

MEETING

PLANNING COMMITTEE

DATE AND TIME

MONDAY 2ND MARCH, 2020

AT 7.00 PM

VENUE

HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BG

Dear Councillors,

Please find enclosed additional papers relating to the following items for the above mentioned meeting which were not available at the time of collation of the agenda.

Item No	Title of Report	Pages
5.	ADDENDUM (IF APPLICABLE)	3 - 8

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PLANNING COMMITTEE

2nd March 2020

AGENDA ITEM 5

ADDENDUM TO SERVICE DIRECTOR OF DEVELOPMENT MANAGEMENT AND BUILDING CONTROL'S REPORT

19/5827/FUL– Phase 6b, Millbrook Park (Former Inglis Barracks) NW7 1PX Pages 125 – 219

Subsequent to the publication of the agenda, an updated arboricultural report has been submitted dated 28th February 2020 amending a reference to roots under 25mm in size.

Additional correspondence has been received from the scouts:

Concerns expressed regarding officer report not assessing comments made by the scouts and does not reference the accompanying letter from the scouts arboricultural adviser. Scouts consider that the survey is flawed and that the survey and construction method statement does not fulfil the reasons for deferral and in the opinion of the complainant would damage the adjoining protected trees.

Officer Comment:

The cover letter referenced in the report was accompanied by a letter from the scouts arboricultural adviser. However as this letter was sent accompanying the scouts representation it was assessed as forming part of this representation and as such was not separately listed.

The report also makes clear that the Council's Arboricultural Officer had not had the chance to look at the representations prior to publication but that any comments would be reported in the Addendum.

Additional Comments received from the applicant in relation to the scout

Radar Survey

We have demonstrated by using the radar that there are no roots of 20mm in diameter at approximately 1.5m from the boundary fence, and Section 5.6.1 in our previous report (Ref. VBHE107/001/001/001 dated 12/11/18) states; 'However, as the groundworks previously carried out have severed the trees' roots at about 1m from the fence, it is considered that neither the basement car park nor ground floor foundations will have an impact on the existing root structure of these trees.'

Together these observations imply that the area of ground where the foundations are to be installed is free of roots. Any roots that are within this area will be small diameter roots that are naturally replaced by trees as a matter of course.

The following construction method ensures that the foundations can be installed that temporarily retain and permanently support an excavation on a boundary without disturbing the 1m strip adjacent to the scout boundary:

Construction Method

For Block JJ (Phase 6b) an embedded retaining wall system will be adopted. This involves installing a wall of piles 1.2m from the boundary. Following installation of the piles excavation for the basement can commence. As the excavation proceeds the sheet piles will be propped as necessary to limit the horizontal deflection of the piles to acceptable limits.

Following completion of the excavation the basement structure can be constructed which braces the sheet pile wall. At this point the temporary props can be removed.

There is no part of this construction sequence that would require work within the 1.2m offset from the boundary. This construction sequence will also be adopted in Phase 6 for construction of Blocks FF and HH adjacent to the boundary.

Additional Comments received from the Council's Arboricultural Officer:

Please see comments on the Scouts response to the submission of tree root scan at 1.5m from the boundary.

- 1) In response to the distance the scan was undertaken at 1.5 is not where the sheet piling will be installed at 1.2m from the boundary. However the majority of boundary trees root protection areas are within the 1.2m distance. It is acknowledged that the growing conditions for tree roots within the site was constrained by structures and prevailing soil conditions. If there was a proliferation of tree roots these would have shown up on the Treeroot radar scan, they did not. The installation of the piles will disturb the heavy clay structure allowing air into the soil at depth, tree roots will then be able to regenerate in the 1.2m zone and along the steel sheet pile along with wood chip soil conditioners this would represent an improvement that would offset the acceptable impact of the sheet piling.
- 2) Sheet piling at 1.2m from the boundary as shown on the provided sketch plan SK100 Section through sheet piling retaining wall clearly shows that there will be no works within the 1.2m zone. The submitted arboricultural report provides for ground protection in this area during the works. All other works are stated to be undertaken site (applicants) side of the steel sheet pile line.
- 3) The issues relating to ground protection will be resolved within the arboricultural method statement in consultation with engineers this can be a condition of any final approval.

The outline landscape scheme provides new tree planting on top of the basement roof with between 0.9 and 1.5m of soil depth. The depth of soil should be able support tree growth however there is always a risk of drought stress and limited growth rates due to trees not being able to access native soils. It is likely that trees will reach a reasonable height if the appropriate level of care and irrigation is provided to give additional screening to the scout camp.

Officer Comment:

The comments from the Council's Arboricultural Officer concur with the original officer recommendation that the application should not adversely affect the roots of adjoining trees and as such it is considered that the application can be determined in accordance with the officer recommendation to the Planning Committee Meeting of the 6th January 2020.

Page 130-131 under Condition 2 Approved Plans. Delete drawing Thomson Ecology Arboricultural report and method statement ref: V-BHE-107-005- 001 dated November 2018

Insert following drawings:

Thomson Ecology Arboricultural report and method statement ref: VBHE107/006 004.
SK100 Section through sheet pile retaining wall
Basement Construction Methodology by Bennett Carey London Ltd.

19/4171/FUL – Grahame Park, London, NW9 5XA.
Pages 17 – 123

Pages 20-23

Additional Comments received from the Council's Highway Officer in relation to additional modelling information provided by the applicant. These comments are as follows:

The Plot A site is the first area of development and involves the demolition of 113 existing residential units and the construction of 209 dwellings. This results in an uplift of 96 homes. The additional trips as a result of this uplift in dwellings is summarised in the table below.

Period	Trip Type	Arrivals	Departures	Total
AM (08:00-09:00)	Total Person Trips	5	34	40
	Car Driver Trip Rate	2	4	6
PM (17:00-18:00)	Total Person Trips	22	14	37
	Car Driver Trip Rate	3	4	7
Daily	Car Driver Trip Rate	38	41	79
	All Trips	188	200	388

As summarised in the table above, Plot A is anticipated to have a net uplift in the region of 40 person trip movements in each of the peak hours of which up to 7 are vehicle trips. The remaining 30 to 34 person trips will leave the site by foot / cycle. This level of trip generation is not anticipated to result in a detrimental impact on the surround network. This is reinforced by the results of the local junction modelling at the junctions immediately surrounding Plot A.

In relation to the wider impacts of the Grahame Park development as a whole, there is to be a condition where the planning application for each subsequent phase of the development being submitted will require a review / assessment of network traffic conditions and the likely cumulative impact of the subject phase to be undertaken. If it is demonstrated that mitigation measures would be required in order to minimise the impact of the phase then details of this and its delivery shall be agreed prior to the phase proceeding. If the travel plan and mitigation up to that point were shown not to be effective then further enhancement and mitigation measures should be proposed for delivery and agreed prior to the next phase proceeding.

Under Recommendation 2

(i) Add Text:

'Funding would need to be provided towards the provision of Residential Travel Plan incentives up to a value of £300 (index linked) per residential unit. As part of the Travel Plan the applicant should enter into an agreement with a Car Club operator for the purposes of operating a Car Club facility.

An appropriate Travel Plan Monitoring contribution to the sum of £20,000 towards the Council's costs of monitoring the Residential Travel Plan as well as the sum of £20,000 towards the Council's cost of monitoring the Workplace Travel Plan would also need to be paid'

(l) Add Text:

A Contribution of up to £105,000 towards (at start of paragraph)

(m) Replace text with following:

(m) Section 278 Works

The applicant shall submit plans showing details of highway works to the Council for approval prior to the commencement of construction works. The final details of the proposed works to be undertaken to the existing public highways and adopted highways will be subject to the requirements for a s38 / s278 agreement via the s106. These works include, but is not limited, to the following:

New and amended roads surrounding Plot A :

- i. The southern access road shall form a new priority controlled junction with Heybourne Crescent south of Plot A.
- ii. Great Field Road is to be converted to a one-way eastbound movement from its junction with Heybourne Crescent, past Saint Augustine's Church to its junction with the access road directly south of Plot A.

Northern Route for:

- i. Bunns Lane / Lyndhurst Avenue mini roundabout – provision of informal crossing with refuge, in line with pedestrian desire line, including dropped kerbs and tactile paving
- ii. Bunns Lane / Woodcroft Avenue – provision of informal crossing with refuge, in line with pedestrian desire line, including dropped kerbs and tactile paving
- iii. Bunns Lane – replacement of informal crossing with zebra crossing

(n) Delete word part before contribution.

Enter into a Highways Agreement (s38 / s278) with the Council in respect of detailed design / highway works and adoption. This relates to all new roads and the new junction of Heybourne Crescent and site access road (south of Plot A).'

Page 30-31

Condition 13 Construction & Environmental Management Plan. Add Text:

r) Construction Traffic Management Plan which shall include, but not be limited to, the following information:

- 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. programme of works and associated trip / vehicle generation and assessment of impact and requirements for mitigation if required;
- vi. construction vehicle routing plan;
- vii. details of vehicle sizes and vehicle swept path analysis both external and internal to the site;
- viii. staff travel arrangement;
- ix. details of contractors compound and car parking arrangements / layout;
- x. details of interim car parking management arrangements / demand for the duration of construction;
- xi. provision of safe site access arrangements and highway safety for all modes of travel (such as banksman, pedestrian and cyclists);
- xii. details of a community liaison contact for the duration of all works associated with the development;
- xiii. Construction Worker Travel Plan (CWTP).

Add Conditions:

53. Unless otherwise agreed with the LPA, each subsequent phase of the development will be accompanied by review of network traffic conditions and the likely cumulative impact of the subject phase, with the scope to be agreed with the LPA. If it is demonstrated that mitigation measures would be required in order to ensure that the impact of the phase is not severe (as required by the NPPF) then details of this and its delivery shall be agreed prior to the phase proceeding.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.8 and 7.2 of the London Plan (2016) and also, to ensure that the development encourages sustainable travel in accordance with Barnet Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

54 A Site Wide Pedestrian and Cycle Strategy shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development.

Unless otherwise agreed, this shall be in accordance with the strategy set out in the Transport Assessment. The development shall be carried out in accordance with the approved Site Wide Pedestrian and Cycle Strategy unless otherwise agreed in writing with the Local Planning Authority

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.8 and 7.2 of the London Plan (2016) and also, to ensure that the development encourages sustainable travel in accordance with Barnet Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

55. Prior to first occupation of the relevant Development Plot a Pedestrian and Cycle Plan demonstrating compliance with the Site Wide Pedestrian and Cycle Strategy shall be submitted to and approved in writing by the Local Planning Authority.

The Pedestrian and Cycle Plan shall be implemented in accordance with the approved details before the buildings hereby permitted are occupied and maintained thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.8 and 7.2 of the London Plan (2016) and also, to ensure that the development encourages sustainable travel in accordance with Barnet Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

56. A Site Wide Sustainable Transport Strategy for the whole of Grahame Park development within the context of the wider Colindale area shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development.

Unless otherwise agreed, this Strategy shall include but not be limited to the following details:

- i. When the phased delivery of roads / infrastructure will be built / delivered;
- ii. What public transport measures will be required at each phase which includes bus infrastructure / services and routing;
- iii. Design compliance to desire lines to public transport and key locations and the proposed improvements to facilitate this (this involves public transport accessibility);
- iv. Walking and cycling links and proposed improvements to facilitate this;
- v. Compliance with Healthy Streets approach to design and delivery of measures; and
- vi. Construction programme / phasing.

The development shall be carried out in accordance with the approved Transport Strategy unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.8 and 7.2 of the London Plan (2016) and also, to ensure that the development encourages sustainable travel in accordance with Barnet Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.