Plan 2021.

- 9 a) Prior to the first occupation of the hereby approved development, details of a Landscape Management Plan for all landscaped areas for a minimum period of 25 years have been submitted to and approved in writing by the Local Planning Authority.

b) The Landscape Management Plan shall include details of long-term design objectives, management responsibilities, maintenance schedules and replacement planting provisions for existing retained trees and any new soft landscaping to be planted as part of the approved landscaping scheme.

c) The approved Landscape Management Plan shall be implemented in full in accordance with details approved under this condition.

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

10 Prior to occupation, a detailed bat sensitive lighting strategy for the site shall be submitted to and approved in writing by the local planning authority. The strategy shall:

- a) identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along routes used to access key areas of their territory; and
- b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All artificial lighting shall be designed in accordance with the lighting specification, avoidance and mitigation measures outlined with the Guidance Note 08/18 Bats and artificial lighting in the UK Bats and the Built Environment series (Institution of Lighting Professionals, 2018)

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy.

Reason: 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.

11 Prior to first occupation of the development hereby permitted, a Biodiversity Net Gain Plan shall be submitted to and approved in writing by the Local Planning Authority. The Biodiversity Gain Plan shall meet the requirements of Schedule 14, paragraph 14(2)(a) - (e) of the Environment Act 2021, and shall provide:

- (i) that the biodiversity value attributable to the development hereby permitted exceeds the pre-development biodiversity value of the onsite habitat by at least 10%; and
- (ii) that works to be carried out in the course of development to increase the biodiversity value of the onsite habitat (which shall include those set out in the Biodiversity Impact Assessment (BM3, October 2023, Rev A) are maintained for at least 30 years after the development is completed, as detailed within the approved Landscape Ecological Management Plan (LEMP) (BM3, October 2023).
- (iii) An updated Biodiversity Impact Assessment produced using the Defra Metric 4.0 will need to be submitted to and approved by the LPA at the end of Years 2, 3, 5, 10 and every 5 years thereafter until the 30th year to confirm that approved development will achieve Net Gain.

Reason: To ensure that the approved development will achieve the required level of Biodiversity Net Gain over the statutory 30-year period in accordance with Schedule 14 of the Environment Act 2021. 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.

- 12 a) The site shall not be brought into use or first occupied until details of the means of enclosure, including boundary treatments, have been submitted to and approved in writing by the Local Planning Authority.
- b) The treatment of boundaries should be permeable to species such as hedgehogs (*Erinaceus europaeus*) and common toad (*Bufo bufo*), with the introduction of a minimum of 3no 13 x 13cm ground level access 'hedgehog hole' between the application site and each neighbouring piece of land to enable connections and prevent the fragmentation of habitat
- c) 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, DM16, 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).

- 13 Notwithstanding the details shown on the plans submitted and otherwise hereby approved, prior to the first occupation of the development a scheme detailing all play equipment to be installed in the communal amenity spaces provided on the site and a programme for their implementation shall be submitted to the Local Planning Authority and approved in writing.

The development shall be implemented in full accordance with the details as approved and the agreed programme of implementation.

Reason: To ensure that the development represents high quality design and to accord with policies DM01 and DM02 of the Barnet Local Plan.

- 14 Prior to occupancy all the hereafter approved ecological enhancement features including all bat roost boxes, bird nest boxes, sparrow terraces, swift boxes, bee bricks, and bug hotels shall be installed onsite in accordance with the hereafter approved Landscape Strategy (06.07.2023, D900, BM3).

The approved ecological enhancement features shall be installed, maintained and monitored in accordance with the measures outlined within the approved Landscape Ecological Management Plan (LEMP) (BM3, October 2023).

Reason: 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.

- 15 All site works and works in connection with the development hereby approved shall be carried out in strict accordance with the recommendations set out in the approved Preliminary Ecological Appraisal, reference DMD-HNF-PEA-00, Rev 07 dated 12.09.2023 (AESG).

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).

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

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

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

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

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

2021.

- 17 a) Before the permitted development is first occupied a full Delivery and Servicing Plan (DSP) shall be submitted to and agreed by the Local Planning Authority.

b) The development shall be carried out in accordance with the approved plan.

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

- 18 Prior to first occupation of the residential units, a Residential Car Parking Management Scheme shall be submitted to and agreed in writing for each Phase by the Local Planning Authority. The RCPMS shall include a plan identifying the disabled parking spaces to be delivered clearly marked with a British Standard disabled symbol and disabled parking shall be retained for the use of disabled persons and their vehicles and for no other purpose.

Reason: To ensure that parking is provided and managed in line with Barnet Council standards in the interests of highway and pedestrian safety and in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012. To ensure and promote easier access for disabled persons to the approved building in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 19 Prior to the first occupation of each phase; details of cycle parking and cycle storage facilities shall be submitted to and approved in writing by the Local Planning Authority. Such spaces shall be in accordance with the London Plan and London Cycle Design Standards (or any superseding guidance). All spaces shall be permanently retained thereafter.

Reason: In the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 20 a) Prior to the first occupation or commencement of the use of the development hereby permitted, full details of the Electric Vehicle Charging facilities to be installed in the development shall be submitted to the Local Planning Authority and approved in writing.

b) The development shall be implemented in full accordance with the details approved by this condition prior to the first occupation of the development or the commencement of the use and thereafter be maintained as such in perpetuity.

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

21 a) Notwithstanding the details submitted with the application and otherwise hereby approved, prior to occupation of the site, details of (i) A Refuse and Recycling Collection Strategy, which includes details of the collection arrangements and whether or not refuse and recycling collections would be carried out by the Council or an alternative service provider, (ii) Details of the enclosures, screened facilities and internal areas of the proposed building to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable, and (iii) Plans showing satisfactory points of collection for refuse and recycling, have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented, and the refuse and recycling facilities provided in full accordance with the information approved under this condition before the development is first occupied and the development shall be managed in accordance with the information approved under this condition in perpetuity once occupation of the site has commenced.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy CS14 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted October 2016).

22 a) Notwithstanding the approved plans, details of the closing up of the site vehicular access from the High Road (A1000) and improvements to the crossing facilities in proximity to this junction shall be submitted prior to the commencement of these works and the development shall not be first occupied until the details have been 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.

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

23 Before the development hereby permitted is first occupied, the parking spaces shown on Proposed Ground Floor Plan - Dwg No. E1299D6100 I2 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 Policies T6 and T6.1 of the London Plan 2021.

24 Part 1

Before development commences other than for investigative work:

a) If the approved desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

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

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

Part 2

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

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

- 25 a) No development other than demolition works shall commence on site in connection with the development hereby approved until a report has been carried out by a competent acoustic consultant that assesses the likely noise impacts from the development of the ventilation/extraction plant, and mitigation measures for the development to reduce these noise impacts to acceptable levels, and has been submitted to and approved in writing by the Local Planning Authority.

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

b) The measures approved under this condition shall be implemented in their

entirety prior to the commencement of the use/first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2016) and Policies D13 and D14 of the London Plan 2021.

- 26 The approved mitigation scheme as set out in the approved Air Quality Assessment, Ref. DMD-HNF-AQA-04 Rev. 04 by AESG dated 16.08.2023 shall be implemented in its entirety before any of the development is first occupied and retained as such thereafter.

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

- 27 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.

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

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

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

D14 of the London Plan 2021.

- 29 Notwithstanding the details approved, no development (other than site demolition and site preparation works) shall take place until an updated Flood Risk Assessment & Surface Water Drainage Strategy for the development has been submitted to and approved in writing by the Council. The scheme shall subsequently be implemented in accordance with the approved details before development is completed.

Reasons: 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.

- 30 a) Prior to carrying out above grade works of each building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such parts of a building can achieve full 'Secured by Design' Accreditation.
- b) Prior to the first occupation of each residential building a 'Secured by Design' accreditation shall be obtained for the building.

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

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

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

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with policies CS5 and DM01 of the Barnet Local Plan.

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

Reason: To encourage the efficient use of water in accordance with policy CS13 of the Barnet Core Strategy (2012).

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

Reason: To ensure the development meets the needs of its future occupiers.

- 34 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 63.4% in carbon dioxide emissions when compared to a building constructed to comply with the minimum Target Emission Rate requirements of the 2010 Building Regulations. The development shall be maintained as such in perpetuity thereafter.

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

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

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

RECOMMENDATION III:

- 1 That if the above agreement has not been completed has not been submitted by 28 April 2024, unless otherwise agreed in writing, the Service Director for Planning and Building Control REFUSE the application under delegated powers for the following reason(s):

1. The proposed development does not include a formal undertaking to meet the costs of provision of affordable housing, carbon off-set, loss of street tree and highways mitigation. The proposal would therefore not address the impacts of the development, contrary to Policies CS4, CS5, CS9 and CS10 of the Local Plan Core Strategy (adopted September 2012), policies DM01, DM04, DM09, DM10, DM13 and DM17 of the Development Management Policies (adopted September 2012) and the Planning Obligations SPD (adopted April 2013).

Informative(s):

- 1 In accordance with paragraphs 39-46 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered, and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.
- 2 The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.

We believe that your development is liable for CIL. The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £60 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge. The London Borough of Barnet first adopted a CIL charge on 1st May 2013. A new Barnet CIL Charging Schedule applies from 1 April 2022 (<https://www.barnet.gov.uk/planning-and-building/planning/community-infrastructure-levy>) which applies a charge to all residential (including sui generis residential), hotel, retail and employment uses.

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

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

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

available from the Planning Portal website.

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

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

- 3 A Planning Obligation under Section 106 of the Town & Country Planning Act 1990 (as amended) relates to this permission.
- 4 The applicant is advised that any development or conversion which necessitates the removal, changing, or creation of an address or addresses must be officially registered by the Council through the formal 'Street Naming and Numbering' process.

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

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

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

- 5 An updated Preliminary Ecological Appraisal will be submitted to and approved at 5-year intervals after the completion of the development. This will include an inspection of various wildlife boxes, noting that bat boxes should be inspected by a licensed bat worker. The report will describe condition of the various features highlighted for management in this report and make recommendations for improvements and changes to the management regime, as well as any repairs, replacements, and general maintenance.
- 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.

- 7 During construction, any excavations including holes, pipes and boreholes that need to be left overnight should be covered over or fitted with mammal ramps to ensure that any animals that enter can safely escape. Any open pipework with an outside diameter of greater than 120 mm must be covered at the end of each work-day to prevent animals entering/becoming trapped. Vegetation clearance should be undertaken in a sensitive manner to allow terrestrial mammals to disperse. Any trapped mammals found during the process should be carefully moved to the retained boundary habitats at the end site or adjacent habitats off site.
- 8 The removal of the invasive non-native species (e.g. 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 "controlled waste" under the Environment Protection Act 1990 (EPA 1990). Controlled waste is defined as any plant material or contaminated soil under the Environment Protection Act 1990.
- 9 Tree and shrub species selected for landscaping/replacement planting provide long term resilience to pest, diseases and climate change. The diverse range of species and variety will help prevent rapid spread of any disease. In addition to this, all trees, shrubs and herbaceous plants must adhere to basic bio-security measures to prevent accidental release of pest and diseases and must follow the guidelines below.

"An overarching recommendation is to follow BS 8545: Trees: From Nursery to independence in the Landscape. Recommendations and that in the interest of Biosecurity, trees should not be imported directly from European suppliers and planted straight into the field but spend a full growing season in a British nursery to ensure plant health and non-infection by foreign pests or disease. This is the appropriate measure to address the introduction of diseases such as Oak Processionary Moth and Chalara of Ash. All trees to be planted must have been held in quarantine."

- 10 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.

- 11 For works on the public highway, the applicant will be required to submit a Street Works Licence application to the Development and Regulatory Services, 2 Bristol Avenue, Colindale NW9 4EW at least 4-6 weeks before the start of works on the public highway.
- 12 In complying with the contaminated land condition parts 1 and 2, reference should be made at all stages to appropriate current guidance and codes of practice. This would include:
- 1) The Environment Agency CLR & SR Guidance documents (including CLR11 'Model Procedures for the Management of Land Contamination');
 - 2) National Planning Policy Framework (2012) / National Planning Practice Guidance (2014);
 - 3) BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice;
 - 4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH;
 - 5) CIRIA report C665 - Assessing risks posed by hazardous ground gases to buildings;
 - 6) CIRIA report C733 - Asbestos in soil and made ground: a guide to understanding and managing risks.
- Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.
- 13 The applicant is advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

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

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

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

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

- 1) BS 7445(2003) Pt 1, BS7445 (1991) Pts 2 & 3 - Description and measurement of environmental noise;
- 2) BS 4142:2014 - Method for rating industrial noise affecting mixed residential and

industrial areas;

3) BS 8223: 2014 - Guidance on sound insulation and noise reduction for buildings: code of practice;

4) Department of Transport: Calculation of road traffic noise (1988);

5) Department of Transport: Calculation of railway noise (1995);

6) National Planning Policy Framework (2012)/ National Planning Policy Guidance (2014).

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

- 14 The submitted Demolition and Construction Method Statement shall include as a minimum details of:
- o Site hoarding
 - o Wheel washing
 - o Dust suppression methods and kit to be used
 - o Site plan identifying location of site entrance, exit, wheel washing, hoarding, dust suppression, location of water supplies and location of nearest neighbouring receptors. Explain reasoning if not applicable.
 - o Confirmation whether a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation.
 - o Confirmation of the following: logbook on site for complaints, work in accordance with British Standards BS 5228-1:2009+A1:2014 and best practicable means are employed; clear contact details on hoarding. Standard construction site hours are 8am-6pm Monday - Friday, 8am-1pm Saturday and not at all on Sundays and Bank Holidays. Bonfires are not permitted on site.
 - o Confirmation that all Non-Road Mobile Machinery (NRMM) comply with the Non-Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999.
 - o For major developments only: provide a copy of an asbestos survey;
- 15 There are potentially water mains running through or near to part of proposed development site. If the development goes ahead as proposed, the applicant/developer will need to get in contact with Affinity Water Developer Services Team to discuss asset protection or diversionary measures. This can be done through the My Developments Portal (<https://affinitywater.custhelp.com/>) or aw_developerservices@custhelp.com.

Due to its location, Affinity Water will supply drinking water to the development in the event that it is constructed. Should planning permission be granted, the applicant is also advised to contact Affinity Water Developer Services as soon as possible regarding supply matters due to the increased demand for water in the area resulting from this development.

To apply for a new or upgraded connection, please contact Affinity Water Developer Services Team by going through their My Developments Portal (<https://affinitywater.custhelp.com/>) or aw_developerservices@custhelp.com. The Team also handle C3 and C4 requests to cost potential water mains diversions. If a water mains plan is required, this can also be obtained by emailing maps@affinitywater.co.uk. Please note that charges may apply.

1.0 OFFICER'S ASSESSMENT

1.1 This application has been referred to Strategic Planning Committee at the discretion with the Chief Planning Officer, after consultation and agreement with the Chair. It is considered that the site's previous history is an important factor and for consistency purposes, the application, whilst not meeting the SPC threshold this time, should be considered again by the SPC committee.

1.2 POLICY CONSIDERATIONS

Key Relevant Planning Policy

1.2.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals be determined in accordance with the development plan unless material considerations indicate otherwise.

1.2.2 In this case, the development plan is The London Plan and the development plan documents in the Barnet Local Plan. These statutory development plans are the main policy basis for the consideration of this planning application.

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

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

1.2.5 More detail on the policy framework relevant to the determination of this development and an appraisal of the proposal against the development plan policies of most relevance to the application is set out in subsequent sections of this report dealing with specific policy and topic areas. This is not repeated here.

National Planning Policy Framework (NPPF) December 2023

1.2.6 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.

1.2.7 A new version of the NPPF was updated on 20 December September replacing the earlier 2023 version. The NPPF sets out the Government's planning policies for

England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.

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

The London Plan 2021

- 1.2.9 The London Plan 2021 is the development plan in terms of strategic planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The London Plan policies (arranged by chapter) most relevant to the determination of this application are:

Chapter 1 Planning London's Future – Good Growth

- GG1 (Building strong and inclusive communities)
- GG2 (Making the best use of land)
- GG3 (Creating a healthy city)
- GG4 (Delivering the homes Londoners need)
- GG5 (Growing a good economy)
- GG6 (Increasing efficiency and resilience)

Chapter 2 Spatial Development Patterns

- SD6 (Town Centres and high streets)
- SD8 (Town Centre Network)
- SD10 (Strategic and local regeneration)

Chapter 3 Design

- D1 (London's form, character and capacity for growth)
- D2 (Infrastructure requirements for sustainable densities)
- D3 (Optimising site capacity through the design-led approach)
- D4 (Delivering good design)
- D5 (Inclusive design)
- D6 (Housing quality and standards)
- D7 (Accessible housing)
- D8 (Public realm)
- D11 (Safety, security and resilience to emergency)
- D12 (Fire safety)
- D14 (Noise)

Chapter 4 Housing

- H1 (Increasing housing supply)

- H4 (Delivering affordable housing)
- H5 (Threshold approach to applications)
- H6 (Affordable housing tenure)
- H7 (Monitoring of affordable housing)
- H10 (Housing size mix)

Chapter 5 Social Infrastructure

- S1 (Developing London's social infrastructure)
- S4 (Play and informal recreation)

Chapter 6 Economy

- E11 (Skills and opportunities for all)

Chapter 7 Heritage and Culture

- HC1 (Heritage conservation and growth)

Chapter 8 Infrastructure and Natural Environment}

- G1 (Green infrastructure)
- G4 (Open Space)
- G5 (Urban greening)
- G6 (Biodiversity and access to nature)
- G7 (Trees and Woodland)

Chapter 9 Sustainable Infrastructure

- SI 1 (Improving air quality)
- SI 2 (Minimising greenhouse gas emissions)
- SI 3 (Energy Infrastructure)
- SI 4 (Managing heat risk)
- SI 5 (Water infrastructure)
- SI 6 (Digital connectivity infrastructure)
- SI 7 (Reducing waste and supporting the circular economy)
- SI 8 (Waste capacity and net waste self-sufficiency)
- SI 12 (Flood risk management)
- SI 13 (Sustainable drainage)

Chapter 10 Transport

- T1 (Strategic approach to transport)
- T2 (Healthy Streets)
- T3 (Transport capacity, connectivity and safeguarding)
- T4 (Assessing and mitigating transport impacts)
- T5 (Cycling), T6 (Car parking)
- T6.1 (Residential parking)
- T7 (Deliveries, servicing and construction)
- T9 (Funding transport infrastructure through planning)

Chapter 11 Funding the London Plan

- DF1 (Delivery of the Plan and Planning Obligations)

Chapter 12 Monitoring

- M1 (Monitoring)

1.2.10 Strategic Supplementary Planning Documents and Guidance:

- Barnet Housing Strategy 2015-2025
- Accessible London: Achieving an Inclusive Environment (April 2004)
- Sustainable Design and Construction (May 2006)
- Wheelchair Accessible Housing (September 2007)
- Planning for Equality and Diversity in London (October 2007)
- All London Green Grid (March 2012)
- Housing (March 2016)
- Shaping Neighbourhoods: Play and Informal Recreation (September 2012)
- Affordable Housing and Viability (2017)
- The Control of Dust and Emissions during Construction and Demolition (July 2014)
- Mayor's Transport Strategy (2018)
- Play and Informal Recreation (September 2012)
- Optimising Site Capacity: A Design-led Approach LPG (2023)
- Housing Design Standards LPG (2023)

1.2.11 Barnet's Local Plan (2012)

1.2.12 The development plan documents in the Barnet Local Plan constitute the development plan in terms of local planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The relevant documents comprise the Core Strategy and Development Management Policies documents, which were both adopted in September 2012. The Local Plan development plan policies of most relevance to the determination of this application are:

1.2.13 Relevant Core Strategy Policies

- CS NPPF (National Planning Policy Framework – Presumption in favour of sustainable development)
- CS1 (Barnet's Place Shaping Strategy – Protection, enhancement and consolidated growth – The three strands approach)
- CS3 (Distribution of growth in meeting housing aspirations)
- CS4 (Providing quality homes and housing choice in Barnet)
- CS5 (Protecting and enhancing Barnet's character to create high quality places)
- CS6 (Promoting Barnet's Town Centres)
- CS7 (Enhancing and protecting Barnet's open spaces)
- CS9 (Providing safe, effective and efficient travel)
- CS10 (Enabling inclusive and integrated community facilities and uses)
- CS11 (Improving health and well-being in Barnet)

- CS12 (Making Barnet a safer place)
- CS13 (Ensuring the efficient use of natural resources)
- CS14 (Dealing with our waste)
- CS15 (Delivering the Core Strategy)

1.2.14 Relevant Development Management Policies:

- DM01 (Protecting Barnet's character and amenity)
- DM02 (Development standards)
- DM03 (Accessibility and inclusive design)
- DM04 (Environmental considerations for development)
- DM06 (Barnet's heritage and conservation)
- DM08 (Ensuring a variety of sizes of new homes to meet housing need)
- DM10 (Affordable housing contributions)
- DM11 (Development principles for Barnet's town centres)
- DM13 (Community and education uses)
- DM14 (New and existing employment space)
- DM16 (Biodiversity)
- DM17 (Travel impact and parking standards)

1.2.15 Local Supplementary Planning Documents:

- Affordable Housing (February 2007 with updates in August 2010)
- Delivery Skills, Employment, Enterprise and Training from Development through S106 (October 2014)
- Green Infrastructure (October 2017)
- North Finchley Town Centre Framework
- Planning Obligations (April 2013)
- Residential Design Guidance (April 2016)
- Sustainable Design and Construction (April 2016)

1.2.16 North Finchley Town Centre Framework

The Council has prepared a Supplementary Planning Document for North Finchley Town Centre which was adopted in February 2018. This provides area-specific guidance on interpreting and implementing Barnet's Local Plan policies together with the environmental, social, design and economic objectives for the town centre. New development within the boundary of this SPD should be in accordance with the vision, strategy and development principles contained within the supplementary guidance.

The SPD area is focused on the designated town centre boundary but recognises that areas of land just outside the town centre have an important contribution to play as part of the comprehensive and coordinated regeneration of the town centre as a destination. The SPD identifies four core activity areas each with 'Key Opportunity Sites'.

The application site lies within the southern zone and the 'mixed-use hub'. The vision for this area is a mix of uses that intensifies the residential offer whilst retaining commercial activities. Redevelopment opportunities should enhance the built environment and improve land use efficiency.

Barnet's Local Plan (Reg 24) 2023

- 1.2.17 Barnet's Draft Local Plan - Reg 24: The Reg 22 version of the draft new Local Plan was approved by the Council on 19th October 2021 for submission to the Secretary of State. Following submission, the Local Plan underwent an Examination in Public (Reg 24). The Reg 22 document sets out the Council's draft planning policy framework together with draft development proposals for 65 sites.
- 1.2.18 As part of this stage (Reg 24), the Inspector in his Interim Findings and Next Steps letter of August 17th has set out how the Council can through making Main Modifications to the Local Plan address issues of legal compliance and deficiencies in soundness. These interim findings are a clear indication of what the Local Plan and the policies and site proposals within will look like at adoption, subject to making the Inspector's suggested Main Modifications. Whilst the Council moves forward to formal consultation on the Main Modifications (expected to commence in January 2024) the Interim Findings and Next Steps letter of August 17th shall be considered, in the interim, a relevant material consideration in the Council's decision making on planning applications.
- 1.2.19 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.
- 1.2.20 North Finchley is a designated District Centre and as such benefits from submitted Policy GSS08 of the emerging Plan. This recognises the important role our main town centres play in delivering sustainable growth.

The Community Infrastructure Levy Regulations 2010

- 1.2.21 Planning obligations need to meet the requirements of the Community Infrastructure Levy Regulations 2010 (as amended) to be lawful. Were permission to be granted, obligations would be attached to mitigate the impact of development which are set out in Section 10 of this report.

Environmental Impact Assessment Regulations (2017)

- 1.2.22 The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 (hereafter referred to as 'the EIA Regulations') requires

that for certain planning applications, an Environmental Impact Assessment (EIA) must be undertaken.

1.2.23 An EIA Screening Report was undertaken and assessed by the LPA under the previous applications reference 20/3823/FUL and 21/6788/FUL. The LPA confirmed in both applications that an Environmental Statement was not required.

1.2.24 The reduced nature of this proposal means that the scheme doesn't meet the EIA thresholds this time around.

2.0 MATERIAL CONSIDERATIONS

Site Description

2.1 The application site comprises of a Homebase store, a shed-type low building located on the western side of High Road. The site has an approx. area of 1.07 hectares and is located within the West Finchley Ward of the Borough. The site is located on the southern outskirts of North Finchley Town Centre and is approx. 22m from the nearest primary shopping frontage. The site has a Public Transport Accessibility Level (PTAL) of 3 (moderate).

2.2 The existing building is single storey of brick construction with a tiled crown roof. The building comprises of a large footprint (approx. 1/3 of the site), positioned to the back of the site, with a large surface level car park to the front of the site, which provides 120 car park spaces. The main car park entrance is accessed from High Road, with the service access from Woodberry Grove.

2.3 To the north (Rosemont Avenue), south (Christchurch Avenue) and west (Woodberry Grove), the site is surrounded by residential streets with terraced houses and flats. To the east, High Road being an A Class Road, there is a more varied mixed-use character. Part of the southern boundary of the site is formed by a part two, part single-storey retail unit currently occupied by Topps Tiles. To the rear of this is a servicing yard and customer car parking. The Finchley Mosque is located adjacent to the site at the north-east corner which fronts onto the high road.

2.4 The site is not located within a conservation area and the subject building is not statutory or locally listed. There are two statutory listed buildings within close proximity to the site; 'Christ Church', a Grade II listed church to the east and the 'Men of Finchley War Memorial', a Grade II listed memorial located to the north.

2.5 The site lies within the southern zone of the North Finchley Supplementary Planning Document (SPD).

Description of Proposed Development

- 2.6 The application seeks planning permission for the demolition of the existing building and redevelopment of the site to provide a residential scheme of 149 units with associated amenity, parking and ancillary facilities.
- 2.7 The scheme can be split into four blocks across the site (A-D), comprising 112no. flats up to four-storeys in height and five terraces (T1-T5) of three-storey town and mews houses comprising of 37no. single family dwellings. Within the site, the proposal comprises of a 'living street' linking the High Road to the east to Woodberry Grove to the west.
- 2.8 Building A, a four-storey, L-shaped building is situated on the north-west corner of the site which faces onto Rosemont Avenue and Woodberry Grove. This will comprise of 30no. flats.
- 2.9 Buildings B & C are located on the southern side of the site and consist of two linear buildings, west to east, fronting the living street to the north and elevated above Topps Tiles to the south. These buildings are four-storeys in height and comprise 43no. flats.
- 2.10 Building D, sits on the eastern side of the site, fronting High Road. This a four-storey, linear building comprising of 30no. flats.
- 2.11 Terrace 1 (T1) is situated along Rosemont Avenue between the existing terraces to the east and proposed building A to the west. This terrace comprises of seven three bed, three storey houses.
- 2.12 In the south-west corner, there are two, back-to-back sets of three storey terraces (T2 and T3). Each of the terraces are bookended at the southern end onto Christchurch Avenue with a three storey block of flats providing a total of nine flats.
- 2.13 Within the site and to the north of the living street, Terraces T4 and T5 consist of two linear buildings, west to east, three-storeys in height.
- 2.14 Parking is proposed to be provided at surface level, with a total of 38 spaces. This will comprise of 10 integrated garage spaces, 25 surface level spaces and 4 blue badge spaces.

Additional Information

- 2.15 During the lifetime of the application, in response to consultee comments (namely Highways and Urban Design), the applicant submitted updated plans and documents to address their comments. The main changes comprised of:
- Amended site layout;

- Removed vehicle access from High Road;
- Reconfigured parking adjacent to proposed buildings C and D;
- Widened living street by 100mm and changed to two-way traffic. Turning head to accommodate service and emergency vehicles introduced;
- Increased area of communal amenity space;
- Introduction of private entrances to apartments at street level to proposed building D north elevation;
- Introduction of private entrances to apartments at street level to proposed building A Rosemont Avenue elevation;
- Reconfiguration of bike and bin store to proposed building A;
- Amendment to proposed bin management strategy for building A, with collection on-site;
- Amendment to terrace housing along Woodberry Grove to incorporate further architectural detailing.

Site History

2.16 The site has the following history:

Reference: 21/6788/FUL

Address: 679 High Road, London, N12 0DA

Decision: Appeal on Non-determination

Decision Date: N/A

Demolition of the existing building and redevelopment of the site to provide 250 residential units (Use Class C3) within 6 buildings ranging from 4 to 7 storeys. Provision of new pedestrian route and access link, private amenity space, communal amenity and podium gardens, refuse storage, 63 car parking spaces and 457 cycle parking spaces, energy centre, substation building and other associated facilities

Reference: APP/N5090/W/22/3304952

Appeal Decision: Dismissed

Appeal Decision Date: 30.01.2023

Reference: 20/3823/FUL

Address: 679 High Road, London, N12 0DA

Decision: Refused

Decision Date: 05.03.2021

Demolition of the existing building and redevelopment of the site to provide 307 residential units (Use Class C3) within 6 buildings ranging from 4 to 9 storeys. Provision of new pedestrian route and access link, private amenity space, communal amenity and podium gardens, refuse storage, 120 car parking spaces and 563 cycle parking spaces, energy centre, substation building and other associated facilities

Appeal Reference: APP/N5090/W/21/3271077

Appeal Decision: Dismissed
Appeal Decision Date: 30.09.2021

2.17 Other relevant permissions within the area are:

Reference: 18/4166/FUL

Address: 683 - 685 High Road (Islamic Association of North London), London, N12 0DA

Decision: Pending Decision

Decision Date: 20.11.2020

Description: Part three, part four storey front extension to original building and additional storey to the rear. Associated refuse storage and provision of car and cycle parking

Public Consultation

2.18 As part of the consultation exercise, 1095 letters were sent to neighbouring properties and residents. In addition, the application was advertised in the local press and a site notice posted. Following the receipt of amended plans during the course of the application, a re-consultation exercise was undertaken.

2.19 Overall, 43 responses have been received, comprising of 39 letters of objection and 4 letters of support.

2.20 The objections received against the application can be summarised as follows:

- Does not accord with the character of the Victorian / Edwardian area;
- Overdevelopment;
- Too dense;
- Height is out of character;
- Height along Rosemont Avenue should be reconsidered to be equal or lower;
- Lack of design;
- Lack of / no provision of affordable housing;
- Provision of small gardens within terraces backing onto Rosemont Avenue;
- Overlooking of neighbouring residents;
- Loss of outlook;
- Block sunlight;
- Loss of privacy;
- Potentially wind tunnel effect between buildings;
- Insufficient parking spaces;
- Inappropriate proposed access onto Christchurch Avenue;
- Existing access on High Road is much more suitable;
- Parking spaces should be provided within the site;
- Site lies in PTAL 3, not 4 stated in application;
- Increased congestion / parking stress on surrounding roads;
- Increased rubbish;

- Excessive cycle provision;
- Strain on existing infrastructure and local amenities;
- Lack of physical space to support development;
- Green spaces should be grass, rather than landscaped with shrubs; and
- Removal of several mature trees.

2.21 The letters of support can be summarised as follows:

- Need for additional housing;
- Provision towards a more sustainable, community-focused urban future;
- Building height is no longer overbearing; and
- Building treatments and landscaping appear sensitive to the surrounding area.

Neighbouring / Residents Associations and Local Amenity Groups

Finchley Society

2.22 The Finchley Society generally welcomes this design which better addresses the relation to the site, its local and wider context thus protecting the character of the area and providing an improved approach to secure by design. There remain issues of concern. The houses backing onto existing homes in Rosemont Avenue are between 5 and 6m from the boundary wall, well below policy 10.5m. The proposed ground floor windows are below the required 21m distance from the windows to rear of houses in Rosemont Avenue. The existing boundary garden wall must be maintained to ensure privacy is maintained at ground level if this closeness is to be accepted. The first-floor windows have been angled to mitigate this. Within the development itself facing windows are at 11m between blocks of flats on Christchurch Avenue and 16 – 20m between terraces of houses. How is privacy achieved and what are the material justifications for not complying with policy?

Considerations of the London Plan (D3, D6) and guidance on Block types need further thought. The linear flat blocks have resulted in double loaded corridor arrangements resulting in single aspect dwellings. In the previous 2 appeals the FS successfully challenged the developer's definition of dual aspect. Taking dual aspect to mean on different walls, and not on a small return in a wall, we calculate that there are 54 single aspect dwellings, meaning that only 64% benefit from dual aspect, insufficient to meet policy.

The flatted block designs are disappointing. Narrow Internal corridors, without the benefit of natural light or ventilation, do not provide a 'comfortable or inviting' approach to the home entrance. Opportunities to give ground floor units their own front door are not taken up. The use of more imaginative forms should be explored. The flat layouts with combined kitchen, dining, living spaces appear insufficient to house all the appliances that modern living requires. Where is the rubbish stored, washing hung up to dry, the practicalities of daily life accommodated? In units with two or more bedrooms, family units, the storage requirements seem inadequate. A lack of dimensioned unit plans makes it difficult to check if 2 sq. m of internal storage plus the 1sq. m of dirty storage is provided as policy requires.

The very limited car parking will cause problems, as highlighted in the Police report

on Secure by Design, so a management plan is needed. Of the 38 spaces provided, 10 are for the exclusive use of the town houses they are in leaving 28 spaces for 139 homes. Would it not be better to facilitate car sharing schemes? It has been established that the PTAL rating for most of the site is 3, not 4 as assumed, therefore this needs to be considered when establishing the parking requirements or coming up with management plans. Quantity of playspace is unclear but appears minimal, and there is no space for over 12's to play. The complete lack of affordable housing contravenes both local and London policy and should be addressed by the Council.

The Finchley Society urges Barnet Council to consider the design problems we have noted and use this information to inform their decision.

As part of the re-consultation process, the Finchley Society provided the following comment:

The change to a single point of vehicular access from Christchurch Avenue is problematic. Christchurch Avenue is a straight, fast, dangerous rat run and thought needs to be given to dealing with that. Accidents happen at the junction with Woodberry Avenue which is very close to the now proposed entrance and exit to the development. The High Road entrance had been used for Homebase for many years and it seems perverse to stop using that entrance now on the basis that there will be fewer residential users. There may only be a few residents parking spaces on the site, but 149 residential units will attract delivery vehicles daily, probably a considerable number as, if residents take up the challenge to live without a car, they will turn to more delivery options. Has that been accounted for? There is no evidence to show that it has. It is more than likely, with the absence of any sort of parking management and enforcement plan, that the cul de sac will be clogged with cars, (it would only take 1 wrongly parked) so any vehicles, including refuse and emergency vehicles will find it almost impossible to access fully and to turn around.

There remain too many single aspect flats and missed opportunities to provide own entrances to ground floor homes missed. Our comments previously lodged remain.

Islamic Association of North London

- 2.23 We note the recent planning application 23/4026/FUL submitted by Taylor Wimpey in respect of its site at 679 High Road London N12 0DA. We understand this is for the demolition of the existing building and redevelopment of the site to provide 149 residential units comprising three storey houses and flatted blocks up to four storeys. In our view this is more sustainable than the original application which contained more than 300 units and many more storeys. The development will provide much needed local housing and jobs, all within walking distance of local amenities and community facilities like ours at IANL. The Trustees of IANL are supportive of the proposed application.

Responses from External Consultees

Affinity Water

2.24 *Water quality*

We have reviewed the planning application documents and we can confirm that the site is not located within an Environment Agency defined groundwater Source Protection Zone (SPZ) or close to our abstractions.

Water efficiency

Being within a water stressed area, we expect that the development includes water efficient fixtures and fittings. Measures such as rainwater harvesting and grey water recycling help the environment by reducing pressure for abstractions. They also minimise potable water use by reducing the amount of potable water used for washing, cleaning and watering gardens. This in turn reduces the carbon emissions associated with treating this water to a standard suitable for drinking and will help in our efforts to get emissions down in the borough.

Greater London Archaeological Advisory Service (GLAAS)

- 2.25 Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. The site does not lie within an archaeological priority area. It is evident that the current building and the previous Tram Depot will have had an impact to below ground deposits across much of the site. In light of this it is unlikely that the proposed development would have a significant archaeological impact at this location. No further assessment or conditions are therefore necessary.

Metropolitan Police Secure by Design

- 2.26 I have previously met with the agent/applicant on a past proposal for this site and note various crime prevention measures and Secured by Design reference within the design and access statement (DAS) - this is very positive and I would recommend that the site incorporates SBD compliance for the overall safety and security for future occupants and the local community.

Should any planning permission be granted for this proposal then I would respectfully request that its approval contains a relevant formal planning condition 'whereby the development must achieve Secured by Design (SBD) accreditation, prior to occupation'.

Responses from Internal Consultees

Drainage

- 2.27 Further information required.

Ecology

- 2.28 It is recommended that the proposed development be approved on ecological ground subject to conditions.

Energy and Sustainability

- 2.29 No objections

Environmental Health

- 2.30 No objections subject to conditions.

Street Scene

- 2.31 The revised waste strategy whereby all waste collections will be made on site is now acceptable to the Street Scene Collections team.

Transport and Highways

- 2.32 No objections following the submission of amended plans.

Urban Design

- 2.33 Proposals are significantly improved from previous (refused) applications. Notable qualities include height and massing which now relate to the human scale setting, the living street which provides visual and recreational amenity, a robust general layout and some promising architectural qualities. However, there are still a number of outstanding issues which collectively and in some cases individually require improvement before the scheme can be considered acceptable in design terms.

3.0 PLANNING ASSESSMENT

Loss of existing retail / employment use

- 3.1 The existing use of the site is comprised of a large Homebase DIY / retail store (formerly Use Class A1, now Use Class E) with a large building footprint of approx. 3700sqm and associated public car park area. North Finchley is designated as a

District Centre by both London and Barnet Plans and therefore the proposal site is classified as an edge-of-centre location.

- 3.2 Barnet's Local Plan does not have any specific policies relating to the loss of retail use outside of designated town centres or primary and secondary frontages.
- 3.3 However, both Barnet Local Plan policies and London Plan policies adopt a town-centre first approach, which recognise that town centres should be the foci for commercial. London Plan policies, SD6, SD7, SD8 and E9 seek to realise the potential of edge-of-centre sites (including retail parks) through mixed-use residential development that makes the best use of land, capitalising on the availability of services within walking and cycling distance, and their current and future accessibility by public transport. Further, London Plan policy H1 encourages the redevelopment of retail and leisure parks to deliver housing.
- 3.4 Whilst not located in the town centre, the site does fall within the North Finchley SPD delivery strategy area. The SPD (2018) recognises that areas adjacent to the town centre boundary are important to the town centre's future, most notably at the southern gateway where this proposal is sited. These areas are generally considered to be suitable for redevelopment for residential led intensification to order to contribute to the town centre improvements. To improve the vitality and viability, the following relevant actions are proposed:
 - (i) Optimising highly sustainable locations for residential development adjacent to town centre services and functions;
 - (iii) Improving the gateway functions through enhanced public realm and built form;
 - (iv) Reducing retail parades and other sub optimal retail and office uses currently outside of the town centre in order to concentrate economic activity in the core;
- 3.5 Within the consideration of the loss of this retail use, significant weight should be given to the vision and objectives of the North Finchley SPD. It is the overall aim to condense the retail uses within the central area and seek the intensification of residential uses at the town centre edges. The proposal does not seek to re-provide any retail use and any reprovision is not considered to align with other development plan policies or the North Finchley SPD.
- 3.6 Therefore, whilst the proposal would result in the loss of a large retail unit, taking into account the justification set out above, the loss is considered acceptable in this particular instance. In previous applications, the GLA Officers confirmed that the total loss of retail from the site does not raise any strategic concerns, given the site's edge of centre location.

Housing Delivery

- 3.7 Policy H1 of the London Plan has set a 10-year target of 23,640 homes for Barnet for the period 2019/20 – 2028/29.
- 3.8 Barnet Local Plan documents also recognise the need to increase housing supply. Policies CS1 and CS3 of the Barnet Core Strategy expect developments proposing new housing to protect and enhance the character and quality of the area and to optimise housing density to reflect local context, public transport accessibility and the provision of social infrastructure.
- 3.9 Barnet's proposed Local Plan seeks to deliver to 2036, a minimum of 35,460 new homes equal to 2,364 new homes per annum.
- 3.10 As an edge-of-centre site, policies of the London Plan seek to realise the potential of edge of centre sites (including existing retail parks) through mixed-use or residential development that makes the best use of land capitalising on the availability of services within walking and cycling distance, and their current and future accessibility by public transport.
- 3.11 This is also supported by the North Finchley SPD which identifies that residential intensification will be necessary to improve the town centre vitality and viability. The SPD is supportive of areas adjacent to the town centre being developed for residential use.
- 3.12 The area surrounding the application site features a predominate residential character of both terraced dwellings and flats. Therefore, the principle of residential use is supported by both Barnet and London Plan policies with the provision of 149 residential units would contribute towards the Borough's housing targets.

Housing Quality

- 3.13 A high-quality built environment, including high quality housing in support of the needs of occupiers and the community is part of the 'sustainable development' imperative of the NPPF. It is also implicit in London Plan (2021) Chapter 1 'Planning London's Future - Good Growth', Chapter 3 'Design' and Chapter 4 'Housing', and explicit in Policies GG4 (Delivering the homes Londoners need), D3 (Optimising site capacity through the design-led approach), D5 (Inclusive design), and D6 (Housing quality and standards). It is also a relevant consideration in Barnet Core Strategy Policies CSNPPF, CS1, CS4, and CS5 Development Management DPD policies DM01, DM02 and DM03 as well as the Barnet Sustainable Design and Construction SPD, and Residential Design Guidance SPD.

Unit Mix

- 3.14 Development plan policies require proposals to provide an appropriate range of

dwelling sizes and types, taking account of the housing requirements of different groups to address housing need (London Plan (2021) Policy H10; Barnet Development Management Policies DPD policy DM08; and emerging Barnet Local Plan Policy HOU02). The Council's Local Plan documents (Core Strategy and Development Management Policies DPD) identify 3- and 4-bedroom units as the highest priority types of market housing for the borough. This should not be interpreted as implying that there is not a need for a full range of unit sizes.

3.15 The emerging Local Plan identifies that 3-bedroom (4 to 6 bedspaces) properties are the highest priority, homes with 2 (3 to 4 bedspaces) or 4 bedrooms (5 to 8 bedspaces) are a medium priority for market sale homes.

3.16 The application development proposes the following unit mix across the application site:

Total Unit Mix		
Flat Unit Mix	No. of Units	Percentage Mix (%)
1B2P	53	36
2B3P	24	16
2B4P	35	24
House Mix	No. of Units	Percentage Mix (%)
3B6P	27	18
4B7P	10	6
Total	149	100

3.17 Within the policy preamble, there is recognition that financial viability is a factor and whilst the aspiration is for family-sized homes at intermediate level, products such as shared ownership / low-cost home ownership may be unaffordable. Therefore, smaller 1 and 2-bedroom intermediate tenure homes will also be supported. Affordability is also an important factor for market level housing, with one and two bedrooms being a more affordable option for allowing younger, first-time buyers and young couples to get on the housing ladder in areas that may not have otherwise been possible.

3.18 The site is an edge of centre location where the existing housing is likely comprised of terraced housing stock and flatted blocks. The North Finchley SPD expects a mix and choice of housing to complement this existing housing stock.

3.19 The proposed provision of 37no. three and four bed houses is considered to be a significant benefit of the proposed scheme.

3.20 The provision of flats of 1 and 2 bedrooms is justified by the site's sustainable location to North Finchley Town Centre, local services and public transport connections. As recognised within the preamble of Policy DM08, the submitted Planning Statement highlights that the proportion of smaller units will be suitable for first time buyers, single people and couples. In addition, increasing housing supply

has already been established as a key consideration and therefore to help deliver high-density schemes, a higher proportion of smaller units is required to viably deliver a site with the proposed number of units. An increased population in and around the town centre is also recognised to help drive the vitality and viability of the town centre.

- 3.21 Taking into account the reasons set out above, the proposed dwelling mix is considered to be in accordance with Barnet policy DM08.

Affordable Housing

- 3.22 Policy H4 of the London Plan 2021 sets a strategic target of 50% of all new homes to be delivered across London to be genuinely affordable. Policy H5 provides a threshold approach, allowing the provision of a minimum of 35% affordable housing, subject to the development adhering to the tenure mix requirements of Policy H6; adherence to other relevant policy requirements; and not receiving any public subsidy. Where this cannot be met then the development must be assessed under the Viability Tested Route.
- 3.23 The Barnet Core Strategy and Development Management policies (2012) (CS4 and DM10) seek a borough wide target of 40% affordable homes on sites capable of accommodating ten or more dwellings with a tenure split of 60% social rented and 40% intermediate housing.
- 3.24 The emerging Barnet Local Plan seeks to align with the London Plan requirements but still maintains the 60/40 tenure split.
- 3.25 The application was submitted with a Financial Viability Appraisal (FVA) by Turner Morum which appraised two scenarios of the provision of 29% and 0% affordable housing, with both producing a project deficit.
- 3.26 The Council appointed Carter Jonas to independently assess the applicant's FVA, who had also undertaken the previous application FVA. Juxtaposed to the deficits projected by Turner Morum, Carter Jonas concluded that the proposed scheme could viably support the provision of affordable housing.
- 3.27 Following the review, the Council's Viability Officer has been engaging with Turner Morum and following a number of discussions, all parties have agreed to an in-lieu payment. At the time of publication, the exact figure is still being discussed between Officers and the applicant and will be reported on the committee night to members.
- 3.28 An early-stage review and late-stage review will be secured by way of S106 Agreement and are listed in the Heads of Terms.

Standard of accommodation

- 3.29 Housing standards are set out within Policy D6 (Housing quality and standards) of the Mayor's London Plan (2021); and Barnet's adopted Sustainable Design and Construction SPD (2016). Table 3.1 in the London Plan provides a minimum gross internal floor area for different types of dwelling.
- 3.30 All the dwellings in the detailed element of the development meet the minimum standards as demonstrated in the applicant's supporting documents in relation to the unit sizes and also meet the minimum areas for bedrooms, bathrooms w/c's and storage and utility rooms.
- 3.31 Overall, the proposal provides 67% of dual aspect units, which includes all the proposed houses. Officers are satisfied that the residential quality of these units will provide a good standard of amenity for future occupiers.
- 3.32 The submitted Daylight, Sunlight and Overshadowing reports demonstrate high levels of BRE compliance across the scheme for the apartment blocks and terraces.

Wheelchair Access Housing

- 3.33 Barnet Local Plan policy DM03 requires development proposals to meet the highest standards of accessibility and inclusive design, whilst policy DM02 sets out further specific considerations. All units should have 10% wheelchair home compliance, as per London Plan Policy D7.
- 3.34 The submission sets out that 10% of the residential units would be provided as wheelchair adaptable in line with aforementioned policy context and in accordance with Part M4(3) of the Building Regulations. This is considered to be acceptable, and a condition is attached which would secure these wheelchair units.

Amenity space

- 3.35 London Plan Policy D6 states that where there are no higher local standards in the borough Development Plan Documents, a minimum of 5 sqm. of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sqm should be provided for each additional occupant, and it must achieve a minimum depth and width of 1.5m.
- 3.36 Barnet's Sustainable Design and Construction SPD Table 2.3 sets the minimum standards for outdoor amenity space provision in new residential developments. For both houses and flats, kitchens over 13sq.m are counted as a habitable room and habitable rooms over 20sq.m are counted as two habitable rooms for the purposes of calculating amenity space requirements. The minimum requirements are set out in table below:

Outdoor Amenity Space Requirements	Development Scale
For Flats: 5m2 of space per habitable room	Minor, major and large scale

- 3.37 The emerging Barnet Local Plan seeks to follow the London Plan requirements as set out in the first paragraph above.
- 3.38 The proposed amenity provision has been development to ensure that each dwelling is provided with private outdoor amenity space, with either a balcony or garden. The total amount of private amenity measures 2,412.2sqm. In addition, 1,134sqm of shared amenity space is provided across the site.
- 3.39 Overall, 4,824.4sqm of amenity space is provided within the development. The development would provide a satisfactory level of outdoor amenity space in accordance with Barnet’s adopted Sustainable Design and Construction SPD (2016) standards, and Policy D6 of the Mayor’s London Plan (2021).

Children’s Play Space

- 3.40 Policy S4 of the London Plan seeks to ensure that development proposals incorporate good-quality, accessible play provision for all ages. At least 10m2 of suitable playspace should be provided per child.
- 3.41 Barnet’s DPD refers to the Mayor’s SPG ‘Providing for Children and Young People’s Play and Recreation for the accessibility benchmarks for children. Aligning with this, Policy CS7 of Barnet’s adopted Core Strategy (2012) requires improved access to children’s play space from all developments that increase demand, and Policy DM02 requires development to demonstrate compliance with the London Plan. In addition, Barnet’s emerging Local Plan (regulation 22 submission) Policy CDH07 states that development proposals should provide play spaces in accordance with the London Plan and Mayor’s SPG.
- 3.42 Using the GLA’s population yield calculator, the applicant has estimated that the total number of children expected to occupy the development will be 46.2. The development would therefore need to provide 465.09m2 of children’s play space, broken down as follows:

Age	Play Requirement (m2)	Play Provided (m2)
0-4	223.28	232.7
5-11	169.43	357.3
12+	72.38	136.3
Total	465.09	726.2

- 3.43 As per the figures in the table above, the amount of playspace provided in the scheme across all age groups would considerably exceed with the amount of

playspace required by the London Plan Housing SPG.

Future Amenity and overlooking of future residents

- 3.44 Policy DM01 of the Local Plan requires that development have regard to the amenity of residential occupiers. In this regard it is necessary to consider the design of the scheme and the privacy that would be afforded to future occupiers of the development.
- 3.45 The Council's Sustainable Design and Construction SPD (2016) sets that in new residential development, there should be a minimum distance of 21 metres between properties with facing windows to habitable rooms to avoid overlooking. Shorter distances may be acceptable between new builds properties where there are material justifications.
- 3.46 The Design and Access Statement at page 76 illustrates distances between proposed blocks and terraces within the site. Whilst the distances between proposed blocks within the scheme are shorter, this was a purposeful decision in order to create more space for public realm, particularly the 'living street'. Officers are satisfied that future occupiers within the scheme will receive a good standard of privacy and amenity.

Noise impacts on future residents

- 3.47 In relation to noise impacts on the proposed development, the application is accompanied by a Noise Assessment report.
- 3.48 In terms of external noise, private amenity space, consisting of gardens and balconies are distributed around the development with a variety of orientation and subject to varying ambient noise levels, primarily due to their proximity to roads. The worst-case balconies are those facing onto High Road on building D. Noise levels on these balconies due to road traffic noise and are likely to receive exceedances for external noise. However, all residents will benefit from the use of the residential courtyards which have been found to have acceptable noise levels where it is well screened from traffic noise.
- 3.49 In terms of internal noise levels, the report finds that the inclusion of suitable glazing and ventilation will be sufficient to ensure a low impact for future occupiers.

Air Quality impacts on future residents

- 3.50 An Air Quality Assessment has been submitted in support of the application and the results found that there will no exceedances at any of the proposed development receptors.

Secure by Design

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

Design

- 3.52 High quality design underpins the sustainable development imperative of the NPPF and Policies D1, D3, D5, D6, D7, D8, and D9 of the London Plan (2021). Policy CS5 of Barnet's Core Strategy (2012) seeks to 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. Policy DM03 seeks to create a positive and inclusive environment that also encourages high quality distinctive developments. The above policies form the basis for the assessment on design.
- 3.53 All proposed developments should be based on an understanding of the local characteristics, preserving or enhancing the local character and respecting the appearance, scale, mass and height of surrounding buildings and streets, in accordance with DM01 of the Development Management Policies DPD (2012).

Design concept

- 3.54 The submitted Design and Access Statement begins through an analysis of the surrounding urban grain, building heights, local character and also historic context of the site itself. The document then outlines the evolution of the design, identifying the opportunities and opportunities as well as taking into account building upon the vision and aspirations of the North Finchley SPD.
- 3.55 The scheme recognises its location as an edge-of -town centre site within the southern gateway of the town centre which the SPD places importance for the future of the town centre. The SPD has included areas adjacent to the town centre boundary and considers them suitable for redevelopment, in particular, residential led intensification so that it can contribute improvements to the town centre's vitality and viability.

Layout

- 3.56 The layout seeks to relect and extend the immediate streetscape with outward

facing buildings along the four surrounding streets, whilst the internal layout within the site focuses on the setting of a pedestrian prioritised 'living street'. This proposed route which runs east-west across the site will create permeability within the edge-of-centre site and will create a new area of public realm within the site with new landscaping and play opportunities along the route.

- 3.57 A new access road from Christchurch Avenue will provide the sole vehicular access and egress into the site.
- 3.58 Overall, Officers are supportive of the proposed layout as it creates a positive environment with the site and also responds to the site's immediate context by continuing the street frontage.

Scale, massing and height

- 3.59 Scale and height is consistent across the proposed development with low-medium rise buildings of between three and four storeys. The tallest elements of the scheme are adjacent to the taller neighbouring properties along High Road, Christchurch Avenue and at the junction of Woodberry Grove and Rosemont Avenue. These elements consist of the four storey apartment buildings. Officers are satisfied with this approach and agree that these areas have the capacity to accommodate the taller elements. The three-storey terrace buildings extend and respond to the existing form of housing along Rosemont Avenue and Woodberry Grove. The apartment blocks are designed with both pitched and flat roofs to enable the inclusion of plant and services which is considered acceptable, whilst the terrace houses are designed with pitched and mansard roofs.
- 3.60 In terms of active street frontage, the scheme seeks to maximise the number of units which face directly onto all adjacent streets including the proposed living street and areas of landscaping and play space. In addition, entrances, windows and balconies would overlook the streets, providing natural surveillance.
- 3.61 Building D to the east of the site, would introduce a new and positive building frontage along High Road with a scale of four storeys. The proposal would also sit comfortably in conjunction with the approved mosque extension which comprises of a considerable extension in height and to its frontage as well.
- 3.62 It is considered that buildings B and C at four-storeys in height would be visibly comfortable along this part of Christchurch Avenue, due to its setback nature from the street.
- 3.63 Along Woodberry Grove, the proposal begins at three-storeys at the junction with the Christchurch Avenue and steps up to four towards the junction with Rosemont Avenue. The presence of three-storey terrace houses is an appropriate and positive scale along this section, with the taller elements position is the less sensitive part to the north.

- 3.64 There are two visual considerations to be taken account of from Rosemont Avenue, the introduction of Terrace T1 along the street and secondly the visual impact of the taller building within the site at the junction with Woodberry Grove. The proposed three-storey terrace are considered to transition suitably into the existing terraces. The inclusion of a taller element in the north-west corner is considered to be entirely appropriate.
- 3.65 Overall, having assessed the effects of the proposed scale, massing and height, the proposed development is found to be acceptable having regard to the site's brownfield, edge-of-centre location. The buildings around the edges have been sensitively designed with the inclusion of design elements taken from the site's immediate context.

External Appearance and Materials

- 3.66 The design concept has taken inspiration from the site's industrial historical use as and the local vernacular of the surrounding area. The proposal comprises of a series of typologies such as town houses, mews houses, end blocks and apartment blocks. Each typology then further has a set of individual architectural expressions in the form of articulation, bay windows, roof form and materiality.
- 3.67 The primary material is a buff multi-brick with a red facing brick along Rosemont Avenue. There are a number of other articulation expressions incorporated such as feature brickwork panels, deep window reveals and a mix of roofing materials.
- 3.68 Overall, Officers are satisfied that there is strong visual interest across the proposal that responds well to the surrounding built environment but also creates its own identity.
- 3.69 The success of the architectural approach will be dependent on the use of the highest quality materials. Details of the external appearance and finishing will be secured via condition.

Heritage

- 3.70 Barnet policy DM06 indicates that all heritage assets will be protected in line with their significance and development proposals must preserve or enhance the character and appearance of Barnet's conservation areas.
- 3.71 Under Sections 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, there is a statutory duty to consider the impacts of proposals upon listed buildings and their settings.
- 3.72 The site does not contain any designated heritage assets nor is the site located within a conservation area. There are two statutorily listed buildings and structures

in close proximity to the site, namely the Grade II listed Christ Church, and Grade II listed Men of Finchley War Memorial (including the Finchley Metropolitan Tramway and Hendon Garage Memorial Tablets). There are also a number of non-designated (Locally Listed Buildings) within proximity of the site.

3.73 The proposal was supported by a Built Heritage Statement (BHS) which identifies the following heritage assets within a 500m radius of the site:

- Christ Church (Grade II);
- Men of Finchley War Memorial, including the Finchley Metropolitan Tramway and Hendon Garage Memorial Tablets (Grade II) and the Finchley United Services Club (non-designated);
- 677a High Road (non-designated);
- 16-26 Christchurch Avenue and 53 Christchurch Avenue (both non-designated);
- The Elephant Inn Public House (non-designated); and
- 672 High Road and 705 High Road (both non-designated).

3.74 In establishing the significance of the site's setting of Christ Church, the building sits within a small plot and set back from the High Road and is viewed with the attractive landscaping and existing trees which frame the front of the site. The BHS identifies that in relation to the Grade II Christ Church, the site forms a small part of the asset's wider setting and with the current form of the site, it makes no contribution to the manner in which the church's significance is appreciated. The BHS identifies that the proposed development would introduce a degree of change to the setting of Christ Church. The BHS concludes that due to the limited degree to which the setting of Christ Church contributes to its heritage significance, it is considered that the proposals would represent a neutral change within the church's setting. The findings of the BHS in relation to Christ Church are agreed and that the site's setting is not affected by the proposed development and there is no harm cause to the significance of its setting.

3.75 With regards to the Metropolitan Tramway and Hendon Garage Memorial Tablets, this is situated on the corner of Ballards Lane and Dale Grove. The site lies approx. 100m south of the asset and there is no indivisibility with the sites but there is a historic connection with the assets, in particular the listed memorial, as it was the original home to the M.E.T Finchley Depot memorial tablet prior to the demolition of the depot on the site. The BHS acknowledges that the site may therefore be considered to form part of the asset' setting on a contextual basis. However, as the site has since been redeveloped, the BHS does not consider that the site makes a contribution to the significance of the asset or the ability to appreciate that significance at present. Due to the location of both sites, it is not considered there would be any harm caused to the significance of the listed war memorial.

3.76 In addition, to the above, a number of Locally Listed Buildings are situated within close proximity of the site. The closest being 677a High Road (currently Topps Tiles) which is located immediately adjacent to the site in the south-east corner. The

Council's local list identifies it as being of architectural interest and has a unique corner turret. The proposed development would introduce a change to its setting, with buildings experienced alongside the locally listed building in views from Christchurch Avenue and High Road. The proposals would be of a slightly greater height and scale than the locally listed building, but it is considered that it will not overwhelm or diminish it. The BHS considers that to be no harm to its significance. Officers agree that the proposal will introduce a very minor magnitude of change with its setting and by virtue of new built form being introduced immediately where previously it was open hardstanding, there is likely to be a low level of harm to the setting of the locally listed building.

- 3.77 With reference to paragraph 209 of the NPPF, the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated assets, a balanced judgement will be required having regard to the scale of any harm of loss and the significance of the heritage asset.
- 3.78 There are a number of other locally listed buildings situated further away from the site and the BHS has also undertaken an analysis and impact of these sites. However, as these are located further away from the site, the BHS finds that the proposed development would either have no impact or a neutral impact of the significance of their setting.
- 3.79 The applicant has identified a series of benefits of the scheme, mainly the redevelopment of a brownfield site and provision of 149 new residential units. The benefits of the proposal and the balancing of these should be considered by members.

Amenity Impact on Neighbouring Properties

- 3.80 Part of the NPPF's (2023) objective of achieving well-designed, high quality, beautiful and sustainable buildings and places is ensuring that planning decisions result in safe, inclusive and accessible development that promotes health and well-being, with a high standard of amenity for existing and future users. Amenity is a consideration of several policies within the London Plan (2021) and Barnet Development Management Policies DPD (2012) DM01.

Privacy, overlooking and Outlook

- 3.81 The Barnet Residential Design Guidance SPD states that there should be a minimum distance of about 21 metres between properties with facing windows to habitable rooms to avoid overlooking, and 10.5 metres to a neighbouring garden. Shorter distances may be acceptable between new build properties where there are material justifications.
- 3.82 There are neighbouring residential properties surrounding the site in all directions.

The separation distances are measured to each street as follows:

- High Road – this proposed building is four-storeys in height and achieves a window-to-window separation distance of approx. 26.8m from the frontage of Building D across to the buildings on the opposite side of High Road. This exceeds the SPD guidance.
- Christchurch Avenue – buildings B and C are four-storeys in height and are set back from the street due to siting of the Topps Tiles site and therefore there are larger distances of approx. 30m. This exceeds the SPD guidance. At the bookends of Terraces 2 and 3 in the south-west corner, a separation distance of 19.4m is achieved between the flank elevation of the corner property on Woodberry Grove to the south.
- Woodberry Grove – Terrace 2 is three-storeys in height and achieves a separation distance of approx. 19.5m. Further north, Building A steps up in height from three to four storeys in height but there are also a number of large mature street trees. Whilst this distance falls marginally short of the SPD requirement, the shortfall is not considered to be significantly harmful.
- Rosemont Avenue – Where Terrace 1 fronts onto Rosemont Avenue, the separation distance from window to window is approx. 18m and reflects the existing line along the street. The dwellings along the northern part of Rosemont Avenue do not extend all the way up the street to the north-west corner, where there are a number of garages and hard surfaced areas to the rear to the buildings along Ballards Lane. The closest points of the scheme are the back-to-back distances from Terrace 5 to the properties along the southern side of Rosemont Avenue. The proposal would achieve varying distances of between approx. 15.6m to 17.2m. Recognising these are a shortfall against the SPD guidance, there is only a single window to each property at first floor level and this have been designed to be diagonally oriented so there is no direct facing aspect into these properties. On balance, this aspect is considered to be acceptable.

3.83 In light of the above, it is not considered that the proposals would result in any demonstrable loss of privacy to neighbouring properties.

3.84 With regards, the Finchley Mosque, the Local Plan does not specify overlooking distances to community buildings, however a separation distance of approx. 10m is measured by the flank elevation of building D and the side elevation of the new existing building and proposed mosque extension. Within building D, the main outlook is east and west with secondary windows facing towards the mosque building. As such, overlooking is not considered to be harmful issue with regards the existing mosque building or the approved extension should it be constructed.

Impact on daylight, sunlight and overshadowing

- 3.85 A detailed daylight and sunlight analysis has been undertaken in accordance with BRE guidelines and a report submitted in support of the application. When assessing any potential effects on the surrounding properties, the BRE guidelines suggest that only those windows that have a reasonable expectation of daylight or sunlight need to be assessed. The BRE guidelines provide three principal measures of daylight – Vertical Sky Component (VSC), No-Skyline (NSL) and Average Daylight Factor (ADF).
- 3.86 The amount of direct sunlight a window can enjoy is dependent on its orientation and the extent of any external obstructions. Annual Probable Sunlight Hours (APSH) is used to consider any sunlight effect to surrounding properties.
- 3.87 The report conducted an analysis on a considerable number of properties in the immediate area:
- 622 – 644 High Road;
 - 687-693 High Road;
 - 1-14 and 15-35 Colman Court;
 - 11 and 17 Christchurch Avenue;
 - 6a-d Woodberry Grove;
 - 298 – 318 Ballards Lane;
 - 26 – 54 Rosemont Avenue; and
 - 1 – 27 Rosemont Avenue.
- 3.88 The findings of the report conclude that all properties will meet the guidance for both winter and total APSH. This means that the proposed development will not give rise to any noticeable effects in relation to sunlight.
- 3.89 In terms of daylight, the results of our technical analysis demonstrate that the vast majority of windows (98%) and rooms (98%) assessed will meet the BRE targets for the VSC and NSL respectively.
- 3.90 In respect of the overshadowing effects to the neighbouring gardens, all gardens would meet the BRE criteria by reference to the 2 hours sun hours on ground assessment on March 21st. Therefore, the overshadowing effects would not be noticeable.
- 3.91 Overall, the proposed development will result in a positive effect upon the daylight, sunlight and overshadowing to neighbouring residential properties.

Environmental Considerations

- 3.92 Policy DM04 of Barnet's adopted Development Management Policies DPD (2012) seeks to reduce and mitigate against the impacts (i.e. noise, air pollution, and land

contamination) of development which have an adverse effect on the health of the surrounding environment and the amenities of residents and businesses alike. This is consistent with the objectives of Section 15 of the National Planning Policy Framework (2023), which seeks to ensure that planning decisions conserve and enhance natural environment and avoid significant adverse impacts on health and quality of life.

Noise and general disturbance

- 3.93 No significant new or cumulative operational noise impacts are identified for neighbours as a consequence of the proposed development. Whilst there is an increase in the intensity of use of the site, the use is consistent with the residential character of the wider area. In considering the potential impact to neighbours, conditions are recommended to ensuring that any plant or machinery associated with the development achieves required noise levels for a residential environment. The council's environmental health team have recommended appropriately worded conditions for noise reporting and impact mitigation, extract and ventilation equipment and plant noise. It should be noted that any excessive or unreasonable noise is covered by the Environmental Protection Act 1990.

Air Quality

- 3.94 In respect of air pollution, the submitted Air Quality Assessment has assessed the potential impacts of the proposed development in terms of construction and operational impact. In terms of construction, any overall effects of dust nuisance would be temporary, short term, local in effect and of medium to high risk without mitigation. However, the report recommends that dust mitigation implemented during the construction phase, but any likely dust generating activities are predicted not to be significant.
- 3.95 In addition to the above report, the applicant has also submitted an Air Quality Neutral Assessment which assesses whether the building is 'Air Quality Neutral'. As it has been predicted, the proposed development will result in a significant reduction of vehicle movements and the transport emissions footprint has been calculated considerably lower than the Transport Emissions Benchmark. Therefore, no mitigation in terms of transport emissions is required.
- 3.96 The Council's Environmental Health service has also reviewed the submitted information and has raised no objections.

Highways / Parking

- 3.97 Policy CS9 of the Barnet Core Strategy identifies that the Council will seek to ensure more efficient use of the local road network and more environmentally friendly transport networks, require that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 of the

Barnet Development Management Plan document sets out the parking standards that the Council will apply when assessing new developments. Other sections of Policies CS9 and DM17 seek that proposals ensure the safety of all road users and make travel safer, reduce congestion, minimise increases in road traffic, provide suitable and safe access for all users of developments, ensure roads within the borough are used appropriately, require acceptable facilities for pedestrians and cyclists and reduce the need to travel.

Residential Car Parking

- 3.99 London Plan Policy T6.1 states that new residential development should not exceed the maximum parking standards set out in the table below:

Location	No. of beds	Maximum parking provision
Outer London PTAL 2 – 3	1 – 2	Up to 0.75 spaces per dwelling
Outer London PTAL 2 – 3	3+	Up to 1 space per dwelling

- 3.99 The scheme proposes a total of 38no. parking spaces (ratio of 0.26 spaces per dwelling) which will be provided at surface level and via integrated garages for some of the terraced housing. 4no. disabled parking spaces are provided.
- 3.100 In terms of EV charging, the proposal will provide active charging for all parking spaces on site which is in excess of the 20% required by London Plan policy.
- 3.101 The site is located within a Controlled Parking Zone (CPZ), with various parking and waiting restrictions on the immediate residential streets surrounding the application site. However, there are no restrictions on the streets further south.
- 3.102 Barnet’s Transport Officers are satisfied that the proposed level of residential car parking will be adequate to address forecast demand in this location subject to the provision that overspill parking can be mitigated through the investigation and review of the CPZ arrangements and with future occupants being restricted from applying for parking permits. These measures would be required to be secured via a S106 agreement, along with a travel plan.

Cycle Parking

- 3.103 The development includes the provision of a total of 271 long-stay cycle spaces and 5 short-stay cycle spaces which is in compliance the London Plan policy standards.

Trip Generation

- 3.104 The submitted Transport Assessment reports that the development is expected to result in a decrease of 11 and 83 two-way vehicle movements during the AM and PM peak hours, respectively, compared to the existing position. LBB Transport Officer raises no issues of vehicle impact on the surrounding road network.

Access

- 3.105 Initially the application was submitted with two vehicular access points. The main vehicular access to the site is proposed to be from the High Road which will be for left-turn inbound movements only. Vehicle access via Christchurch Avenue provides both ingress and egress.
- 3.106 However, during the consultation process, both LBB Transport and Highways queried the proposed access strategy in terms of safety and efficiency. It was advised that the scheme should reduce the number of potential conflict points / vehicular access points from two to one, with Christchurch Avenue being the preferred access. The number of collisions recorded along the A1000 fronting the site was noted as a particular reason to rationalise the number of access points.
- 3.107 Amended plans were received which reflect the above request and both LBB Transport and Highways confirmed their satisfaction with the revised highways layout.

Waste

- 3.108 All servicing (Deliveries and refuse collection) will take place on site, with the exception of the terraced houses along Rosemont Avenue. LBB Street Scene team are satisfied with the proposed refuse strategy.

Landscaping, trees and biodiversity

Landscape

- 3.109 The submitted Landscape Design and Access Plan provides a comprehensive and detailed breakdown of the proposed landscaping and open space provision. The proposal will deliver multi-functional landscaping and play spaces which include:
- a living street which will act as a multi-functional space with pedestrian priority;
 - Pocket gardens and parks;
 - shared gardens;
 - High Road Boulevard where there is an opportunity to provide new street tree planting.
- 3.110 The provision of new external amenity is considered to be appropriate in terms of its size and consider that the proposed landscaping is of a high quality and will result in highly valued public realm and landscaped areas for existing and new residents.

Trees

- 3.111 There are several small trees and soft landscape areas within the existing car park

area which will be removed as a result of the proposed development. At present these only provide a very modest contribution to the tree amenity in the local area and entrance to the application site. The Council's Arboricultural Officer does not raise any objections to the loss of trees/shrubs subject to replacement planting. As set out in the section above, the proposed new landscaping and tree planting is considered to be acceptable.

- 3.112 Around the site boundaries of the site, there are a number of street trees. The submitted Arboricultural Impact Assessment indicates that 1 no. street (T33 on Christchurch Av.) is proposed to be removed and 6 will require to be pruned, reduced or re-pollarded. In order to compensate for the loss of this trees, the applicant will be required to pay the relevant CAVAT value of the respective tree. This will be secured via the Section 106 agreement.
- 3.113 The Council's Arboricultural Officer has reviewed the submitted reports and raises no objections in respect of trees subject to appropriate conditions.

Ecology

- 3.114 The Council's Ecology Consultants have reviewed the submitted Preliminary Ecological Appraisal (PEA) and Bat Emergence Survey Report which have been submitted in support of the application.
- 3.115 They raise no objections to the findings and recommendations of the submitted documents as no evidence of protected species was recorded being present on site.
- 3.116 In terms of biodiversity net gain, the scheme would produce a 216.66% net gain.

Urban Greening

- 3.119 London Plan policy requires new developments to contribute to the greening of London by including urban greening as a fundamental element of site and building design. Officer and the Council's Ecologist consider that the of urban greening across the proposed development is well considered. The proposal achieves a score of 0.42 which exceeds with the target of 0.40 set by Policy G5 of the London Plan.

Energy and Sustainability

Energy Statement

- 3.120 London Plan (2021) policy SI2 states that major development should be net zero-carbon. The hierarchical principles of be lean, be clean, be green, and be seen should be implemented in order to reduce greenhouse gas emissions and minimise energy demands.

3.121 An Energy Strategy has been submitted in support of the application which has been reviewed by the Council's Energy and Sustainability Officer. The energy statement outlines a series of measures, through air source heat pumps and PV, which will be incorporated into the proposal to improve sustainability and reduce carbon emissions. The Strategy follows the London Plan Energy Hierarchy: Be Lean, Be Clean and Be Green. The overriding objective in the formulation of the strategy is to maximise the reductions in total CO2 emissions through the application of the hierarchy with a technically appropriate and cost-effective approach, and to minimise the emission of other pollutants. The development will be constructed to comply with Part L 2013 (with 2016 amendments) of the Building Regulations and in line with the London Plan to achieve a minimum of 63.4% CO2 reduction for the domestic elements. In order to achieve zero carbon, the developer will need to make a carbon offset contribution to bridge this gap. A contribution of £185,250 will be required to be secured via planning obligation.

Water Consumption

3.122 In terms of water consumption, a condition would be recommended in the event planning permission is granted to require each unit to receive water through a water meter, and be constructed with water saving and efficiency measures to ensure a maximum of 105 litres of water is consumed per person per day, to ensure the proposal accords with Barnet's Core Strategy (2012) Policy CS13 and Policy SI5 of the London Plan (2021).

3.123 The proposed development, subject to conditions, would therefore meet the necessary sustainability and efficiency requirements of the London Plan (2021).

Flood Risk / SuDS

3.124 Policy CS13 of the Barnet Core Strategy states that "we will make Barnet a water efficient borough and minimise the potential for fluvial and surface water flooding by ensuring development does no cause harm to the water environment, water quality and drainage systems. Development should utilise Sustainable Urban Drainage Systems (SUDS) in order to reduce surface water run-off and ensure such run-off is managed as close to its source as possible subject to local geology and groundwater levels".

3.125 The application is accompanied by a Flood Risk Assessment & Surface Water Drainage Strategy. This has been initially assessed by the Council's appointed drainage specialists who require further details / information to be submitted. However, as this matter has been resolved in previous applications, Officers consider that this can be satisfactory addressed through condition.

Scheme Benefits

- 3.126 As stated earlier, after an assessment of the proposed development, a low level of harm has been identified to the locally listed building of 677a High Road (currently Topps Tiles) which is located immediately adjacent to the site in the south-east corner.
- 3.127 Paragraph 209 of the NPPF requires that with applications which directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm of loss and the significance of the heritage asset. The building will remain as it is located adjacent to the application site, however the proposed development would introduce a change to its setting, introducing taller buildings in its surroundings and new built form into its setting and would no longer be seen in isolation as it is currently viewed. Its significance is not considered to contribute to its wider setting.
- 3.128 The proposed benefits of the scheme are:
- Redevelopment of an existing edge-of-centre brownfield site;
 - Provision of 149 new residential units, of which there is a good proportion of 3 and 4 bed family houses;
 - Support for the future vitality and viability of North Finchley Town Centre;
 - A tree lined, pedestrianised public 'living street' will be created with seating, landscaped planters and incidental children's play equipment arranged along the length from high Road to Woodberry Grove; and
 - A biodiversity net gain of 216.66%.

4.0 EQUALITY AND DIVERSITY ISSUES

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

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

- 4.2 For the purposes of this obligation the term “protected characteristic” includes:
- age;
 - disability;
 - gender reassignment;

- pregnancy and maternity;
- race;
- religion or belief;
- sex; and
- sexual orientation.

- 4.3 Officers have in considering this application and preparing this report had regard to the requirements of this section and have concluded that a decision to grant planning permission for this proposed development will comply with the Council's statutory duty under this important legislation.
- 4.4 The site is accessible by various modes of transport, including by foot, bicycle, public transport and private car, thus providing a range of transport choices for all users of the site.
- 4.5 A minimum of 10% of units will be wheelchair adaptable.
- 4.6 The development includes level, step-free pedestrian approaches to the main entrances to the building to ensure that all occupiers and visitors of the development can move freely in and around the public and private communal spaces. Dedicated parking spaces for people with a disability will be provided in locations convenient to the entrances to the parking area.
- 4.7 The proposals are considered to be in accordance with national, regional and local policy by establishing an inclusive design, providing an environment which is accessible to all.

5.0 PLANNING BALANCE AND CONCLUSION

- 5.1 To conclude, Officers support this planning application. This has required a balanced judgment having regard to the key planning considerations, considered against the public benefits expected to arise from the scheme, in the context of relevant national, regional and local planning policies and guidance.
- 5.2 In applying paragraph 209 of the NPPF, it is considered that the package of public benefits is of considerable importance and it would outweigh the harm that would arise through the low level of harm to the setting of the adjacent locally listed building.
- 5.3 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the development plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. It is concluded that the proposed development

generally and taken overall accords with the relevant development plan policies. It is therefore considered that there are material planning considerations which justify the grant of planning permission. Accordingly, subject to the satisfactory completion of the Section 106 Agreement, APPROVAL is recommended subject to conditions as set out above.

