

MEETING

PLANNING COMMITTEE

DATE AND TIME

WEDNESDAY 27TH JANUARY, 2016

AT 7.00 PM

VENUE

HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ

TO: MEMBERS OF PLANNING COMMITTEE (Quorum 3)

Chairman : Councillor Melvin Cohen

Vice Chairman: Councillor Wendy Prentice

Councillors:

Maureen Braun
Barry Rawlings
Stephen Sowerby

Claire Farrier
Tim Roberts
Mark Shooter

Eva Greenspan
Agnes Slocombe
Jim Tierney

Substitute members

Richard Cornelius
Sury Khatri

Anne Hutton
Gabriel Rozenburg

Devra Kay
Laurie Williams

You are requested to attend the above meeting for which an agenda is attached.

Andrew Charlwood – Head of Governance

Governance Services contact: Sheri Odoffin sheri.odoffin@barnet.gov.uk

Media Relations contact: Sue Cocker 020 8359 7039

ASSURANCE GROUP

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the last meeting	1 - 4
2.	Absence of Members	
3.	Declarations of Members' disclosable pecuniary interests and non-pecuniary interests	
4.	Report of the Monitoring Officer (if any)	
5.	Public Questions and Comments (if any)	
6.	Members' Items (if any)	
	GOLDERS GREEN WARD	
7.	290-294 Golders Green Road	5 - 44
	CHILDS HILL, GOLDERS GREEN and WEST HENDON	
8.	Phase 1A (South) Brent Cross Cricklewood Regeneration Area; Land At Claremont Industrial Estate And Whitefield Estate, London NW2	45 - 86
9.	Any item(s) that the Chairman decides are urgent	

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Decisions of the Planning Committee

17 December 2015

Members Present:-

AGENDA ITEM 1

Councillor Melvin Cohen (Chairman)
Councillor Wendy Prentice (Vice-Chairman)

Councillor Maureen Braun	Councillor Tim Roberts
Councillor Claire Farrier	Councillor Stephen Sowerby
Councillor Eva Greenspan	Councillor Jim Tierney
Councillor Barry Rawlings	

Apologies for Absence

Councillor Agnes Slocombe Councillor Mark Shooter

12. MINUTES OF THE LAST MEETING

The minutes of the meeting held on 26 November 2015 were agreed as a correct record.

13. ABSENCE OF MEMBERS

Apologies were received from Councillor Agnes Slocombe and Councillor Mark Shooter. Councillor Khatri substituted Councillor Shooter.

14. DECLARATIONS OF MEMBERS' DISCLOSABLE PECUNIARY INTERESTS AND NON-PECUNIARY INTERESTS

None

15. REPORT OF THE MONITORING OFFICER (IF ANY)

None

16. PUBLIC QUESTIONS AND COMMENTS (IF ANY)

None.

17. MEMBERS' ITEMS (IF ANY)

None.

18. ST MARYS CHURCH OF ENGLAND HIGH SCHOOL SUNNINGFIELDS ROAD LONDON NW4 4QR

The Committee noted the receipt of the tabled addendum to the Officer's report.

Having heard oral representations from Mr J Josephs speaking on behalf of himself and Corinna Conway, close neighbours of the school who objected to the proposal, the Committee

RESOLVED to approve the application as per the officer report with additional amendments as follows:-

Recommendation I should be amended to read as:

3 Requirement to submit Travel Plan £5,000.00

Requirement to submit a Travel Plan for approval by the Council prior to first occupation of the development and the obligation to provide a contribution towards the Council's costs of monitoring the implementation of a Travel Plan.

4 Requirement to review feasibility of highway engineering measures in the vicinity of Bennett House £5, 000.00

Requirement to provide a contribution towards a feasibility review of the appropriate engineering measures for the school in the vicinity of Bennett House

5 Highways measures £15,000.00

Requirement to provide a contribution towards highways measures such as School Keep Clear markings, guard rails, school signs that may be identified in the feasibility review.

6 Monitoring of school pick up and drop off

Measures to be set out in the Travel Plan as to how the school will actively monitor and manage parking and waiting of vehicles associated with the school use in Sunningfields Road and Church Terrace. This shall include investigating the feasibility of providing a drop-off area for parents cars from Church Terrace.

Amended Condition 1 should read as:

The development hereby permitted shall be carried out in accordance with the following approved plans: L1186/2.3/01 RevA; L1186/2.3/02 RevA; L1186/2.3/03 RevA; L1186/2.3/04 RevA; L1186/2.3/06 RevA; L1186/2.3/07 RevA; L1186/2.3/08; L1186/2.3/09; Demolition and Construction Method Statement - Gentlecraft Ltd; Transport Statement 150922/SK21464/TS02; Noise Statement -Hilson Moran document /NJ/nj/150911; Loxton and Associates Design and Access Statement; landscape plan 1; landscape plan 2; Loxton and Associates letter dated 13th October 2015 reference LTR/L1186/K/4/DJL; SKTP- 151207/SK21566/TN01 Technical note dated 7th December 2015; email from Lesli Speers dated 8th December 2015; letter from Mrs S. Giacone – school business manager confirming commitment to monitoring school parking.

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).

Amended Condition 5 should read as:

No site works or works on this development including demolition or construction work shall commence until details of the period required for the extent of parking bay suspension; a temporary traffic order to be put in place and the alterations to public footway to facilitate the development works at the applicants expense have been agreed by the highways team in accordance with the proposed measures outlined in the submitted Demolition, Construction and Traffic Management Statement. All works must be carried out in full accordance with the approved details unless previously agreed in writing by the Local Planning Authority.

Reason: In the interests 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.

Amended Condition 8 should read as:

The development shall be implemented in accordance with the submitted details of materials for the external surfaces of the building(s) and hard surfaced areas as per the details provided in the schedule of materials provided by Loxton and Associates letter dated 13th October 2015 reference LTR/L1186/K/4/DJL.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2015.

Condition 10 is to be removed as it is not necessary.

Three further conditions are suggested:

1. The development shall be implemented in accordance with details of the extraction and ventilation equipment as provided within Hilson Moran's report /NJ/nj/150911 before first occupation or the use is commenced and retained as such thereafter.

Reason: To safeguard the amenities of neighbouring occupiers in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), Policy CS13 of the Local Plan Core Strategy (adopted September 2012) and Policy 7.15 of the London Plan 2015.

2. A 2m high close boarded fence with acoustic properties shall be provided along the boundary with the public footpath adjacent to 20 Church Terrace prior to the commencement of the use or first occupation of the development and retained as such thereafter.

Reason: To safeguard the amenities of neighbouring occupiers in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), Policy CS13 of the Local Plan Core Strategy (adopted September 2012) and Policy 7.15 of the London Plan 2015.

3. The photo voltaic panels as shown as shown on drawing L1186/2.3/03 RevA shall be installed on the flat roof of the building prior to the commencement of the use or first occupation of the development and retained as such thereafter.

Reason: To ensure that the development is sustainable and complies with Strategic and Local Policies in accordance with Policy DM02 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policies 5.2 and 5.3 of the London Plan (2015).

Delete Informative 6 (CIL not applicable).

Recommendation III should be amended to read as:

RECOMMENDATION II

“That if the above agreement has not been completed or a unilateral undertaking has not been submitted by 05/02/2016 unless otherwise agreed in writing, the Service Director of Development Management and Building Control REFUSE the application under delegated powers for the following reason(s):

The proposed development does not include a formal undertaking to meet the costs of monitoring of the School Travel Plan or towards a review and implementation of necessary highway engineering measures . The proposal would therefore not address the impacts of the development and would be likely to adversely impact the safe operation of the public highway, to the detriment of highway and pedestrian safety, contrary to Policy CS15 of the Local Plan Core Strategy (adopted September 2012), policy DM17 of the development Management Policies DPD (adopted September 2012) and the Planning Obligations SPD (adopted April 2013).”

The vote was as follows:

For – 10

Against – 0

Abstain – 0

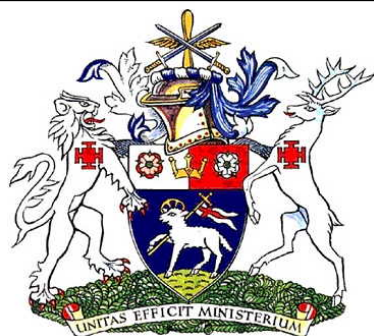
19. ANY ITEM(S) THAT THE CHAIRMAN DECIDES ARE URGENT

None.

20. ADDENDUM TO REPORT AT ITEM 8

The meeting finished at 7.27 pm

AGENDA ITEM 7



Planning Committee

27 January 2016

Title	290-294 Golders Green Road - 15/05062/FUL
Report of	Head of Governance
Wards	Golders Green Ward
Status	Public
Enclosures	Appendix A – Report to Finchley and Golders Green Area Planning Committee Appendix B – Conditions
Officer Contact Details	Salar Rida, Governance Officer salar.rida@barnet.gov.uk 020 8359 7113

Summary

Agenda Item 11 (290-294 Golders Green Road - 15/05062/FUL) of the Finchley and Golders Green Area Planning Committee on 9 December 2015 was referred up to Planning Committee by the Chairman in accordance with the Constitution. Planning Committee is therefore requested to consider the recommendations and take a decision on them.

Recommendations

1. That the Planning Committee consider and determine the application as set out in the report previously considered by the Finchley and Golders Green Area Planning Committee on 9 December 2015.

WHY THIS REPORT IS NEEDED

1.1 The Constitution allows a Chairman of an Area and/or Area Planning Committee to refer any item that it considers with a recommendation to the relevant committee within whose Terms of reference it falls, by indicating immediately after the decision is taken that they require the decision to be referred up.

1.2 The attached report and appendix was considered by the Finchley and Golders Green Area Planning Committee on 9 December 2015. The Committee resolved to refuse the planning application as per the officer's recommendation.

1.3 REASON FOR REFFERAL

1.3.1 Immediately following the decision, the Chairman of the Committee supported a referral of the decision to the Planning Committee in accordance with the Council's Constitution, noting that the significance of the application warranted attention from the Planning Committee.

2. REASONS FOR RECOMMENDATIONS

2.1 As set out in the substantive report.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 As set out in the substantive report.

4. POST DECISION IMPLEMENTATION

4.1 As set out in the substantive report.

5. IMPLICATIONS OF DECISION

5.1 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

5.2 As set out in the substantive report.

5.3 Legal and Constitutional References

5.3.1 Constitution, Responsibility for Functions- Paragraph 6- Members Rights to Refer Matters to Parent Body states that:

“A Chairman of an Area and/or Area Planning Committee may refer any item that it considers with a recommendation to the relevant committee within whose Terms of reference it falls, by indicating immediately after the decision is taken that they require the decision to be referred up.”

5.4 Risk Management

5.5 As set out in the substantive report.

5.6 **Equalities and Diversity**

5.7 As set out in the substantive report.

5.8 **Consultation and Engagement**

5.9 As set out in the substantive report.

6. BACKGROUND PAPERS

6.1 None

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RECOMMENDATION I - Refuse for the following reasons:

1. The proposed development, by reason of its height, massing, and scale, would be unduly obtrusive and detrimental to the character and appearance of the streetscene and general locality. The proposals would be contrary to policy DM01 of the Adopted Barnet Development Management Policies, CS5 of the Adopted Barnet Core Strategy, and paragraph 64 of the National Planning Policy Framework and policies 7.4 and 7.6 of the Mayor's London Plan 2015.
2. The proposed building would appear overbearing and visually dominating as viewed from the rear gardens and windows of the properties at no.1, no.3, no.5, no.7, no.9 and no.11 Princes Park Avenue. The proposals would be detrimental to the visual amenities of the neighbouring occupiers, being contrary to policy DM01 of the Adopted Barnet Development Management Policies 2012.
3. The proposals would have a harmful impact on the visual and residential amenities of neighbouring occupiers at no.1 Princes Park Avenue by reason of the harmful overshadowing of the rear garden. The proposals would be contrary to policies DM01 and DM02 of the Adopted Barnet Development Management Policies 2012.

INFORMATIVE(S):

The plans accompanying this application are:

AD-00-00-06-01 PL1 ELEVATION 01
AD-00-00-06-02 PL1 ELEVATION 02
AD-00-00-06-03 PL1 ELEVATION 03
AD-00-00-06-04 PL1 ELEVATION 04
AD-00-00-06-05 PL1 ELEVATION 05
AD-00-00-06-06 PL1 ELEVATION 06
AD-00-00-06-11 PL2 E2 WITH OUTLINE
AD-00-00-06-12 PL2 E2 WITH OUTLINE
AD-00-00-06-13 PL2 E3 WITH OUTLINE
AD-00-00-06-16 PL2 E6 WITH OUTLINE
AD-00-00-06-21 PL3 SECTION 01
AD-00-00-06-21.1 PL2
AD-00-00-06-22 PL3 SECTION 02
AD-00-00-06-23 PL3 SECTION 03
AD-01-00-01-01 PL3 1ST FLOOR PLAN
AD-02-00-01-01 PL3 2ND FLOOR PLAN
AD-03-00-01-01 PL3 3RD FLOOR
AD-04-00-01-01 PL3 4TH FLOOR PLAN
AD-B1-00-01-01 PL3 BASEMENT 01 PLAN,
AD-B2-00-01-01 PL3 BASEMENT 02
AD-BM-00-01-01 PL3 BASEMENT MEZZANINE
AD-GF-00-01-01 PL3 GROUND FLOOR PLAN
AD-LG-00-01-01 PL3 LOWER GROUND FLOOR PLAN
AD-RF-00-01-01 PL3 ROOF PLAN
AD-LC-00-01-01 PL2 LOCATION PLAN
AD-ST-00-01-01 PL2 SITE PLAN
AD-ST-00-01-02 PL2 SITE PLAN DIMENSIONED
AD-06-00-01-01 PL3 UPPER PENTHOUSE PLAN
AD-UP-40-01-01-PENTHOUSE

Air Quality Assessment
Arboricultural Assessment
Archaeology, Design and Access Statement
Ecological Assessment, Energy Statement
Flood Risk Assessment sm1
Site Investigation Report
Transport Statement
Travel Plan
Utility Statement
Ventilation Strategy
Acoustic Assessment Report
Urban Landscape Design Strategy & Visual Impact Assessment
Soil Survey

2. This is a reminder that should an application for appeal be allowed, then the proposed development would be deemed as 'chargeable development', defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Therefore the following

information may be of interest and use to the developer and in relation to the appeal process itself:

The Mayor of London adopted a Community Infrastructure Levy (CIL) charge on 1st April 2012 setting a rate of £35 per sq m on all forms of development in Barnet except for a £0 per sq m rate for education and health developments. This planning application was assessed as liable for a £631,015 payment under Mayoral CIL at this time.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking were set at a rate of £0 per sq m. This planning application was assessed as liable for a £1,233,900 payment under Barnet CIL at this time.

Liability for CIL is recorded to the register of Local Land Charges as a legal charge upon a site, payable should development commence. The Mayoral CIL charge is 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.

If Affordable Housing Relief or Charitable Relief applies to this development, such relief must be applied for prior to commencement of development using the 'Claiming Exemption or Relief' form available from the Planning Portal website: www.planningportal.gov.uk/cil.

The assumed liable party will be sent a 'Liability Notice' providing full details of the charge and to whom it has been apportioned for payment. If you wish to identify named parties other than the original applicant for permission as the liable party for paying this levy, please submit to the Council an 'Assumption of Liability' notice; also available from the Planning Portal website.

The Community Infrastructure Levy becomes payable upon commencement of development. A 'Notice of Commencement' is required to be submitted to the Council's CIL Team prior to commencing on site; 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 any appeal being allowed, please contact us: cil@barnet.gov.uk.

3. Waste Comments

Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are

attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

Water Comments

On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.

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

Supplementary Comments

The proposed works will be in close proximity to underground water and sewerage utility infrastructure. Piling has the potential to impact on local underground water and sewerage utility infrastructure and as such Thames Water request the following condition:

Piling or any other penetrative construction method shall not be permitted other than with the express written consent of the Local Planning Authority, in liaison with the relevant utility providers and Environment Agency, which may be given where it has been demonstrated that there is no resulting unacceptable risk to below ground utility infrastructure or groundwater. The development shall be carried out in accordance with the approved details. Reason. To ensure that the piling design is protective of below ground utility infrastructure assets and controlled waters.

The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

Informative: Any highway approval as part of the planning process for the alteration to the existing crossovers or new crossovers will be subject to detailed survey by the Crossover Team in Development and Regulatory Services as part of the application for crossover under Highways Act 1980. Removal or relocation of any existing street furniture or alteration to road markings or Controlled Parking Bays would be subject to public consultations and would be done at the applicant's expense, under a rechargeable works agreement, by the Council's term contractor for Highway Works.

In the case where a highway tree is present in the vicinity of the proposed access road or a crossover for the development the final approval would be subject to the detailed assessment carried out by the Highways Crossover Team as part of the crossover application. The outcome of this assessment cannot be prejudged. Information on application for a crossover could be obtained from London Borough of Barnet, Crossover Team, Development and Regulatory Services, NLBP, Building 4, 2nd Floor, Oakleigh Road South, London N11 1NP

Refuse collection points should be located within 10 metres of the Public Highway; otherwise, unobstructed and suitable access needs to be provided to the refuse vehicle on the day of the collection. The development access needs to be designed and constructed to allow refuse vehicles to access the site and turn within the development site. Alternatively, the dustbins will need to be brought to the edge of public highways on collection days. Any issues regarding refuse collection should be referred to the Cleansing Department.

Any details submitted in respect of the Construction Management Plan above shall control the hours, routes taken, means of access and security procedures for construction traffic to and from the site and the methods statement shall provide for the provision of on-site wheel cleaning facilities during demolition, excavation, site preparation and construction stages of the development, recycling of materials, the provision of on-site car parking facilities for contractors during all stages of development (Excavation, site preparation and construction) and the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials and a community liaison contact.

The applicant is advised that the development is located on or will have an impact on the Strategic Road Network (SRN). The Traffic Management Act (2004) requires the Council to notify Transport for London (TfL) for implementation of construction works. The developer is expected to work with the Council to mitigate any adverse impact on public highway and would require TfL's approval before works can commence.

The applicant is also advised that Golders Green Road NW11 is Traffic Sensitive Road; deliveries during the construction period should not take place between 8.00 am-9.30 am and 4.30 pm-6.30 pm Monday to Friday. Careful consideration must also be given to the optimum route(s) for construction traffic and the Development Regulatory Services should be consulted in this respect.

The costs of any associated works to the public highway, including reinstatement works, will be borne by the applicants and may require the applicant to enter into a

278 Agreement under the Highways Act 1980. Detailed design will have to be approved by Development Regulatory Services.

The gradient for the proposed ramps leading to the underground parking areas should have a gradient not steeper than 1:10 or in accordance with the guidelines in IStructE Design recommendations for multi-storey and underground car parks 4th Edition.

The applicant is advised that the proposed development may involve alterations to the existing on-street waiting and loading restrictions. Alterations to on-street waiting and loading restrictions will be subject to a statutory consultation period. The Council cannot prejudge the outcome of the consultation process.

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.

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 30dB(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 4142:1997 - 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.

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 7294.

RECOMMENDATION II

If the members of the Finchley & Golders Green Area Planning Committee are minded to approve the application, the item shall be approved subject to the conditions in the attached appendix to the report and accompanying legal agreement.

1. MATERIAL CONSIDERATIONS

National Planning Policy Framework

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

The 'National Planning Policy Framework' (NPPF) was published on 27 March 2012. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that "good design is a key aspect of sustainable

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

The Mayor's London Plan July 2011

The London Development Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2031. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

The London Plan provides a unified framework for strategies that are designed to ensure that all Londoners benefit from sustainable improvements to their quality of life.

The Mayor's Housing Supplementary Planning Guidance (November 2012) provides guidance on how to implement the housing policies in the London Plan.

Policies 3.3, 3.5, 5.2, 5.3, 6.1, 7.4, 7.6 are considered especially relevant.

Relevant Local Plan (2012) Policies

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD). BothDPDs were adopted on 11 September 2012.

Relevant Core Strategy DPD (2012): Policies CS NPPF, CS1, CS5, CS9, CS10, CS15

Relevant Development Management DPD (2012): Policies DM01, DM02, DM03, DM04, DM08, DM17.

Supplementary Planning Documents and Guidance

The Council adopted a Supplementary Planning Document (SPD)

"Sustainable Design and Construction" , following public consultation. This SPD provides detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet. Part 6 of the SPD relates to generic environmental requirements to ensure that new development within Barnet meets sufficiently high environmental and design standards. The Residential Design Guidance SPD and Sustainable Design and Construction SPD are material considerations.

Relevant Planning History:

C00513W/04 – Erection of three to five-storey building (plus basement) to provide a synagogue and off-street parking at basement level, Class A1/A2 commercial floorspace at ground level and a total of 14 self-contained flats on the upper floors. Provision of associated amenity space, and vehicular access from Princes Park Avenue – withdrawn August 2004.

C00513X/04 – Erection of a part two, part three, part four storey building to provide a synagogue and car parking at basement level, Class A2 commercial floorspace at ground floor level, 1 dwellinghouse and 12 self-contained flats. Provision of amenity space and refuse storage. Formation of vehicular access onto Golders Green Road – not determined Jan 05 – Appeal dismissed Jan 2006.

C10692F/04 – Erection of a three storey block of 9 two bedroom selfcontained flats with basement parking for 15 cars 9 additional surface parking spaces, new access road and demolition of existing bridge over sewer and replacement foot bridge over sewer – withdrawn March 04.

C10692G/04 – Erection of part two storey (with accommodation in the roof) and part three storey block of nine flats with new basement car parking and associated changes to landscaping – withdrawn July 04.

C10692H/04 – Erection of part single (with accommodation in the roof) and part three-storey block of eight flats with basement parking for 14 cars. New access road from Golders Green Road. Concrete bridge over sewer to be demolished. Associated changes to landscape – refused Dec 04 – appeal dismissed May 06.

C10692K/06 – Change of use of part ground and part lower ground floor from class B1 offices to class D1 medical outpatient centre, with minor external alterations – approved Sept 06.

Site Address: 290-294 Golders Green Road London NW11

Application Number: C00513Z/07

Application Type: Full Application

Decision: Approved subject to conditions and legal agreement

Decision Date: 06/06/2007

Appeal Decision: No Appeal Decision Applies

Appeal Decision Date: No Appeal Decision Date exists

Proposal: Construction of three storey building with basements and lower ground floors to create 62 self-contained flats and 1020sqm of health facility (D1 use) with provision for 89 cars and 80 cycle spaces with access from Golders Green Road. Associated landscaping.

Case Officer: Karina Conway

Site Address: 290-294 Golders Green Road London NW11 9PY

Application Number: C00513AA/08

Application Type: Full Application

Decision: Approved following Legal Agreement

Decision Date: 23/05/2008

Appeal Decision: No Appeal Decision Applies

Appeal Decision Date: No Appeal Decision Date exists

Proposal: Construction of five storey building with basements and lower ground floor to create 45 self-contained flats and 1020sqm of health facility (D1 use) with provision for 83 cars and 80 cycle spaces with access from Golders Green Road. Associated landscaping.

Case Officer: Karina Conway

Site Address: 290-294 Golders Green Road London NW119PY

Application Number: C00513Y/05

Application Type: Full Application

Decision: Refuse

Decision Date: 11/08/2006

Appeal Decision: No Appeal Decision Applies

Appeal Decision Date: No Appeal Decision Date exists

Proposal: New three-storey building to provide 14 self-contained flats with

basement parking.

Case Officer:

Site Address: HARVESTER RESTAURANTS, THE PRINCE ALBERT, 290-294
GOLDERS GREEN ROAD, LONDON, NW11 9PY

Application Number: 00247/08

Application Type: Full Application

Decision: Approved following legal agreement

Decision Date: 07/07/2008

Appeal Decision: No Appeal Decision Applies

Appeal Decision Date: No Appeal Decision Date exists

Proposal: Construction of a five storey building with basement and lower ground floor to create 41 self-contained flats and 1020sqm of health facility (D1 use) with provision for 83 cars and 80 cycle spaces with access from Golders Green Road. Associated landscaping.

Case Officer: Karina Conway

Consultations and Views Expressed:

Neighbours Consulted: 388 Replies: 94

Neighbours Wishing To Speak 9 (8 Against, 1 in Support)

A total of 93 letters of objection, and 1 letter of support were received to the consultation. This includes two petitions, one of 70 signatories and one of 15 signatories

The objections raised may be summarised as follows:

- Loss of light – The height and massing of the building would block out the sun.
- Loss of privacy – Rear windows and roof gardens would overlook neighbouring residential properties.
- Impact on Traffic/Parking – Proposals will heavily impact on parking available, visitor parking has not been considered. Will affect neighbouring accesses. Travel plan will not be effective.
- Flooding – neighbouring gardens will become flooded
- No need for luxury development in the area – use would overburden local facilities
- Scale and appearance of development – Scale of the building is too large for the area
- Effect on nature conservation and loss of trees – The site is home to bird species and hedgehogs. Proposed trees are small and do not replace what is being lost. It has not been clarified whether current trees bordering the rear of the properties on Princes Park Avenue are to be retained.
- Noise and disturbance resulting from the use – Noise from the number of people on the site as well as machinery would be detrimental to neighbouring residents.
- Impact on local security - no provision to fence in the new apartments and prevent access to neighbouring properties
- Impact on stability of land and risk of subsidence
- Land Covenants
- Noise pollution and disturbance from 75 flats
- Emissions of petrol and carbon monoxide

- Noise from machinery such as air conditioning
- Pathway at rear of property would be used by all residents and would cause noise and disturbance.
- Lack of security is inappropriate
- Pathways and patios would provide no security
- Access via ramp would have to be gate locked
- Borders of site need to be fenced off
- Security lights are needed to patios, pathways and staircases.
- Area is relatively low density
- Proposals do nothing to address danger from corner of Princes Park Road and visibility
- Rodent infestation

The letter of support can be summarised as follows:

The proposed development will enhance the local area and bring much needed family housing to the area.

The item has been referred to the Finchley & Golders Green Area Committee at the request of Councillor Old as the site has been of major local concern for many years and to enable Councillors to be given a chance to debate the future of the site.

Internal /Other Consultations:

- Historic England - Have confirmed that they have no objection.
- Thames Water – Have made comments and suggested conditions regarding petrol interceptors and piling methodology.
- Environment Agency - No comments received. The proposals fall within Standing advice.
- Traffic & Development – No objection
- Environmental Health – Requested additional clarifications regarding air quality issues. This has been provided and they have no objections to the proposals.
- London Fire Brigade – No comments yet received.

Date of Site & Press Notice: 20 August 2015

2. PLANNING APPRAISAL

Site Description and Surroundings:

The site is the former Harvester site addressed 290-294 Golders Green Road. The site forms an area of approximately 0.4 hectares.

There is a tree preservation order on the site that covers a number of individual and group trees. It appears that historically some of these trees have been cut down, though this appears to have been done a considerable period of time ago.

This application relates to an L-shaped, gap site located on the north-eastern side of Golders Green Road. The plot includes the former site of the Harvester Restaurant and part of the car park which served the Roman House office building immediately adjacent to the site.

The site is situated between Princes Park Avenue to the south-east and Golders Green Road to the south-west. This part of Golders Green Road consists of a mixture of commercial and residential buildings of varying heights, with traditional, suburban housing on the side streets and to the rear of the site. Princes Park Avenue is a residential street comprising of a mix of detached and semi-detached dwellings, which are predominantly two-storeys in height, with pitched roofs.

The site is adjacent to the four-storey commercial office block, Roman House which was built in the 1990's and to the other side, across the junction with Princes Park Avenue, is a three-storey purpose built residential block of flats known as Phildor Court. To the front of the site, Golders Green Road is characterised by commercial premises at ground floor with elements of residential accommodation above.

Opposite the site (on Golders Green Road) is a parade of three-storey buildings known as Princes Parade. Decoy Brook defines the rear boundary of the site and separates it from the neighbouring flatted development at James Close.

The topography and site levels vary, sloping down towards the North Circular Road (A406) to the north-west and Decoy Brook to the north; and upwards to Golders Green to the south-east. The ground levels therefore drop from the corner of the site at its junction with Princes Park Avenue to where it meets its western boundary with Roman House and from the front of the site bordering Golders Green Road to the rear boundary with Decoy Brook.

Proposal:

The proposals are for the erection of a part two, part six, part seven storey building with lower ground floor and basements providing 67 residential flats with ancillary resident's spa facility; associated car and cycle parking, landscaping and associated other works with access from Golders Green Road.

Dimensions

The proposed front block would have a width of approximately 60m, and would extend backwards a depth of approximately 57m.

Measured from the front elevation to Golders Green Road, the building would be 19.8m high with a further 2.2m high roof level.

The roof level would be set back some 2.5m to either side, and from the front of the building.

In relation to the previously refused scheme there have been the following changes:

- There has been a reduction in the number of flats from 75 to 67.
- A floor has been removed to the front block facing Golders Green Road.
- The rear blocks have reduced in height by 2.2 metres
- The rear blocks have been shifted by 600mm towards Roman House and away from the rear gardens of Princes Park Avenue.
- There are 107 cars parking spaces proposed compared with 118 spaces in the previous scheme.
- There are 122 cycle spaces proposed compared with 138 spaces in the previous scheme.
- All three basement levels have been redesigned
- The façade of the building has been changed from stone and render and replaced with brick
- The external cornice detail has been removed to reduce the bulk of the building.
- The façade of the penthouse floor has been changed from stone and render and replaced with glass.

Planning Considerations:

Planning History:

In June 2007, consent was given for the construction of a three-storey building with basements and lower ground floors to create 62 self-contained flats and 1020sqm of health facility (D1 use) with provision for 89 cars and 80 cycle spaces with access from Golders Green Road (Application Reference C00513Z/07).

In May 2008 consent was given for the construction of a five-storey building with basement and lower ground floor to create 45 self-contained flats and 1020sqm of health facility (D1 use) with provision for 83 cars and 80 cycle spaces with access from Golders Green Road (Application Reference C00513AA/08).

In July 2008, consent was given for the construction of a five-storey building with basement and lower ground floor to create 41 self-contained flats and 1020sqm of health facility (D1 use) with provision for 83 cars and 80 cycle spaces with access from Golders Green Road (Application Reference F/00247/08). This proposal was similar to the consented scheme of May 2008 however there were a number of changes including the slight relocation of the PCT (Health Care Facility) to accord more with the original consent of 2007; a re-adjustment to the location of the D1 floorspace; and a subsequent reduction in the number of residential units from 45 to 41. These changes had no bearing on the physical form of the building.

In February 2015, an application was refused by the Planning Committee for '*Erection of a part two, part six, part seven storey building with lower ground floor and basements*

providing 75 residential flats with ancillary resident's spa facility; associated car and cycle parking, landscaping and associated other works with access from Golders Green Road.'

This followed pre-application discussions with the Local Planning Authority.

This application was refused for the following reasons:

1. *The proposed development, by reason of its height, massing, materials used, and scale, would be unduly obtrusive and detrimental to the character and appearance of the streetscene and general locality. The proposals would be contrary to policy DM01 of the Adopted Barnet Development Management Policies, CS5 of the Adopted Barnet Core Strategy, and paragraph 64 of the National Planning Policy Framework.*
2. *The proposed building would appear overbearing and visually dominating as viewed from the rear gardens and windows of the properties at no.1, no.3, no.5, no.7, no.9 and no.11 Princes Park Avenue. The proposals would be detrimental to the visual amenities of the neighbouring occupiers, being contrary to policy DM01 of the Adopted Barnet Development Management Policies 2012.*
3. *The proposals would have a harmful impact on the visual and residential amenities of neighbouring occupiers at no.1 Princes Park Avenue by reason of the harmful overshadowing of the rear garden. The proposals would be contrary to policies DM01 and DM02 of the Adopted Barnet Development Management Policies 2012.*
4. *The proposed development does not provide a legal undertaking to monitor the required residential travel plan in association with the development. In the absence of this the proposals would be contrary to policy DM17 of the Adopted Barnet Development Management Policies and policy 6.1 of the Mayor's London Plan.*
5. *The application does not make any provision towards on-site affordable housing, contrary to policies DM10, CS NPPF, CS4 and CS15 of the Barnet Local Plan Core Strategy and Development Management Policies Document (both adopted September 2012), policies 3.12 and 3.13 of the London Plan (adopted July 2011 and October 2013), the Barnet Planning Obligations (adopted April 2013) and Affordable Housing (adopted February 2007 and August 2010) Supplementary Planning Documents and the Mayoral Housing (adopted November 2012) Supplementary Planning Guidance. It has not been demonstrated that the proposed commuted sum towards affordable housing within the Unilateral Undertaking provided by the applicant is adequate provision.*

The main issues associated with this planning application are considered to be:

- Whether the principal of the development is acceptable
- Whether the proposals would have an acceptable impact on the character and appearance of the streetscene, general locality and local townscape
- Whether the proposals would have an acceptable impact on neighbouring amenity and the amenities of future residents
- Whether the proposals would have an acceptable impact on trees of special amenity value
- Whether the proposals would have an acceptable impact on highway and

- pedestrian safety
- Whether the proposals make adequate provision for affordable housing
- Whether the proposals would comply with sustainability and energy requirements
- Whether the proposals would harmfully increase local flood risk
- Whether the Development would make adequate provision towards skills, employment, enterprise, and training
- Whether there are any other material planning considerations that would outweigh harm caused by the development

Whether the principal of the development is acceptable

Land Use

The site formerly had a public house and restaurant that was demolished some time ago. It is now occupied for the purposes of car storage though it does not appear that this use benefits from planning permission.

Density

The proposed development would be in an area of PTAL rating 3-4, as the site falls on the boundary of these areas. The development would be at a density of 163 units per hectare. The site is considered to be an urban location, and the proposals would be within the London Plan thresholds.

Whether the proposals would have an acceptable impact on the character and appearance of the streetscene, general locality and local townscape

Layout/Siting

Taking into account the size and location of the plot and considering the topography of the Golders Green area, this is a highly prominent site, which if developed, is likely to be visible from much of the surrounding area. The design of the building is therefore of highest importance.

In comparison to the refused scheme, the building has been set closer to Roman House, and further from the boundary with residential properties on Princes Park Avenue by approximately 0.6m-0.8m.

Scale & Massing

The proposals comprise of front block of 5-6 stories externally, with two blocks joined by a recessed element. The top floor would manifest itself as a glazed roof level recessed from the lower stories.

This application follows the refusal of planning permission for a previously similar development of 6-7 stories. The revised scheme represents a reduction in approximately 2.2m-2.8m though this is approximate as heights vary across the development.

It should also be noted that there have been previous approved planning applications on site, the most recent of these under reference F/00247/08. This scheme was for a five storey (Including set back glazed roof level) building with basements and lower ground floor. The previous scheme was for 45 flats and a medical centre. The permission has now lapsed.

It is acknowledged that the reduction in height is something of an improvement in respect of the impact on the character and appearance of the streetscene. However there are still concerns regarding the height and unbroken massing of the proposed building. This is particularly in terms of the relationship to 1 Princes Park Avenue from the taller parts of the building, although it is acknowledged that the previous scheme was in part closer although smaller in height.

The principal areas of concern are the height of the proposed building, which at six storeys is considered to relate poorly with neighbouring buildings, especially those on Princes Park Avenue, and the unbroken massing of the building, which would contribute to the building appearing bulky within the local streetscape.

Whilst it should be noted that the previously approved scheme was closer to neighbouring buildings on Princes Park Avenue, it was significantly lower in height; the increase in height from the approved scheme would result in an especially awkward relationship with the neighbouring two-storey dwellings on Princes Park Avenue.

When considering the scale of the development, it is noted that there are some similarly tall buildings in the locality, most notably Melvin Hall which is part 7 and part 8 storeys. However, this does not share a similar relationship with the immediately adjacent buildings, which is the main concern in relation to the proposals. Furthermore, the site is particularly prominent and as such the additional height of the replacement would be more prominent than that of Riverside Drive or Melvin Hall.

The proposed development is significantly larger, than that which was approved previously. There is concern that the proposed development, would appear in stark contrast to the two-storey dwellings at the rear and the three storey buildings adjacent to and opposite the site. It is also located at a higher ground level than the more modest developments to the north and west and would therefore stand out as a highly prominent and visually obtrusive feature, harmful to the character and appearance of the wider area. The location and size of the building would also mean that all elevations would be either entirely or partially visible from the surrounding area.

The proposal consists of one large, 5-6 storey, L-shaped block, which extends along the front boundary at a width of 60.2m and the north-western (side) boundary at a width of approximately 57m. The failure to sufficiently break up this large block, further exacerbates the visual impact of the development and increases its presence and visual dominance within the street scene. This needs to be considered in conjunction with the height of the building.

For these reasons, the proposed development is considered harmful to the character and appearance of this part of Golders Green, contrary to policy DM01 of the council's Local Plan Development Management Policies DPD,

which requires development proposals to be based on an understanding of local characteristics, to preserve or enhance local character and to respect the appearance, scale, mass and pattern of surrounding buildings and spaces. Paragraph 2.2.1 of the Development Management Policies DPD states that “The council will not accept designs for new development that are inappropriate to their context or do not take opportunities to improve the character and quality of an area.”

It is considered that the proposed development would fail to respect the scale of neighbouring buildings, appearing out of scale and overly bulky as a result of its massing and failing to relate adequately to local context.

External Appearance

The applicant has modified the proposed materials from the previously refused scheme. The proposed materials now encompass brick and glazing as opposed to the stone which was a feature of the previous scheme. This choice of material would be more in keeping with the surrounding area and acceptable, notwithstanding the above comments.

Landscaping

The applicant has provided a landscaping scheme with the proposed application. This was drawn up in conjunction with the previous planning application and is shown on plan 1094 A2 01. It comprises of a mixture of hard and soft landscaping. This includes a mixture of soft and hard landscaping. Furthermore, the applicant has expressed a willingness to provide additional mature trees to provide screening to the boundary of properties on Princes Park Avenue.

Whether the proposals would have an acceptable impact on neighbouring amenity and the amenities of future residents

Neighbouring amenity

As discussed previously in the report, the revised scheme represents an overall reduction in height of approximately 2.2m-2.8m. Furthermore, the building has been sited approximately 0.6-0.8m further from the rear boundary of properties on Princes Park Avenue.

The proposed rear block would be located 13m to the rear boundary of 1 Princes Park Road. This increases further to the north to 7 Princes Park Avenue with a distance of 17.5m. This then decreases to 11.1m to the rear of no.9 where it is at its closest point.

Loss of light

It is acknowledged that there is potential for the development to cause loss of light to nearby buildings given its massing, height and siting and relationship to buildings on Princes Park Avenue to the east.

It is acknowledged that no.1 Princes Park Avenue has been extended and has utility and kitchen windows facing Golders Green Road to the south.

A number of residents have expressed concern about potential loss of light. It is considered that there needs to be greater analysis of the potential impact on the visual amenities of neighbouring residents and this would have to show that there is not a harmful impact, given that it would seem likely that overshadowing of rear gardens would result from the development.

In order to justify the proposals in relation to this issue, the applicant has provided an Hours in Sun Overshadowing Report.

The report references the BRE Guidelines 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice (2011). The guidelines state that a reduction in 20% is likely to be noticeable.

It should be noted that the previously refused planning application was similarly accompanied by a report. This report stated that there would be a 41% (major) adverse overshadowing to the garden of no.1 Princes Park Avenue.

The report for the current application states that there would be a loss of 31% light to the garden of no.1 Princes Park Avenue. There is a moderate adverse loss of light to 1 Prince Park Avenue (31% compared to 41%). Given the nature of the impact identified it is considered that this would still represent a harmful reduction in the sunlight available to the residents of this property. The report also states that this impact is forecast on March 21st, and that summer months would be less affected. Whilst this may be the case, it is contended that sunlight in the winter months would still be of importance to residents.

The report goes on to state that it is not unusual where proposed developments are envisaged on undeveloped sites in close proximity to neighbouring amenity spaces to cause loss of light. However it is considered that the impact would be significant enough to cause material harm to the amenities of no.1 Princes Park Avenue.

The BRE guidelines do not define what a moderate adverse impact is, but the report states that '*an area of amenity space which by virtue of its pattern of usage has a reasonable expectation of sun on ground for most of the year; and is unable to satisfy guidance*'.

The BRE guidelines are not a representation of policy, though represent an expert analysis of the overshadowing issue. Consequently they are given some weight in considering this issue.

In addition to this the Hours in Sun Report does not analyse the impact of the proposals on the windows of neighbouring properties.

It is considered that the proposals would result in harmful overshadowing of the garden of no.1 Princes Park Avenue.

Visual Impact & Outlook

There is concern regarding the potential visual impact as perceived from the rear windows of no.1 Princes Park Avenue. At a distance of 10.3m from the side boundary with no.1 Princes Park Avenue, the building would for the most part be closer to the boundaries of the site with neighbouring properties on Princes Park Avenue. The impact is specifically a concern with regard to the rear windows on no.1 Princes Park Avenue, given that the rear wall of the proposals would be closer on this side.

The approved scheme did not have a continuous façade running along the rear gardens of these properties. It is considered that the proposals would appear overbearing, visually dominating from the rear gardens and windows of properties at 1-11 Princes Park Avenue. Whilst the applicant has sited the proposed building further from the boundary with no.1 than the approved scheme, it is not considered that this has addressed concerns regarding the visual appearance of the development. Though the previously approved building would have had a certain degree of presence, these took the appearance of linked blocks. The proposals are for the most part closer, taller and more massive. It is considered that the proposed development would appear overbearing and visually dominating to the detriment of neighbouring visual amenity.

The changes within the revised scheme from the previously refused scheme would not be sufficient to address the previous concerns identified in terms of the overbearing appearance of the development and the sense of enclosure as perceived from 1-11 Princes Park Avenue. Officers note that the scheme still involves a continuous building running across the site. The replacement of the stone with brick would give the building a somewhat less heavy appearance but at the proposed height and proximity to neighbouring windows and gardens it would have considerable presence. The reduction in height and set back help somewhat but it is still considered that the proposed massing of the building would result in a development that would appear oppressive as perceived from neighbouring residential properties.

Loss of privacy

The proposals would broadly comply with the standards set out in the Council's Supplementary Planning Document: Residential Design Guidance, which specifies that there should be a minimum distance of 10.5m to neighbouring gardens and 21m to windows in habitable rooms.

The proposed building is sited 10.3m from the boundary with neighbouring residents. It is considered on balance that the proposals would not result in harmful overlooking given that this is not materially below the figure quoted in the Supplementary Planning Document and that in part the windows are slightly at an angle to the rear windows on Princes Park Avenue. Windows and balconies have been sited in such a way that they would not harm neighbouring amenity through overlooking, however details of screening for the balconies would be required but could be secured by condition.

The development would have an acceptable impact in terms of privacy on the

windows of Roman House, as the proposals are no closer than the previously approved scheme, and that Roman House is in use as a medical centre.

Future Amenity

The size of all units would comply with the Mayors London Plan. The applicant has considered whether windows could be obscure glazed however this would provide a poor level of outlook to habitable rooms and is considered undesirable. The proposed flats would have access to communal amenity areas through communal accesses. It is not considered that the layout would give rise to a poor level of privacy through use of the amenity areas.

The proposals would provide approximately 3000 square metres of amenity space, which would comply with standards in Supplementary Planning Document: Residential Design Guidance which requires 5 square metres per habitable room.

Whether the proposals would have an acceptable impact on trees of special amenity value

The proposals would result in the loss of two trees under Tree Preservation Order, namely tree T3 and T4. (Referred to as trees G3 and T6 in the order) Furthermore the proposals would result in the loss of category C trees T21, T22 T23, T24, G25, G38, and B grade tree T10. However it should be noted that the removal of these trees was shown on the landscaping plans associated with the previous approval reference F/00247/08.

The proposals would leave limited scope for future landscaping. The applicant has agreed if the application was to be approved that a condition could be attached to ensure tree screening to the boundaries with properties on Princes Park Avenue and James Court prior to construction. Landscaping would be provided as part of the development and secured by condition.

Whether the proposals would have an acceptable impact on highway and pedestrian safety

The site is located on Golders Green Road at its junction with Princes Park Avenue. The site is outside the one hour Brent Cross Station Control Parking Zone (CPZ). The CPZ operates from Monday to Friday between 11am and 12pm. There are also Pay by Phone bays on Golders Green Road in the vicinity of the development which operate from Monday to Sunday during 9am-5.30pm.

A ramped vehicular access is proposed for the development from Golders Green Road. A 1:10 gradient would need to be provided otherwise the ramp design would need to be in accordance with the Design Recommendations for multi-storey and underground car parks by The Institution of Structural Engineers. A condition would need to be attached to any grant of planning permission in order to ensure that the ramp is built to such standards.

Parking

107 parking spaces are proposed within a two storey basement level.

The assessment of parking provision for a residential development is based on Public Transport Accessibility Levels (PTAL) Score. For higher PTAL of say 5/6 a parking requirement at the lower end of the council's parking policy range would be considered acceptable. However, for a PTAL Score at the lower end (say of 1 or 2) parking provision at the higher end of the council's parking policy range would be required. The PTAL Score for the site is calculated as 3-4. Barnet's Local Plan Development Management Policies approved in September 2012 sets out Parking Standards as follows for the residential use:

For 4 or more bedroom units - 2.0 to 1.5 parking spaces per unit

For 2 and 3 bedroom units - 1.5 to 1.0 parking spaces per unit

For 1 bedroom units - 1.0 to less than 1 parking space per unit

Based on the above parking standards the parking requirement is calculated as follows:

10x1b = a range of (0.0 - 1.0) = 0.0 – 10.0 parking spaces required

13x2b = a range of (1.0 - 1.5) = 13.0 - 19.5 parking spaces required

18x3b = a range of (1.0 - 1.5) = 18.0 - 27.0 parking spaces required

26x4b = a range of (1.5 - 2.0) = 39.0 - 52.0 parking spaces required

This equates to a range of parking provision of 70 to 108.5 spaces to meet the Barnet Local Plan parking standards contained in the Development Management Policies approved in September 2012. The maximum parking provision would be more appropriate in an area with the lowest Public Transport Accessibility Level (PTAL) for the site. The PTAL for the above site is 3-4.

The proposed parking provision of 107 parking spaces is in accordance with the parking standards as stated in Barnet Local Plan, Delivery Management Plan. 10% of the parking provision is proposed for disabled use.

Electrical Charging Vehicle points would be provided in accordance with the London Plan Parking Standards and will be conditioned.

122 cycle parking spaces are also being provided which is acceptable for a development in this location. The site is accessible by bus services: 83, 183, 210, 232 and 240. The site also has access to London Underground Northern Line services from Brent Cross Station.

The Transport Assessment (TA) has been submitted with the application and revised from the previously refused scheme.

This includes an assessment of the trip generation associated with the scheme and the potential safety implications of the scheme. The data demonstrate that the majority of the accidents do not share a common cause but majority of the accidents involving cars have been due to driver error/careless driving. It was concluded in the analysis that the highway layout does not present any defects that would raise a safety concern. Therefore, the small increase in traffic resulting from the proposed development is unlikely to have any detrimental impact on the highway safety.

An indicative refuse collection has been provided in the applicant's Design and Access Statement. A condition will need to be placed on the application to ensure that this takes place in accordance with the Council's refuse collection policy.

A robust construction management plan needs to be provided and careful consideration must be given to the optimum route(s) for construction traffic and the Development Regulatory Services should be consulted in this respect.

A signed unilateral undertaking has been provided which makes provisions for a residential Travel Plan.

Whether the proposals make adequate provision for affordable housing

Policy DM10 of the Development Management Policies states that *'Having regard to the borough-wide target that 40% of housing provision should be affordable, the maximum reasonable amount of affordable housing will be*

required on site, subject to viability, from all new sites providing 10 or more units gross or covering an area of 0.4 hectares or more.'

London Plan Policy 3.12 states that *'Negotiations on sites should take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development including provisions for re-appraising the viability of schemes prior to implementation ('contingent obligations'), and other scheme requirements.'*

The applicant has not provided a viability appraisal of the current scheme. However, an appraisal was provided in relation to the previous similar scheme that was refused.

It is acknowledged that the changes made to the current scheme are unlikely to make the scheme more viable than the refused scheme.

When reviewing the applicant's viability statement Deloitte, who represent the council on appraising the viability documents, were unable to agree to the applicant's Benchmark Land Value, however it is not disputed that the scheme as proposed could not viably make provision towards affordable housing.

Notwithstanding Deloitte accept that the scheme as proposed could not viably make provision towards affordable housing, the applicant has agreed to provide a commuted sum of £940,000 towards affordable housing provision, as well as a further contribution of up to £500,000 (capped contribution) should this be viable with a review mechanism. Whilst a cap on such a review mechanism would not normally be acceptable, the offer when considered as a whole is considered by officers and Deloitte to be acceptable.

Whether the proposals would comply with sustainability and energy Requirements

The applicant has provided an energy statement which advises that it is envisaged that the proposals would achieve a 40% reduction in carbon dioxide emissions. The proposals would achieve this through use of air source heat pumps and photovoltaics. A condition could be attached securing these if the scheme was to be approved.

The scheme would need to comply the Supplementary Planning Document on Sustainable Design and Construction and London Plan policy 5.2.

Since the time of the original planning application, the Code for Sustainable Homes and Lifetime Homes have been withdrawn. The applicant has confirmed in writing that the development will meet M4(2) of the building regulations and that 6 units will also meet M4(3) (Wheelchair Housing). In this way the development would comply with sustainability and accessibility requirements.

Whether the proposals would harmfully increase local flood risk

Part of the rear of the site is located within Flood Zone 2. Environment Agency Guidelines advise that residential use is appropriate on such sites however a sequential test should be carried out. However, this has been discussed with the Environment Agency and given that no built development is taken place within zone 2 a sequential test is not required.

A flood risk assessment accompanies the proposals. The proposals make provision for flood attenuation and ensure that all of the building footprint is located outside the flood zone.

The applicant has provided a utilities statement which advises that:

- No additional gas services are required
- Air source heat pumps and photo-voltaic panels would provide electricity.
- Water supplies would be routed from Golders Green Road.

An application has been made to Thames Water who have been consulted on the proposals and have no raised objection.

Whether the proposals make adequate provision towards skills, employment, enterprise and training

Since the time of the previous planning application, the Council has Adopted a Supplementary Planning Document on Skills, Employment, Enterprise and Training. This

would normally require that such a scheme would enter to into a Local Employment Agreement as well as providing apprenticeships. Given that the development is not viable, it is not considered that it would be reasonable to require such measures.

Whether there are any other material planning considerations that would outweigh the harm caused by the development

The applicant has previously raised the issue of whether the fact that the development is not commercially viable is justification for the approval of the application despite the harm caused. They have advised that the previously refused scheme is not viable and that this has been confirmed by Deloitte in their reports.

Officers of the Local Planning Authority do not dispute that the current scheme may not be commercially viable.

Officers note that agreement has now been reached with the applicant over the affordable housing issue. However, they are still of the view that the harm caused by the development in terms of the impact on the character and appearance of the area and neighbouring amenity would outweigh this.

3. COMMENTS ON GROUNDS OF OBJECTIONS

Loss of light – *Addressed in main report*

Loss of privacy – *Addressed in main report*

Impact on Traffic/Parking – *Addressed in main report*

Flooding – neighbouring gardens will become flooded - *Addressed in main report. A drainage strategy would be secured by condition in the event of approval.*

No need for luxury development in the area – *Noted however it is not within the LPA's power to refuse due to the nature of the accommodation.*

Scale and appearance of development – *Addressed in main report*

Effect on nature conservation and loss of trees – *Noted. Policy DM16 requires ecological improvements with any planning application. The site is considered unlikely to provide a habitat for protected species under the Wildlife and Countryside Act 1981.*

Noise and disturbance resulting from the use – *Noted. Given the noise climate in the area it is considered that any impacts can be satisfactorily addressed through conditions.*

Impact on local security – *Appropriate boundary treatment could be provided through planning condition.*

Impact on stability of land and risk of subsidence - *The proposals would need to comply with the building regulations. The site is not understood to be in an area that suffers from hydrogeological issues and a soil survey accompanies the proposals.*

Land Covenants – This is not a material planning consideration.

Emissions of petrol and carbon monoxide – *A condition could be provided in the event of approval to ensure that contamination is identified and remediated.*

Access via ramp would have to be gate locked – *Noted and it is understood that this would be done.*

Security lights are needed to patios, pathways and staircases.- *External lighting would be controlled through a planning condition.*

Rodent infestation – This is principally an Environmental Health matter.

4. EQUALITIES AND DIVERSITY ISSUES

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

5. CONCLUSION

Whilst the proposals would have the benefit of providing additional family sized dwellings within the borough, the benefits of the scheme are considered to be outweighed by the harm the development would cause in terms of the impact on the appearance of the locality, impact on neighbouring amenity, and lack of provision for affordable housing.

Taking all relevant factors into consideration, the application is recommended for **REFUSAL**.

SITE LOCATION PLAN: 290-294, Golders Green Road, NW11 9PY
REFERENCE: F/05593/13



An indicative schedule of conditions in the event of approval are shown below:

- The development hereby permitted shall be carried out in accordance with the following approved plans: AD-00-00-06-01 PL1 ELEVATION 01, AD-00-00-06-02 PL1 ELEVATION 02, AD-00-00-06-03 PL1 ELEVATION 03, AD-00-00-06-04 PL1 ELEVATION 04, AD-00-00-06-05 PL1 ELEVATION 05, AD-00-00-06-06 PL1 ELEVATION 06, AD-00-00-06-11 PL2 E2 WITH OUTLINE, AD-00-00-06-12 PL2 E2 WITH OUTLINE, AD-00-00-06-13 PL2 E3 WITH OUTLINE, AD-00-00-06-16 PL2 E6 WITH OUTLINE, AD-00-00-06-21 PL3 SECTION 01, AD-00-00-06-21.1 PL2, AD-00-00-06-22 PL3 SECTION 02, AD-00-00-06-23 PL3 SECTION 03, AD-01-00-01-01 PL3 1ST FLOOR PLAN, AD-02-00-01-01 PL3 2ND FLOOR PLAN, AD-03-00-01-01 PL3 3RD FLOOR, AD-04-00-01-01 PL3 4TH FLOOR PLAN, AD-B1-00-01-01 PL3 BASEMENT 01 PLAN, AD-B2-00-01-01 PL3 BASEMENT 02, AD-BM-00-01-01 PL3 BASEMENT MEZZANINE, AD-GF-00-01-01 PL3 GROUND FLOOR PLAN, AD-LG-00-01-01 PL3 LOWER GROUND FLOOR PLAN, AD-RF-00-01-01 PL3 ROOF PLAN, AD-LC-00-01-01 PL2 LOCATION PLAN, AD-ST-00-01-01 PL2 SITE PLAN, AD-ST-00-01-02 PL2 SITE PLAN DIMENSIONED, AD-06-00-01-01 PL3 UPPER PENTHOUSE PLAN, AD-UP-40-01-01-PENTHOUSE, Air Quality Assessment, Arboricultural Assessment, Archaeology, Design and Access Statement, Ecological Assessment, Energy Statement, Flood Risk Assessment sm1, Site Investigation Report, Transport Statement, Travel Plan, Utility Statement, Ventilation Strategy, Acoustic Assessment Report, Urban Landscape Design Strategy & Visual Impact Assessment, Soil Survey, Signed Unilateral Undertaking.

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 DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012).

- 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.

- Before the development hereby permitted is occupied the parking spaces/garages shown on the approved plans 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 policies DM17 of the Adopted Barnet Development Management Policies DPD (2012) and 6.1, 6.2 and 6.3 of the London Plan 2011.

- Before this development is commenced, details of the levels of the building(s), road(s) and footpath(s) in relation to adjoining land and highway(s) and any other changes proposed in the levels of the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

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 DM01 and DM04 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF, CS1, CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.4, 7.5, 7.6 and 7.21 of the London Plan 2011.

- Before the development hereby permitted commences, details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

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 DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012) and 1.1, 7.4, 7.5 and 7.6 of the London Plan 2011.

- Before the development hereby permitted is brought into use or occupied the site shall be enclosed except at the permitted points of access in accordance with details previously submitted to and approved in writing by the Local Planning Authority.

Reason:

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

- Before the development hereby permitted commences, details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins or other refuse storage containers where applicable, together with a satisfactory point of collection shall be submitted to and approved in writing by the Local Planning Authority and shall be provided at the site in accordance with the approved details before the development is occupied.

Reason:

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

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

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Adopted Barnet Development Management Policies DPD (2012).

- Part 1

Before development commences other than for investigative work:

- a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
- b. If the 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.

- c. 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

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 policies DM04 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF of the Adopted Barnet Core Strategy DPD (2012) and 5.21 of the London Plan 2011.

- Before the development hereby permitted is commenced a scheme indicating the provision to be made for disabled people to gain access to the flats shall have been submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented before the development hereby permitted is brought into use.

Reason:

To ensure adequate access levels within the development in accordance with policies DM03 of the Adopted Barnet Development Management Policies DPD (2012) and 7.2 of the London Plan 2011.

- A scheme of hard and soft landscaping, including details of existing trees to be retained, proposed planting to the boundary with properties on Princes Park Avenue, shall be submitted to and agreed in writing by the Local Planning Authority before the development, hereby permitted, is commenced.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and 7.21 of the London Plan 2011 and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012).

- 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.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

- 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 DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

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

Reason:

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

- The level of noise emitted from the 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 Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

- Before development commences, a report should be carried out by a competent acoustic consultant and submitted to the Local Planning Authority for approval, that assesses the likely noise impacts from the development of the ventilation/extraction plant. The report shall also clearly outline mitigation measures for the development to reduce these noise impacts to acceptable levels. It should 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 contents and recommendations. The approved measures shall be implemented in their entirety before (any of the units are occupied / the use commences).

Reason:

To ensure that the amenities of neighbouring premises are protected from noise from the development in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

- No development shall take place until details of a construction management plan have been submitted to and approved in writing by the local planning authority.

Reason:

To safeguard residential amenity in accordance with policy DM17 of the Adopted Barnet Development Management Policies DPD (2012).

- No development shall take place until a 'Construction Method Statement' has been submitted to, and approved in writing by, the Local Planning Authority. The Statement shall provide for: access to the site; the parking of vehicles for site operatives and visitors; hours of construction, including deliveries, loading and unloading of plant and materials; the storage of plant and materials used in the construction of the development; the erection of any means of temporary enclosure or security hoarding and measures to prevent mud and debris being carried on to the public highway and ways to minimise pollution. Throughout the construction period the detailed measures contained within the approved Statement shall be strictly adhered to.

Reason:

In the interests of highway safety and good air quality in accordance with Policy DM17 and DM04 of the Adopted Barnet Development Management Policies DPD (2012) and policy 5.21 of the London Plan (2011).

- Piling or any other penetrative construction method shall not be permitted other than with the express written consent of the Local Planning Authority, in liaison with the relevant utility providers and Environment Agency, which may be given where it has been demonstrated that there is no resulting unacceptable risk to below ground utility infrastructure or groundwater. The development shall be carried out in accordance with the approved details.

Reason. To ensure that the piling design is protective of below ground utility infrastructure assets and controlled waters in accordance with policy DM04 of the Adopted Barnet Development Management Policies 2012.

- Before the development is occupied, the proposals identified in the energy statement submitted shall be implemented in accordance with the details within this document and permanently retained thereafter.

Reason: To ensure that the development achieves satisfactory environmental performance accordance with policy 5.2 of the Mayors London Plan.

- Before the development is occupied, details of the designated amenity areas and how access to these will be provided shall be submitted to and approved

in writing by the Local Planning Authority. The development shall be implemented in accordance with these details.

Reason: To ensure that residents have access to adequate amenity space in accordance with policy DM02 of the Adopted Barnet Development Management Policies 2012.

- Before the development hereby permitted is occupied cycle storage and parking shall be implemented in accordance with the approved details.

Reason: To ensure that the proposals have an acceptable impact on highway and pedestrian safety in accordance with policy DM17 of the Adopted Barnet Development Management Policies 2012.

- Before the development hereby permitted is occupied, details of electric car charging points shall be submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with these details.

Reason: To ensure that the development achieves satisfactory environmental performance in accordance with policy 5.2 of the Mayor's London Plan.

- Prior to the first occupation of the development a scheme detailing all play equipment to be installed in the communal amenity space 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 prior to the first occupation of the development.

Reason:

To ensure that the development represents high quality design and to accord with policies CS7 of the Core Strategy and DM02 of the Development Management DPD and policy 3.6 of the London Plan 2011.

- a) Before development commences, a scheme of proposed air pollution mitigation measures shall be submitted to and approved in writing by the Local Planning Authority.
b) The approved mitigation scheme shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD, and Policy 5.3 of the London Plan 2011.

- a) No development shall take place until a scheme of proposed noise mitigation measures against externally generated traffic noise has been submitted to and approved in writing by the Local Planning Authority.

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

Reason: To ensure the amenities of occupiers are not prejudiced by traffic noise in the immediate surroundings, in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013), and 7.15 of The London Plan 2011.

- Notwithstanding the details shown in the drawings submitted and otherwise hereby approved, prior to the first occupation of the new dwellinghouse(s) (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) and M4(3) 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). The development shall be maintained as such in perpetuity thereafter.

Reason:

To ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.8, 7.2 and 7.6 of the London Plan (2015) and policies DM02 and DM03 of the Barnet Development Management Policies document (2012)

- 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 40% in carbon dioxide emissions when compared to a building constructed to comply with the minimum Target Emission Rate requirements of the 2010 Building Regulations. The development shall be maintained as such in perpetuity thereafter.

Reason:

To ensure that the development is sustainable and minimises carbon dioxide emissions and to comply with the requirements of policies DM01 and DM02 of the Barnet Development Management Policies document (2012) and policies 5.2 and 5.3 of the London Plan (2015).

- Before the development hereby permitted commences, a SuDS Construction Plan shall be submitted. The SuDS Construction Plan shall demonstrate that SuDS shall be constructed in accordance with appropriate applicable standards to ensure that there is no consequential damage to the functionality of the sewerage and drainage system. The Plan shall also address the operation and long term maintenance plan for the SuDS. The development shall be constructed in full accordance with these details.

Reason: To ensure that the proposals have an acceptable impact on local drainage.

- Prior to the first occupation of the new dwellinghouses (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 so that mains water consumption would meet a standard of 105L per head per day or less. The development shall be maintained as such in perpetuity thereafter.

Reason: To encourage the efficient use of water in accordance with policy CS13 of the Barnet Core Strategy (2012) and policy 5.15 of the London Plan (2015)

- The property shall be used as self-contained units as shown in the hereby approved drawings under Class C3(a) and no other purpose (including any other purpose in Class C3 or C4 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification).

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

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LOCATION: Phase 1A (South) Brent Cross Cricklewood Regeneration Area; Land At Claremont Industrial Estate And Whitefield Estate, London NW2

REFERENCE: 15/06518/RMA **Received:** 23 Oct, 2015

Accepted: 26 Oct, 2015

WARD: Childs Hill, Golders **Expiry:** 25 Jan, 2015
Green, West Hendon

APPLICANT: Argent (Property Development) Services LLP

PROPOSAL: Submission of Reserved Matters Application within Phase 1A (South) of the Brent Cross Cricklewood Regeneration Area; relating to Layout, Scale, Appearance, Access and Landscaping for Claremont Park Road (Part 1) and School Lane. Submission is pursuant to conditions 1.2.1.B, 2.1 and for the part discharge of condition 13.1 of planning permission F/04687/13 dated 23 July 2014 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Regeneration Area.

Application is accompanied by an Environmental Statement Compliance Note.

1. RECOMMENDATION

This application is recommended for **APPROVAL** subject to conditions and informative(s) attached in **Appendix 1**.

2. APPLICATION SUMMARY

This Reserved Matters Application relates to Phase 1A (South) of the Brent Cross Cricklewood regeneration and seeks approval for detailed matters; related to scale, layout, access, appearance and landscaping reserved under the 2014 Section 73 outline planning consent (Ref: F/04687/13) approved 23 July 2014.

Phase 1A (South) is defined to deliver three separate highway infrastructure items to facilitate the Southern development of the Brent Cross Cricklewood regeneration. This particular phase comprises: the A5/ Diverted Geron Way (Waste Handling Facility) Junction, Claremont Park Road (Part 1) and School Lane. No plot development is included within this Phase.

The Section 73 Planning Consent provided full planning approval for major highway works to key junctions, and these are referred to as the 'Gateway Junctions'. The A5/Diverted Geron Way (Waste Handling Facility) Junction is

one of the nine approved Gateway Junctions and controlled under Condition 1.29 of the planning consent and therefore does not form part this Reserved Matters Application.

The principle works in the RMA before Members therefore comprises the provision of two new highway infrastructure works: Claremont Park Road (Part 1) which extends west from the junction of Claremont Avenue, Claremont Road and Orchard Road; and School Lane which provides a link from Claremont Avenue at the Junction with High Street South (Market Square). These stretches of roads will facilitate access to future southern plot developments, and provide a connection to the highway network delivered under Phase 1A (North).

The application was submitted on 23 October 2015 to comply with the Section 73 planning consent and the provisions of the Section 92 of the Town & County Planning Act 1990 (as amended). The submission of all Reserved Matters Applications in respect of Phase 1 is controlled under Condition 1.2, and Condition 1.2.1B requires the Reserved Matters Application for Phase 1A (South) to be submitted before the expiration of 5 years from 28 October 2010.

3. BACKGROUND TO THE BRENT CROSS CRICKLEWOOD REGENERATION

3.1 Approved Development

The principle of development at Brent Cross Cricklewood Regeneration was first established by way of a site-specific Development Framework produced in April 2004 as Supplementary Planning Guidance (SPG) in accordance with the London Plan. The SPG established a vision to *'to create a new gateway for London and a vibrant urban area for Barnet'*.

The comprehensive redevelopment of the wider Brent Cross Cricklewood regeneration area was subsequently granted planning permission in outline in 2010 under planning permission C/17559/08 (the 2010 permission). Subsequently, this permission was revised under a Section 73 Planning application (F/04687/13) which was approved on 23 July 2014 (2014 Section 73 Consent') described below:

Section 73 Planning application to develop land without complying with the conditions attached to Planning Permission Ref C/17559/08, granted on 28 October 2010 ('the 2010 Permission'), for development as described below: Comprehensive mixed use redevelopment of the Brent Cross Cricklewood Regeneration Area comprising residential uses (Use Class C2, C3 and student/special needs/sheltered housing), a full range of town centre uses including Use Classes A1 - A5, offices, industrial and other business uses within Use Classes B1 - B8, leisure uses, rail based freight facilities, waste handling facility and treatment technology, petrol filling station, hotel and conference facilities,

community, health and education facilities, private hospital, open space and public realm, landscaping and recreation facilities, new rail and bus stations, vehicular and pedestrian bridges, underground and multi-storey parking, works to the River Brent and Clitterhouse Stream and associated infrastructure, demolition and alterations of existing building structures, CHP/CCHP, relocated electricity substation, free standing or building mounted wind turbines, alterations to existing railway including Cricklewood railway track and station and Brent Cross London Underground station, creation of new strategic accesses and internal road layout, at grade or underground conveyor from waste handling facility to CHP/CCHP, infrastructure and associated facilities together with any required temporary works or structures and associated utilities/services required by the Development (Outline Application).

The 2010 Outline Planning Consent and the 2014 Section 73 Planning approval were both subject to an Environmental Impact Assessment.

The following transport documents were issued in support of the 2014 Section 73 Application against which this Reserved Matters Application will be considered:

- BXC05 Volume 1 Consolidated Transport Assessment Main Report;
- BXC05 Volume 2 Consolidated Transport Assessment Appendices;
- BXC05 Volume 3 Consolidated Transport Assessment Travel Plans;
- BXC05 Volume 4 Consolidated Transport Assessment Highway Engineering Proposals;
- BXC05 Volume 5 S73 Transport Report; and
- BXC05 Volume 6 S73 Highway Engineering Report.

3.2 Phasing of the Brent Cross Cricklewood Regeneration

The 2014 Section 73 Planning Consent is a multi-phase scheme for delivery over a period of 16 years. The permission proposes the phased delivery of the comprehensive development for the whole site in accordance with planning policy.

Phase 1 is proposed to be delivered in sub phases which are divided between north and south. The land to the north of the North Circular will continue to be delivered by Hammerson and Standard Life. The Council has procured a new development partner for the area south of the A406. In March 2015 at a meeting of its Full Council, the London Borough of Barnet approved to appoint Argent and Related Companies as the preferred development partner for the Brent Cross Cricklewood South development.

The sub phases for Phase 1 are as follows:

- Phase 1A (North) – this includes all the highways infrastructure to support the northern development including the key highways

infrastructure to support the Phase 1 South, such as the improvements to the southern junctions of the A5/A407 Cricklewood Lane and the A407 Cricklewood Lane/Claremont Road Junction improvements. In addition the River Brent re-routeing and Bridge works will be delivered as part of Phase 1A (North), along with the Clitterhouse Playing Fields Part 1 (excluding the Nature Park) and the Claremont Park Improvements. The Living Bridge is included in (details have been approved before the commencement of) Phase 1A (North). Under the Revised Section 106 Agreement, its delivery will be triggered by the commencement of Phase 1B (North) and its delivery will be programmed to commence and be completed no later than before the occupation of Phase 1B North plots.

- Phase 1A (South) – A number of highway improvements needed to support Phase 1 of the Southern Development will be provided including the Waste Handling Facility (Diverted Geron Way/A5 junction; Claremont Park Road (Part 1); School Lane Works.
- Phase 1B (North) – This includes all of the plot development on the north side with the exception of the residential development within the Brent Cross West Zone. The sub phase also includes the new bus station, reconfigured shopping centre, Brent Cross Main Square, High Street North and other northern pedestrian routes, as well as the Riverside Park, Sturgess Park Improvements and around 300 housing units. Commencement of this Sub-Phase will trigger the BXP's obligations to deliver the Living Bridge which will link into the buildings and public realm to be provided on the Plots forming part of this Sub-Phase.
- Phase 1B (South) – This includes the Market Square, the Clarefield Park Temporary Replacement Open Space the replacement food store, the Waste Handling facility, the CHP and the new and expanded Claremont School, in addition to more than 1000 residential units.
- Phase 1C – This will include the remaining plot development on the south side.

This Reserved Matters Application before members relates to Phase 1A (South).

3.3 Relationship to Phase 1A North Reserved Matters Applications

Phase 1A (North) is largely an infrastructure phase. It includes necessary highways infrastructure works to support the northern development, as well as improvements to critical southern junctions. The infrastructure required relevant to the River Brent re-routeing and Bridge works are also delivered as part of Phase 1A (North), along with the Living Bridge, Replacement Templehof Bridge, Clitterhouse Playing Fields Part 1 and the Claremont Park Improvements.

The reserved matters for Phase 1A (North) have been broken down into four separate reserved matters submissions due to the size, scale and complexity of this initial sub phase.

All Reserved Matters Applications for Phase 1A (North) have either been approved or have resolution grant. Details are set out in Table 1.0 in **Appendix 2** (Relevant Planning History).

Following a review of the detailed design of the infrastructure, the Brent Cross North Development Partners submitted further reserved matters applications in October 2015 for alternatives to specific items of infrastructure within Phase 1A (North). These applications are currently under consideration and are set out in Table 2.0 in Appendix 2.

3.4 Pre-Reserved Matters Conditions

The Section 73 Planning consent includes a number of Pre-Reserved Matters conditions intended to establish and inform key principles of the forthcoming development. The majority of these require submission prior to applications for reserved matters being submitted to the Council. Reserved Matters applications are required to accord with commitments and strategies approved under these conditions where relevant.

All necessary Pre-RMA conditions associated with the works proposed under Phase 1A (South) have been discharged. Table 1 **Appendix 3** of this report lists those Pre Reserved Matters Conditions which were submitted and approved under Phase 1A (North), and are required to be submitted prior to the submission of the first reserved matters application but are relevant to Phase 1A (South). Table 2 lists those Pre RMA conditions that were specifically submitted prior to the submission of this Reserved Matters Application.

4. DESCRIPTION OF THE SITE, SURROUNDINGS AND PROPOSALS

4.1 Site Description and Surroundings

Brent Cross South covers the southern section of the regeneration site, which is bounded by the A406 North Circular Road to the north, A5 to the west and A41 to the east. The delivery of Claremont Park Road Part 1 and School Lane which this application comprises, will connect into the highway network recommended for approval under the Phase 1A (North) Infrastructure Reserved Matters Application (Ref: 15/03312/RMA). **Appendix 4** drawing 1 of this report demonstrates the location of Phase 1A (South) within the wider Brent Cross Cricklewood Regeneration area.

Claremont Park Road:

Claremont Park Road is to be delivered in two parts; Part 1 the subject of this RMA application comprises the eastern end, from the junction with Claremont Avenue to the current alignment of Claremont Road and the new Orchard Lane. The new road is proposed to be located through the existing Claremont Industrial Estate and will be positioned along the north edge of Claremont Open space. The proposed area is currently occupied by a row of industrial buildings fronting Claremont Way, hard-standing and car parking facilities for the Industrial Estate.

Claremont Park Road (Part 2) located at the western end and will be delivered at a later phase of the development to adjoin a new highway: Spine Road. This road will connect High Street South with Claremont Road and also provide access to the A5, via a new road Bridge over the Midland Main Line Railway.

The Eastern part of Claremont Park Road will be located on the site of the existing Rosa Freedman Centre, which is a residential care home for the elderly. Permission for demolition of the facility has been granted through the Section 73 Planning consent, and is proposed to occur as part of the first sub-Phase of the Brent Cross Cricklewood regeneration.

School Lane:

School Lane is proposed to adjoin with the new Claremont Avenue, forming a junction with the proposed High Street South, and adjoin west with the existing Claremont Road. The corridor for the proposed road currently comprises the existing eastern proportion of Clarefield Park, residential properties fronting Whitefield Avenue and hard-standing between two high rise residential buildings of the Whitefield Estate.

Both infrastructure highway elements do not provide substantial connectivity for the Southern phases of the development at this stage, but are designed to provide a function to facilitate and connect to provide future access to southern residential and plot developments.

Existing Parking facilities:

Parking in and around the site is currently provided by way of controlled on-street zones, charged on-street bays, charged public off-street car parks, free off-street car parks and extensive free on-street car parking particularly in residential areas south of the A406 North Circular road.

Existing Public Transport and existing facilities:

A range of bus services, operated on behalf of Transport for London (TfL) pass through or approximately close to the site. The majority of the bus services start from or pass through the bus station at Brent Cross Shopping Centre. This bus station serves the shopping centre but also operates as a local bus hub. Other bus hubs in the vicinity are located at North Finchley and Golders Green.

The Midland Mainline railway corridor passes through the western edge of the regeneration site. Cricklewood Railway Station serves the southern end of the site and Hendon Station is approximately 3km to the north within the vicinity of the site boundary. Brent Cross Underground Station is the nearest London Underground Station and is located to the southeast of the A406/A41 junction. To the north, Hendon Central is approximately 750metres from Brent Cross Shopping Centre and approximately 1.9km from Brent Cross South.

The existing facilities for pedestrians and cyclists are generally poor, with limited connectivity across the development area. Cycle parking facilities in the Brent Cross region remain limited, and cyclists still face traversing a number of busy junctions and highways.

4.2 Description of the Proposals

The main elements of this Reserved Matters submission includes details of Layout, Scale, Appearance, access and Landscaping in relation to the delivery of Claremont Park Road (Part 1) and School Lane for Phase 1A (South); forming part of the Brent Cross Cricklewood Regeneration. **Appendix 4** drawing 2 demonstrates the highway works proposed under Phase 1A (South), in context with the infrastructure and open spaces recommended for approval under the Phase 1A (North) Reserved Matters applications.

Proposal for Claremont Park Road (Part 1):

Claremont Park Road (Part 1) is currently defined within the glossary of the Section 73 Planning Permission as follows:

“Claremont Park Road (Part 1)” means that part of Claremont Park Road to be created (as part of Phase 1A (south) adjacent to plots 11 and 12 (as shown on the indicative Phasing Parameter Plan and outlined by reference to their anticipated primary uses in Table 8a of Appendix 2 to the DSF) and which is the completed with Phase 1 of the development;

This road is proposed to be a two way single carriageway road and will be classified as a local street. A turning circle is proposed at the western end of the road, to provide temporary turning facilities ahead of completion of Claremont Park Road (Part 2). Indicative traffic calming measures have been illustrated on the submitted drawings; however, details are to be agreed with the Highway Authority during the detailed design and technical approval stage under the relevant section 278 and 38 Highway Agreements. Therefore, it is considered that the proposed indicative traffic calming measures do not form part of the proposal and are not being considered for formal approval under this Reserved Matters Application.

Proposal for School Lane:

School Lane is currently defined within the glossary of the Section 73 Planning Permission as follows:

“School Lane” means the part of School Lane that runs East from Market Square and identified as K46 on Plan 9 (and indicated for Illustrative Purposes only on Plan 17) in schedule 8 to the S106 Agreement;

School Lane is proposed to provide a link from Claremont Avenue at the Junction with High Street South (Market Square) to Claremont Road. The road will generally serve a localised function. This road will be a two way single carriageway, and provide general vehicle access in the interim of Phase 1. Within the remit of the wider development proposal, School Lane has been assessed and designed to be a bus only route; though no bus services are proposed to use the public road during Phase 1, the road has been designed with this future capability.

Documents Submitted:

The application is supported by the following documents:

- Application Covering Letter (Dated: October 2015)
- Explanatory Report (Dated: October 2015)
- Environmental Compliance Note (Dated: October 2015)
- Application Detailed Plans (revised January 2016)
- Reserved Matters Transport Report (Dated: October 2015)

Design Development Report – A Development Report has not been submitted with RMA submissions. Officers consider the detailed plans submitted demonstrate the design of the proposed Highway Roads to a satisfactory level.

Statement of Community Involvement – The strategy submitted and approved under condition 1.23 (Ref: approved 31 March 2015) of the Section 73 planning consent, demonstrated the broad principles of consultation for all phases and sub-phases of the regeneration development. Due to the limited scope and extent of Phase 1A (South), consultation has focused on the Highway Authorities and Planning officers. A Statement of Community Involvement does not form part of the suit of the documents to accompany the RMA submission and Officers consider this satisfactory.

Illustrative Reconciliation Plan – An updated Illustrative Reconciliation Plan was submitted under Condition 1.17 for Phase 1A (South) (Ref: 15/06532/CON). This condition is a Pre Reserved Matters Condition of the Section 73 planning consent, and requires the applicant to implement the Reconciliation Mechanism specified in Section 6 of the Revised Development Specification Framework (DSF). The Illustrative Reconciliation Plan is required to be developed for each Phase or sub-phase of the regeneration.

No changes have occurred since the submission of Condition 1.17 for Phase 1A (South) and therefore officers consider details submitted are satisfactory.

5. MATERIAL CONSIDERATIONS

5.1 Key Relevant Planning Policy

In this case, the Development Plan comprises the London Plan (Consolidated with Further Alterations since 2011) (March 2015) at the strategic level and, at the local level, Barnet's Local Plan (Core Strategy (2012)) and the Saved UDP Policies GCRICK and C1-C11, which apply to the application site and are supplemented by the Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework (2005).

The Council's Development Management Policies DPD (2012) states at paragraph 1.4.3 that it will not apply to planning applications for comprehensive development in the Brent Cross unless and until the Core Strategy is reviewed in accordance with Policy CS2 and Section 20:13 of the Core Strategy.

Detailed consideration of the application against key London Plan and London Borough of Barnet policies can be found in **Appendix 5**. Suffice to state here that the application is considered to be in accordance with the relevant Policy. The application is for matters reserved following the grant of the outline planning permission under the 2014 permission and as such the policy considerations have previously been considered and have been found to have been met.

National Planning Policy Framework

The 'National Planning Policy Framework' (NPPF) was published on 27 March 2012. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth. In March 2014 the National Planning Practice Guidance was published (online) as a web based resource. This resource provides an additional level of detail and guidance to support the policies set out in the NPPF.

5.2 Public Consultations and Views Expressed

Public Consultation

685 local residents were consulted by letter dated 27 October 2015. The application was advertised in the local press newspaper; notice dated 27 October 2015 and 4 site notices were erected proximity to the development site on the same date. The consultation letters allowed a 5 week period to respond. 3 letters of objection were received in response to this consultation. Statutory consultees and other interest groups were also consulted on the application.

A summary of the comments received and officer comments in response can be found under **Appendix 6** 'Consultation Responses' of this report.

The consultation process carried out for this application is considered to be appropriate for a development of this nature. The extent of consultation exceeded the requirements of national planning legislation and the Council's own adopted policy.

The Section 73 Consent includes a requirement under Condition 1.23 for submission of a Public Consultation Strategy This was submitted to the Council and considered under planning reference 14/07891/CON. It was approved on 31 March 2015. Due to the limited scope and extent of Phase 1A (South), consultation has focused on the Highway Authorities and Planning officers. A Statement of Community Involvement does not form part of the suit of the documents to accompany the RMA submission.

The application has been subject to statutory consultation and a small number of third party representations have been made. No significant issues have been raised that have not been addressed or which would move officers to recommend refusal.

Consultation Responses from Statutory Consultees and other interest groups

Transport for London:

TfL does not object to the approval of this Reserved Matters Application for Phase 1A (South). Although bus stop locations have been identified and are indicative, TfL would need to agree the location of each stop and the precise location along the highways during the S278 Highway Agreement works.

London Fire Brigade:

No objection received

Highways Agency:

No objection received

Brent:

No objection received

London Borough of Barnet Internal Consultation responses:

Environmental Health:

The EH officers have reviewed the Phase 1A (South) RMA and the Environmental Compliance note submitted. It is considered that the proposal does not have a significant impact. However, if the proposed highways are predicted to change the traffic flow as the southern development progresses, it would be necessary to carry out further noise and air quality modelling works.

Transport and Regeneration:

Transport and Regeneration officers have reviewed the Phase 1A (South) RMA submission and there are no transport objections to the approval of this Reserved Matters Application. It is considered that the final detail design elements are discussed in conjunction with London Borough of Barnet during the Section 278 and Section 38 Highway Agreements.

6. PLANNING AND TRANSPORT ASSESSMENT

6.1 Assessment against the Section 73 Planning Consent

The Reserved Matters Application must comply with the approved 2014 Section 73 Planning Consent, or any subsequent variation to that permission. This consent is a 'hybrid' permission, in which permission has been granted in the outline for the majority of the proposed development.

As set out in the Revised Development Specification and Framework (RDSF) which is controlled under condition 1.16; detailed permission has been granted to the nine key Gateway Junctions which are controlled under Planning Condition 1.29. Reserved Matters Approval therefore does not need to be sought for the below infrastructure works:

Gateway Junctions:

1. M1/A406 and A5/A406 Junction Improvements
2. A41/A406 Junction Improvements
3. A5/A407 Cricklewood Lane Junction Improvements
4. A407 Cricklewood Lane/Claremont Road Junction Improvements
5. A406 Brent Cross Ingress/Egress Junction Improvements
6. A41/Whitefield Avenue Junction
7. A5/407 Cricklewood Lane Junction Improvements
8. A5/Diverted Geron Way (Waste Handling Facility) Junction
9. A5/Link Road over Midland Mainline Junction

The first five Gateway Junctions fall within the delivery of Phase 1a (North). The A5/Diverted Geron Way (Waste Handling Facility) Junction falls within the delivery of Phase 1A (South) and the remainder are associated with later phases of the development.

Parameter Plans:

Parameters and principles are provided in the approved Section 73 application documents, in particular within the Revised Development Specification and Framework and the Parameter Plans appended to it. They control the nature and timing of reserved matters applications to accord with the EIA and Transport Assessments, which assess the likely significant environmental and transport impacts of the development.

The relevant Parameter Plans approved in the RDSF in relation to Phase 1A (South) are listed below:

Parameter Plan 002: Transport Infrastructure

Identifies various infrastructure elements including, the location of existing adopted highway and junctions to be modified and improved, and new highway junctions connecting to this network. The plan identifies approximate location of Primary Routes (main roads), secondary routes (streets), vehicular access points into building zones, no- through minor streets and managed vehicular routes. Routes for public transport only, zones where buildings can be built over highway infrastructure, new highway and pedestrian bridges and new and improved underpass and at grade pedestrian crossings are also illustrated on this approved plan.

Parameter Plan 003: Public Realm and Urban Structure

The plan identifies a network of new and existing public space and routes between them for pedestrians and cyclists. Defining the principle circulation for pedestrians and cyclists, and the approximate location of secondary, tertiary routes and managed routes for pedestrians and cyclists.

Parameter Plan 006: Proposed Finished Site Levels:

The plan illustrates the finished site levels (in metres AOD) for infrastructure and public realm.

The revised Development Specification and Framework (the 'DSF (2013)') sets out the updated physical and other parameters and principles to guide and govern the subsequent design and approval of details in accordance with conditions attached to the 2014 permission. The DSF (2013) identifies aspects of the proposed scheme that fall within the parameters and principles approved under the 2014 permission, and those which are therefore subject to application to obtain Reserved Matters approval.

Assessment against the relevant Parameter Plans:

It is considered that the infrastructure proposals for Phase 1A (South) conform to the Parameter Plans and the requirements of DSF, and supporting approved documents. Claremont Park Road (Part 1) is proposed as a 'Secondary Route', as demonstrated on Parameter Plan 002 to act as distributor road within the regeneration site. Parameter Plan 003 requires the road to be a main connection, which forms part of the principle circulation corridors for pedestrians and cyclists. Although the location of this route is constrained by the extent and location of Claremont Park to the south (Ref: Neighbourhood Park 2, Parameter Plan 003), the road has been designed to meet the approved requirements.

The road is proposed to be a two way single carriageway road, measuring 4.8m wide with 1.5m advisory cycle lanes in both directions, 2.5m footway on

the southern side and a 4m footway along the northern side (both inclusive of landscaping). The proposed road is within the +/- 40m limit of deviation as required and is approximately located in the Market Quarter Zone. Claremont Park Road (Part 1) has been designed for local traffic. The Illustrative Reconciliation plan submitted demonstrates the road is located to facilitate southern residential plots 11 and 12.

Claremont Park Road in the wider regeneration will serve the new residential units to the North; however, as the function of this road is directly associated with providing access to the adjacent residential plots it is essential that this road is delivered in a timely manner. Therefore, the proposed triggers have been included in the RDSF as follows *“Not to occupy more than 100 residential units on the Plots immediately north of Claremont Park (comprising those on Plots 11, 12, 14 and 15) prior to practical completion of Claremont Park Road (Part 1) in accordance with the relevant Necessary Consents”*.

The proposed School Lane is designed to serve a more localised function. The route generally complies with the minimum and maximum parameter requirements and is proposed to be 6.4m wide to allow for future bus only provision with a 3m segregated cycle lane on the southern footway, separated from the carriageway by a 0.5m wide strip. Footways are proposed to be 3m on the southern side and 4m on the northern side (both inclusive of landscaping). The proposed road is identified as a ‘Tertiary Route (Minor Street) in the Eastern Lands Zone on Parameter Plan 002 and 003; to provide a link from Market Square and Claremont Avenue and in the west provide a link to the existing Claremont Road.

The development has been assessed as being generally compliant with the Section 73 planning permission. A detailed assessment against the relevant parameter plans within the Revised Development Specification Framework is provided in **Appendix 7** of this report.

Pre RMA conditions:

The RMA must also accord with the planning conditions attached to the Section 73 Consent. The Section 73 Consent contains specific conditions requiring submission of further details pre-commencement or compliance with the terms of the condition.

RMA conditions for Phase 1A (South) (Ref: 15/06532/CON) have been submitted and were approved on 12 January 2016. It is considered that the RMA application accords with the relevant Pre RMA Planning Conditions approved specifically for this Phase, and those studies developed prior to the submission of Phase 1A (North) but which subsequently also relate to site wide principles and Phase 1A (South).

6.3 Phase 1A (South) Reserved Matters Transport Report

The Section 106 (S106) legal agreement that is attached to the 2014 S73 Consent along with conditions 37.5 and 37.6 require a Reserved Matters

Transport Report (RMTR) to be provided for each phase or sub-phase of the development. The report examines the detailed transport issues relating to the specific phase, and supporting the wider Brent Cross Cricklewood Regeneration.

The S106 agreement attached to the S73 Consent includes 29 schedules, several of which are directly transport related. Schedule 17 relates to the Matrix and Transport Reports schedule, Annex 5 of which includes the draft scope for Reserved Matter Transport Reports. The RMTR scope is also controlled through Condition 37.1 and a modified and expanded RMTR scope has been approved under this condition.

Transport Management Measures and Assessment:

Phase 1A (South) does not comprise any plot development and the Transport Management Measures assessed for this particular Phase, have either been addressed within the Phase Transport Report for Phase 1 or the Reserved Matters Transport Report for Phase 1A (North). Both documents were either submitted prior, or alongside the infrastructure RMA application for Phase 1A (North) (Ref: 15/03312/RMA). Additionally, the Brent Cross Cricklewood S73 Consolidated Transport Assessment Main Report (document BXC05) sets out the baseline traffic information upon, which the development's impacts were assessed using the BXC Transport Model (BXCTM) which dates from around 2006.

As the Phase comprises two separate highway infrastructure elements and the provision of the new roads have been previously assessed, the following documents or requirements do not accompany the RMA application for Phase 1A (South):

- Framework Travel Plan or Individual Travel Plans;
- Transport Advisory Group or Transport Forum;
- Construction Logistic Plan

Due to the limited scope and extent of Phase 1A (South), detailed design discussions have focused on the Highway Authorities and Planning Officers, and officers consider this satisfactory. However, it is recommended that future Southern Phases of the development which include Plot development demonstrate Transport Management Measures in further detail, and there is on-going dialogue between the development partners and their transport advisors.

Proposed Highway Layout:

Claremont Park Road (Part 1)

The proposed Claremont Park Road (Part 1) extends 160m west from the junction with Claremont Avenue, Claremont Road and Orchard Lane. The extent of these Highway works have been illustrated on drawing BXC-ARP-XX-DR-C-7001 (P05) submitted as part of this RMA application. In the end

state, the road is designed for local traffic travelling at relatively low speeds. Claremont Park Road will not be completed until future phase, therefore a temporary turning facility has been proposed ahead of completion. The proposed turning circle will provide sufficient space for larger vehicles (up to 12 meters rigid) to turn and exit the road in a forward gear.

Claremont Park Road (Part 1) provides an additional pedestrian and cycle access along the northern edge of Claremont Park, and will facilitate access to the future residential plots immediately to the north. Footways are proposed, 2.5m on the southern and 4m along the northern side and both are inclusive of landscaping. The road ties into the shared footway and cycleway links provided at the junction; to connect to the cycle provision proposed under Phase 1A (North). It is considered that pedestrian links and crossing arrangements must be discussed in detail when considering the completion of Claremont Park Road (Part 2), to ensure pedestrian safety.

Though indicative traffic calming measures have been illustrated on the drawings submitted for approval, details are to be agreed with the Highway Authority during the technical approval of the detailed design and construction of these roads, subject to the Section 278 and Section 38 Highway Agreements.

Within the wider remit of the Brent Cross Cricklewood regeneration, the western extent of Claremont Park Road (Part 2) may operate as a bus diversionary route. Though the road is not proposed to form part of the future bus network, the proposed highway layout has been considered to allow buses to be rerouted away from High Street South on an infrequent basis.

School Lane

School Lane is designed to provide general vehicle access in the interim of Phase 1. Submitted Plan BXC-ARP-XX-DR-C-7002 (general arrangement) demonstrates the carriageway to be 6.4m width, with a 3m segregated cycle lane on the southern footway and separated by a 0.5m wide strip. Footways are proposed to be 3m on the southern side and 4m on the northern side, both inclusive of landscaping. Within the remit of the wider Brent Cross Regeneration, this road is designed as a bus only route. Though no bus priority measures have been considered at this stage of the development, it is considered that as the southern Phases' proceed bus priority measures and the end-state bus routing are assessed at a later stage of the southern development.

A swept path analysis (drawing reference: BXC_SK_003 (P01) has been submitted as part of the RMA application, to demonstrate vehicle movements entering School Lane in both directions from the proposed Junction. As this submission only comprises the detailed design of two separate highway infrastructure proposals, it is considered the impact can only be fully assessed once further phases of the southern development proceed and are developed. Highway Officers are satisfied with the details as submitted.

Connection to those roads and Junctions approved under Phase 1a (North) and the wider development:

The larger change to the existing highway network falls within the vicinity of Phase 1A (North). School Lane and Claremont Park Road (end state) will facilitate access to southern plot development, and connect to junctions which forms a connection with those roads delivered under Phase 1A (North).

The below roads and junctions demonstrates how Claremont Park Road (end state) and School Lane connect to wider highway network:

Highway Junction: Claremont Avenue, Market Square (at the Junction with High Street South) and School Lane:

This Highway Junction has been approved under Phase 1A (North) and as demonstrated on Drawing 2 in Appendix 4 School Lane is located west of this Junction.

Claremont Avenue is a proposed to be delivered under Phase 1a (North) and will provide a north-south connection between Tilling Road and the New Tempelhof Avenue to the north, and connect south with Claremont Road. Within Parameter Plan 002 – Transport Infrastructure (approved under the S73), Claremont Avenue is defined as a primary route and is recommended to be approved under (Ref: 15/03312/RMA) as a 30mph single carriageway road with segregated cycle lanes and footways on either side.

High Street South (east works) (recommended for approval under ref: 15/03312/RMA) provides a link between Claremont Avenue and the New Templehof Avenue forming a junction at its eastern extent. The road is classified as a “Public Transport Route” in the final stage and illustrated as a two way single carriageway road. High Street South will provide access to Market Square (delivered under Phase 1B south).

Highway Junction: Claremont Avenue, Orchard Lane and Claremont Park Road:

This Highway Junction has been approved under Phase 1A (North) and as demonstrated on Drawing 2 in Appendix 4 Claremont Park Road (Part 1) is located east of this Junction.

Orchard Lane will be a new road approved under Phase 1A (North), replacing the current section of Claremont Road between the Junction with Claremont Avenue and Prayle Grove. Within Parameter Plan 002 it is classified as a managed vehicular route, and is proposed to be single carriageway road. Orchard Lane will form the eastern arm of this junction enabling a link with Prayle Grove and the associated residential areas served from Prayle Grove.

Temporary connection to Claremont Road via School Lane:

Claremont Road is an existing two-way single carriageway street with 30mph

speed limit and footways either side. The road will become a key north-south distributor and connect Clitterhouse Playing Fields, and the existing residential areas to the southern region of the development. The northern section of Claremont Road which becomes Claremont Road Junction North and connects Tilling Road will remain in Phase 1a (North). The eastern end of School Lane will provide a temporary connect to Claremont Road until future Southern Phases are delivered.

The Reserved Matters Application recommended for approval under Phase 1A (North) (Ref: 15/03312/RMA), incorporated detailed landscape requirements for Claremont Park which will bind Claremont Park Road to the South and Claremont Road Junction North at the end state of the development.

Pedestrian and Cycle provision:

Pre RMA Planning Condition 2.8 required the submission of a Pedestrian and Cycle strategy. The pedestrian and Cycle strategy developed for Phase 1A (South) provides additional connectivity for routes via Claremont Park and the Living Bridge both approved to be delivered under Phase 1a (North). Though the proposed links do not provide substantial additional connectivity for the southern phases of the development at this stage, the routes will provide a function to facilitated plot developments at a later phase.

As no plot development is bought forward under the delivery of Phase 1A (South), the construction and delivery of this network is recommended to be addressed at a later southern phase, under the associated construction management plans and detailed delivery programme under condition 5.1 of the Section 73 planning consent.

Public Transport Provision

Existing Public Transport provisions with the remit of Phase 1A (South) have been previously presented within the Phase Transport Report Phase 1 and Reserved Matters Transport Report for Phase 1A (North). The submitted documents demonstrated transport improvements, which consisted of improving bus stop facilities, including improving existing bus stops with the vicinity of the development area.

Although bus stop locations have been identified and are indicative, their precise locations along the highways will be agreed with TfL and London Borough of Barnet during the S278 Highway Agreement process.

No coach services currently serve Brent Cross South. Phase 1A (South) does not provide any further connectivity to London Underground Stations located within the vicinity of the wider Brent Cross Cricklewood regeneration Site.

Car Parking

The provision of permanent On- Street parking is currently not proposed

within Phase 1A (South).

Signage

In addition to highway direction, regulatory and warning signs, signing throughout the development will be provided in accordance with the guidelines set out in Legible London, and contained in the Wayfinding and Inclusive Access Strategy (Ref: 031758).

Officers are satisfied that the proposals comprehensively cover all the necessary current transport aspects of the development that are relevant to Phase 1A (South).

6.4 Estate Management Framework for Phase 1A (South)

Condition 7.1 of the Section 73 Consent requires an Estate Management Framework to be submitted for each phase of the development. As the development proceeds there will be numerous property owners, occupiers and a number of key stakeholders: one of which includes London Borough of Barnet. All parties will have some role in management and maintaining elements within the regeneration. However, the long term ownership of the development remains with the relevant development partners. The northern elements of the regeneration will be largely owned and managed by the Brent Cross Development Partners whilst the southern elements will be managed by Estate Management Companies established by the Joint Venture Company between Argent Related and London Borough of Barnet.

The stretches of road in Phase 1A (South) are identified to be adopted as public highway, however this will be subject to detailed S38 and S278 highways agreements. Any Highway agreements are likely to include a commuted sum for maintenance purposes (including trees). In this context the applicant has not submitted an Estate Management Framework for this particular sub phase.

In this instance given the limited amount of isolated highway infrastructure proposed, an EMP is not considered appropriate. It is recommended that an Estate Management Framework is prepared in consultation and submitted to the LBB for Phase 1B (South) that incorporates the elements of road provided in Phase 1A (South). The EMP should be in accordance with principles established within Schedule 21 of the Section 106 and principles contained in Section 2.90 of the BXC01 Development Specification Framework (DSF).

Construction Transport Management Plan

Condition 12.1 attached to the 2014 Permission requires a site-wide Construction Transport Management Plan to be submitted and approved by the Council prior to development commencing. This plan sets out detailed traffic management procedures and processes to mitigate any impacts, which arise from the construction traffic travelling to and from and within the Site.

This condition also requires the Construction Transport Management Plan to be revised at least every 3 years; to reflect any changes in relevant best practice guidance, or other relevant policy guidance. Additionally address any issues of concerns or causes which might arise. As this RMA application seeks approval for two separate Highway infrastructure works, no Construction Transport Management procedures have been considered and Officers recommend that the construction of the proposed Highway Works are addressed alongside future Southern Phases of the development.

Construction Workers Travel Plan

The Section 73 Planning consent requires managing parking demand for construction works by developing a Construction Workers Travel Plan (CWTP) and promoting sustainable transport options. The introduction of a controlled parking zone to protect local residents is controlled through the Section 106 for Roads in Barnet. An initial outline of the Construction Workers Travel Plan Framework is contained in Paragraph 20 of Schedule 3 to the S106 agreement. Planning Condition 12.2 of the Section 73 planning approval requires that a Construction Workers Travel Plan should be submitted to the Council for approval prior to the commencement of the Phase 1A (South) works.

6.5 Summary

The application is a Reserved Matters Application following the grant of planning permission in outline under the Section 73 Consent in July 2014. The proposals are complete and the application is accordance with the outline planning permission and current Development Plan policy.

Despite Southern Phases of the regeneration development are yet to come forward, Officers are satisfied that the application can be determined as submitted and that further conditions attached to the Section 73 planning consent will ensure that the final detail of those elements mentioned will be subject to the further consideration and written approval of the planning authority.

7. ENVIRONMENTAL IMPACT ASSESSMENT

The EIA procedure in the UK is directed by the Town & Country Planning (Environmental Impact Assessment) Regulations 2011 (the 'Regulations'), EU Directive 85/337/EEC (as amended), as well as the National Planning Practice Guidance (2014).

Regulation 8 of the Regulations requires local planning authorities to consider whether or not the environmental information already before them (i.e. the ES submitted with the 2013 s73 application F/04687/13 and any additional environmental information) is adequate to assess the environmental effects of the development:

The 2014 permission is tied to those key parameters and principles in order to ensure that that proposed development is carried out, used and occupied in accordance with the assumptions which underpin the EIA Process. The most recent EIA report for the Brent Cross Cricklewood Regeneration is the Revised Environmental Statement Further Information Report (“Revised ES FIR”) submitted in June 2015 to accompany the Phase 1A (North) reserved matters applications. This report supplemented the Section 73 ES as submitted in support of the 2014 Permission.

The current RMA has been considered under the requirements of the EIA Regulations and it has been agreed that the assessment of the proposals under the Regs can be dealt with by way of an Environmental Statement Further Information Report, which was submitted alongside the RMA application for Phase 1a (North).

As part of the Reserved Matters Application for Phase 1A (South), Waterman Infrastructure and Environmental Ltd have provided an Environmental Compliance note, concluding that the detailed designs for Claremont Park Road (Part 1) and School Lane are not predicted to give rise to any new or different likely significant environmental impacts from those previously identified; therefore no additional environmental assessment has been carried out and ES and Revised FIR are considered in respect of RMA and Officers are satisfied.

8. EQUALITY AND DIVERSITY ISSUES

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.”*

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.

In considering this RMA application, Officers have 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.

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. It is considered that both public highway roads have been designed to accommodate disabled users; providing sufficient width footways. It is recommended that the detailed design of the highways when considering the Section 278 and Section 38 Highway agreements should continue to take account of inclusive design.

9. CONCLUSION

This application seeks Reserved Matters approval for the provision of two new public highway infrastructure works: Claremont Park Road (Part 1) which extends west from the junction of Claremont Avenue, Claremont Road and Orchard Road; and School Lane which provides a link from Claremont Avenue at the Junction with High Street South (Market Square). These stretches of roads will facilitate access to future southern plot developments, and provide a connection to the highway network delivered under Phase 1A (North).

Officers have worked closely with the Developers and their advisors, to ensure that the impact of the development on the network remains appropriate. Given the limited amount of isolated highway infrastructure proposed, the detailed design of the highways will continue through the separate technical approval process under section 278 and 38 agreements with the relevant highway authorities. At this stage the feasibility design and junction analysis work completed to date is considered acceptable in planning terms to allow the RMA to be approved.

The application is in accordance with Development Plan policies and accords with the conditions and parameters approved in the Section 73 planning permission for the wider Brent Cross Cricklewood regeneration scheme.

Officers consider the proposals acceptable and recommend that the application is approved.

LIST OF APPENDICES

- APPENDIX 1 - CONDITIONS
- APPENDIX 2 - RELEVANT PLANNING HISTORY
- APPENDIX 3 - PRE RESERVED MATTERS CONDITIONS
- APPENDIX 4 - SUPPORTING DRAWINGS
- APPENDIX 5 - OBJECTIONS AND OFFICER RESPONSES
- APPENDIX 6 - POLICY COMPLIANCE
- APPENDIX 7 - CONFORMITY WITH REVISED DEVELOPMENT SPECIFICATION AND FRAMEWORK

APPENDIX 1 - CONDITIONS

1	Approved plans		
	The development hereby permitted shall be carried out in accordance with the following approved plans unless minor variations are agreed in writing after the date of this reserved matters consent with the Local Planning Authority:		
	Brent Cross Phase 1A South Claremont Park Road (Part 1) General Arrangement	BXC-ARP-00-XX-DR-C-7001	P05
	Brent Cross Phase 1A South School Lane General Arrangement	BXC-ARP-00-XX-DR-C-7002	P04
	Claremont Park Road (Part 1) Landscape General Arrangement Plan	(97)LP002	-
	School Lane Landscape General Arrangement Plan	(97)LP003	-
	Claremont Part Road (Part 1) Tree Removal Plan	(97)LP004	-
	School Lane Tree Removal Plan	(97)LP005	-
	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 application as assessed in accordance with policies CS1, CS4, CS5, of the Barnet Local Plan and policy 1.1 of the London Plan.		

Informative(s):

1	The following drawings are supporting documents and should be referred to for information only:		
	<i>Brent Cross Phase 1A South Claremont Park Road (Part 1) Vehicle Tracking</i>	<i>BXC-ARP-00-XX-DR-C-7003</i>	<i>P02</i>
	<i>Brent Cross Phase 1A South School Lane Vehicle Tracking</i>	<i>BXC-ARP-00-XX-DR-C-7004</i>	<i>P02</i>
	<i>Brent Cross Phase 1A South Claremont Park Road (Part 1) Visibility Splays</i>	<i>BXC-ARP-00-XX-DR-C-7005</i>	<i>P02</i>
	<i>Brent Cross Phase 1A South School Lane Visibility Splays</i>	<i>BXC-ARP-00-XX-DR-C-7006</i>	<i>P04</i>

	<i>Brent Cross Phase 1A South Claremont Park Road (Part 1) Plan Location of Highway Cross Sections</i>	<i>BXC-ARP-00-XX-DR-C-7007</i>	<i>P02</i>
	<i>Brent Cross Phase 1A South School Lane Plan Location of Highway Cross Sections</i>	<i>BXC-ARP-00-XX-DR-C-7008</i>	<i>P02</i>
	<i>Brent Cross Phase 1A South Highway Cross Sections</i>	<i>BXC-ARP-00-XX-DR-C-7009</i>	<i>P02</i>
	<i>Brent Cross Phase 1A South School Lane Swept Path Analysis</i>	<i>BXC_SK_003</i>	<i>P01</i>
2	<p>The applicant is advised that the costs of any works including reinstatement works to existing public highway associated with the approved development, or new roads proposed for adoption as public highway, will be borne by the applicants and may require entering into a Section 278 Agreement or Section 38 Agreement under the Highways Act 1980. Detailed design and construction of the associated highways works will have to be approved by the Traffic & Development Team prior to entering into the necessary Highway Agreements. For further information contact Traffic and Development Section, Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.</p>		
3	<p>In accordance with Reg 3 (4) and Reg 8 (2) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, it is considered that:</p> <ul style="list-style-type: none"> i. this submission of reserved matters reveals , with regard to the subject matter of the application, that there are no additional or different likely significant environmental effects than is considered in the environmental information already before the Council (the Environmental Statement (ES) (BXC02) submitted with the Section 73 application (F/04687/13) and any further and/or other information previously submitted; and ii. the environmental information already before the Council (the ES submitted with the Section 73 application, and any further and/or other information previously submitted) remains adequate to assess the environmental effects of the development. 		

APPENDIX 2 – RELEVANT PLANNING HISTORY

Table 1.0 - Phase 1A (North) Reserved Matters Approved or Resolution Grant

No.	Summary Description	Planning Reference	Status
1.	The residential development of Plots 53 and 54.	15/00720/RMA	Approved at Committee on 18 th May, 2015.
2.	The Open Space Improvements of Clitterhouse Playing Fields (Part 1) and Claremont Park	15/00769/RMA	Approved at Committee on 25 th June, 2015.
3.	Open Space proposals for Central Brent Riverside Park	15/03315/RMA	Resolution to grant at Planning Committee 10 th September 2015
4.	Infrastructure Proposals including Roads and Junctions, Templehof and Living Bridges and diversion of the River Brent corridor.	15/03312/RMA	Resolution to grant at Planning Committee 10 th September 2015

Table 2.0 - Phase 1A (North) Current Reserved Matters Applications

No.	Summary Description	Planning Reference	Status
1.	Amendment to the design of Bridge Structure B1 (Replacement A406 Templehof Bridge)	15/06571/RMA	Under Consideration
2.	Tilling Road/ Brent Terrace North Junction	15/06572/RMA	Under Consideration
3.	River Brent Bridge 1, Western and central part of re-aligned River Brent	15/06573/RMA	Under Consideration
4.	Landscaping to Central Brent Riverside Park within the vicinity of River Brent Bridge 1	15/06574/RMA	Under Consideration

APPENDIX 3 - PRE RESERVED MATTERS CONDITIONS

Table 1 – RMA conditions submitted and approved Under Phase 1A (North) but relevant to Phase 1A (South) RMA application

Pre RMA Planning Reference	Description	Registration Date Status	
14/07508/CON	Construction Consolidation Centre Feasibility Study for Phase 1 to address condition 1.9 of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area	02.02.2015	Discharged: 04.02.2015 Confirms that a consolidation centre in the Southern development area is not feasible.
14/07889/CON	Details of set up of Consultative Access Forum to address condition 1.18 of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area	09.12.2014	Discharged: 26.03.2015 Establishment of Consultative Access Forum – Site Wide
14/07890/CON	Details of set up of Energy Panel to address condition 1.19 of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area	09.12.2014	Discharged: 26.03.2015 Establishment of Energy Panel – Site Wide
14/08105/CON	Area Wide Walking and Cycling Study to address condition 1.20 of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area.	19.12.2014	Discharged: 08.10.2015 Site Wide Strategy
14/08112/CON	Framework Servicing and Delivery Strategy to address condition 1.21 of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area.	17.12.2014	Discharged: 09.09.2015 Site Wide Strategy

14/07891/CON	Public Consultation Strategy to address condition 1.23 of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area	09.12.2014	Discharged: 31.03.2015 Site Wide Strategy
14/07955/CON	BXC Mobility Feasibility Study to address condition 1.25 of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area	11.12.2014	Discharged: 31.03.2015 Site Wide Strategy
14/07957/CON	Inclusive Access Strategy to address condition 1.26 of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area	11.12.2014	Discharged: 15.05.2015 Site Wide Strategy
14/07402/CON	A5 Corridor Study submission to address condition 2.7 of S73 planning application ref: F/04687/13 dated 23/07/2014 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Area.	11.11.2014	Resolution to grant – further information received and currently under consideration

Table 2 - Pre - RMA conditions submitted prior to the submission of Phase 1A (South) RMA application

Pre RMA Planning Reference	Description	Registration Date Status	
15/06532/CON	<p>Submission of details for Illustrative Reconciliation Plan (Condition 1.17);</p> <p>Servicing and delivery strategy (Condition 1.22);</p> <p>Pedestrian and Cycle Strategy (Condition 2.8);</p> <p>Estate Management Framework (Condition 7.1);</p> <p>Employment and Skills Action Plan and Skills and Development Method Statement (Condition 10.1);</p> <p>Phase Parking Standards and Strategy (Condition 11.2);</p> <p>Existing Landscape Features (Condition 27.1);</p> <p>Arboricultural Method Statement (Condition 27.2);</p> <p>Telecommunications Statement (Condition 33.3)</p> <p>For Phase 1A (South) to address conditions: 1.17, 1.22, 2.8, 7.1, 10.1, 11.2, 27.1, 27.2 and 33.3 of S73 Planning Permission Ref: F/04687/13 approved 23/07/2014 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Regeneration Area.</p>	26.10.2015	Discharged: 12.01.2016

APPENDIX 4 – SUPPORTING DRAWINGS

Drawing 1 - Location of Phase 1A (South) within the Brent Cross Cricklewood Regeneration Area

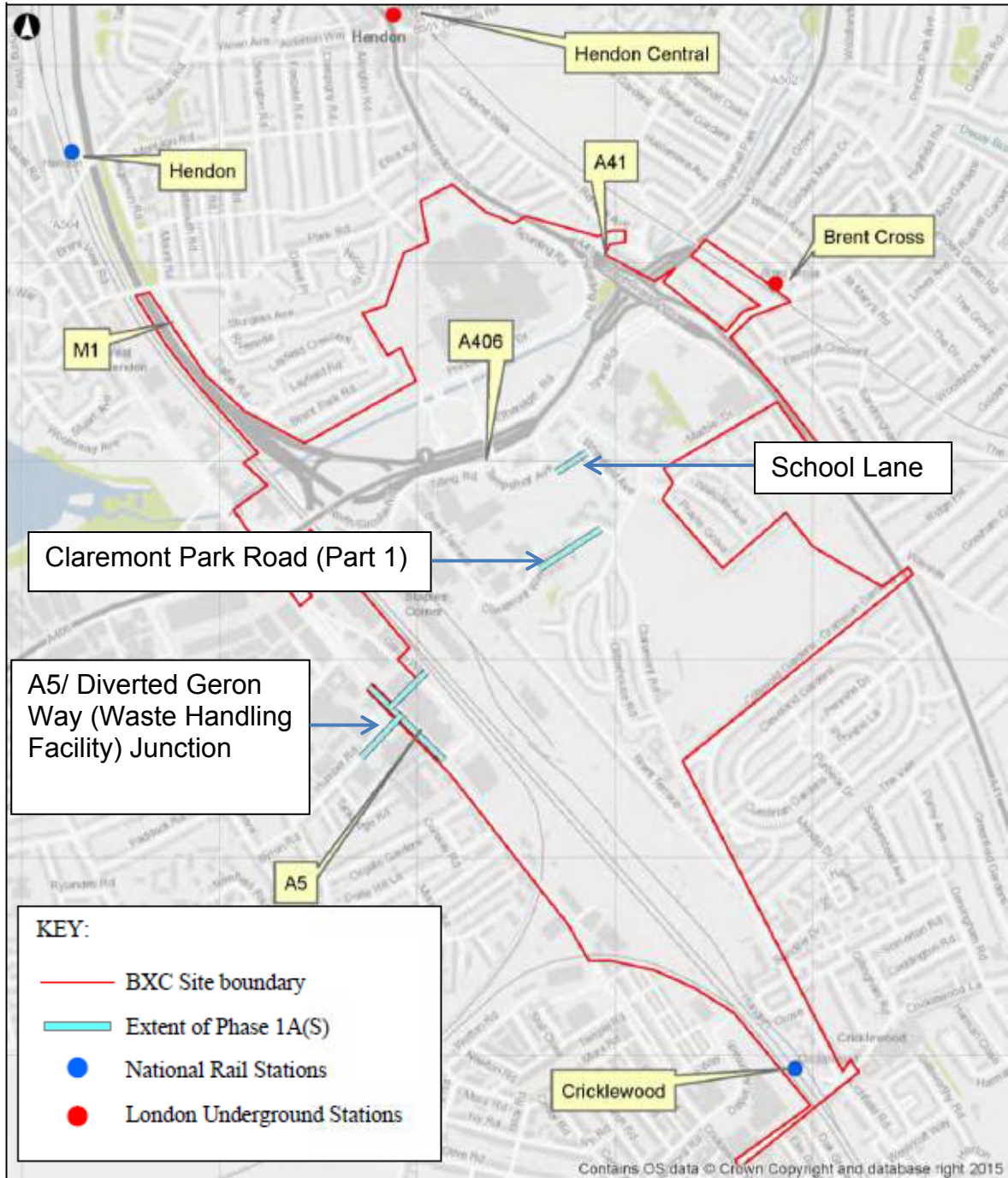
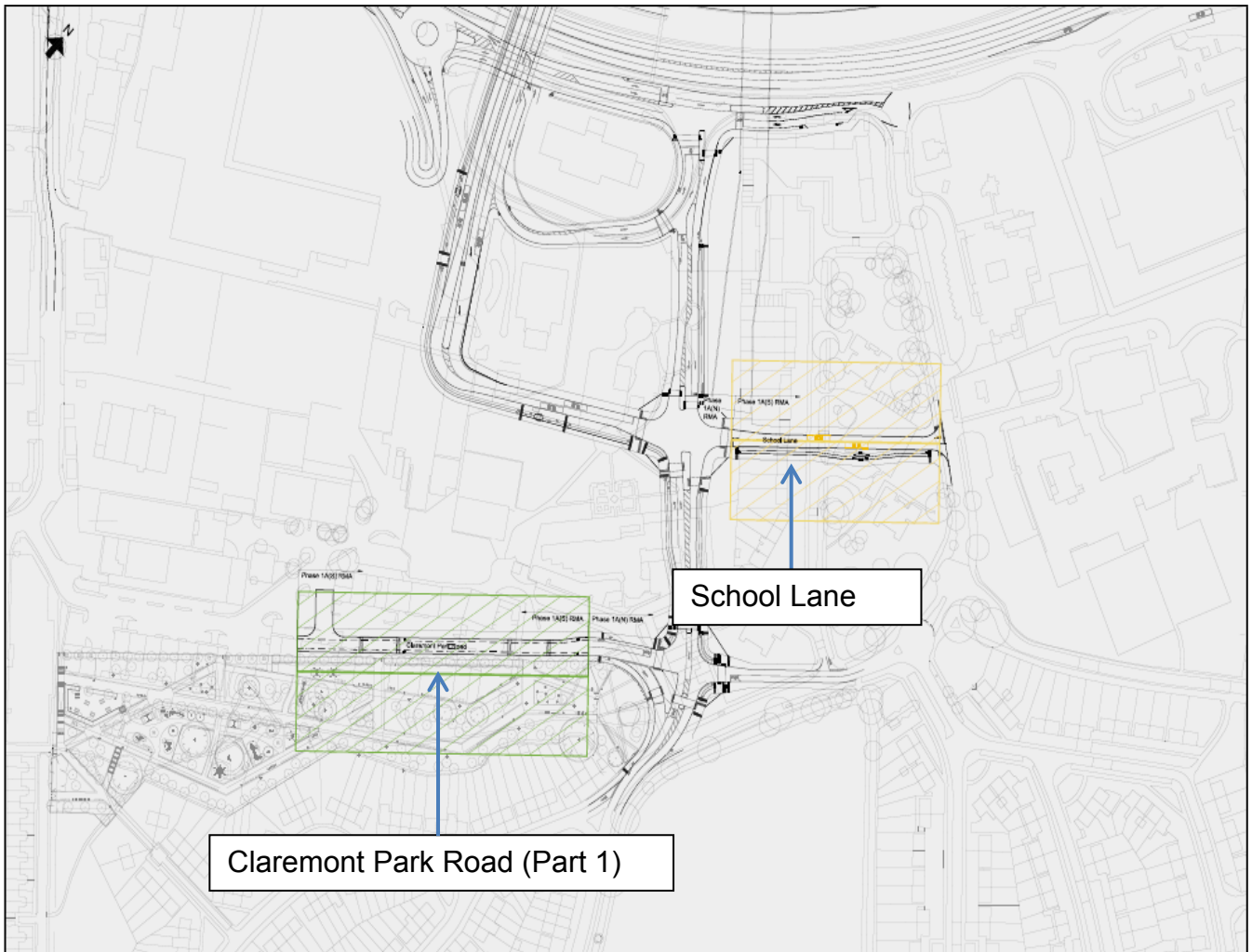


Figure 1 Site Location Plan

Drawing 2 - Phase 1A (South) roads in context with infrastructure and open spaces approved under Phase 1A (North) RMA



APPENDIX 5 - OBJECTIONS AND OFFICER RESPONSES

Residential Consultation Responses for Consultation Period Ending 24/11/2015

Consultation Response	Officer Comments
<u>Resident 1 Response:</u>	
<p>Objection to the planning and rejuvenation of the Whitefield Estate based on the Compulsory Purchase Order (CPO).</p>	<p>Officers consider objections raised regarding the CPO procedure are not relevant to this Reserved Matters Application. Comments in relation to the CPO should be submitted separately in as part of the CPO procedures and will be considered as part of the Public Inquiry process.</p>
<u>Resident 2 and 3 Response:</u>	
<p>Objection to the Compulsory Purchase Order, tenancy agreement and replacement accommodation.</p> <p>Developers cannot confirm the size of the proposed accommodation developed for those Whitefield Estate residents who are being displaced.</p> <p>The regeneration proposal is going affect the current amount of green space which is enjoyed by existing residents, and should not be destroyed to be built on.</p>	<p>Please see above</p> <p>Accommodation requirements for existing tenants who are to be rehoused as part of the development will be dealt with through consultation with the Development Partner and their appointed Registered Provider (Housing Association) to ensure that residents needs are met.</p> <p>The principle of the development has been approved under outline planning application F/04687/13 dated 23 July 2014 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Regeneration Area. This includes assessment and justification for the loss of existing open space and provision of new parks and open spaces. The principle of development on the Brent Terrace Triangles sites is also supported in the adopted Development Framework. Reserved Matters for the residential development (Plots 53 and 54) has been approved under application 15/00720/RMA in June 2015 and it is intended that the accommodation provided through this application will provide accommodation for the Whitefield Estate Replacement Units (Part 1).</p>

<p>The regeneration will affect the traffic and public transport facilities in the area and cause inconvenience for those who are unable to incapable of walking long distances or are disabled.</p>	<p>The principle of the development has been approved under outline planning application F/04687/13 dated 23 July 2014 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Regeneration Area. This included full assessment and justification in relation to traffic and public transport improvements as well as inclusive access requirements. Officers consider this objection is not relevant to this RMA application.</p> <p>All traffic flow changes have been carefully considered as part of the development under the outline approved Section 73 Application. The majority of the infrastructure to serve the development has been recommended for approval under the Phase 1A (North) RMA application (Ref: 15/03312/RMA). The development will be provided in accordance with the guidelines set out in Legible London, and contained in the Way finding and Inclusive Access Strategy (Ref: 031758).</p>
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Statutory Consultees and other interest groups Responses for Consultation Period ending 24/11/2015

<p><u>Historic England Response:</u></p> <p>The proposed RMA application is not in an area of archaeological interest and is unlikely to have a significant effect on heritage assets.</p>	<p>Noted</p>
<p><u>Thames Water Response:</u></p> <p>No objections raised and does not affect Thames Water</p>	<p>Noted</p>
<p><u>London Borough of Harrow Response:</u></p> <p>No objection raised</p>	<p>Noted</p>

APPENDIX 6 - POLICY COMPLIANCE

Analysis of Scheme Compliance with Regional and Local Planning Policy

Table 2.1: Analysis of the proposals compliance with London Plan (March 2015) Policies

Policy	Content Summary	Extent of compliance and comment
<p>Policy 1.1 (Delivering the strategic vision and objectives for London)</p>	<p>Strategic vision and objectives for London including managing growth and change in order to realise sustainable development and ensuring all Londoners are able to enjoy a good and improving quality of life. Improving environments which are easy, safe and convenient for everyone to access.</p>	<p>Compliant: As a London Plan Opportunity Area, the approved BXC scheme seeks to make the most of brownfield land to meet wider growth requirements in terms of housing, retail and commercial activities in a location accessible by a range of transport modes. The provision of the proposed infrastructure will assist in achieving the wider sustainable aims of the London Plan and provide easy, safe and convenient access for all.</p>
<p>Policy 2.6 (Outer London: vision and strategy)</p>	<p>Work to realise the full potential of outer London and enhance the quality of life for present and future residents. Understand the significant difference in the nature and quality of neighbourhoods; improvement initiatives should address these sensitively and draw upon strategic support where necessary.</p>	<p>Compliant: The proposed development represents one of the most important opportunity areas in outer London. The BXC Opportunity Area represents a significantly underutilised area of accessible brownfield land in need of regeneration.</p> <p>More specifically, in relation to the current application, as the southern development proceeds the infrastructure will be an asset for the public and existing neighbourhoods.</p>
<p>Policy 2.8 (Outer London: Transport)</p>	<p>Enhance accessibility by improving links to and between town centres and other key locations by different modes and promoting and realising the key improvements. Work to improve public transport access, provide improved traffic management, road improvements and address and manage local congestion</p>	<p>Compliant: The majority of the infrastructure improvements associated with the regeneration will be delivered during Phase 1. The roads delivered under Phase 1A South will facilitate southern plot and residential developments and provide a connection into the approved Phase 1A (North) road network.</p>
<p>Policy 2.13 (Opportunity Areas and Intensification Areas)</p>	<p>Support the strategic policy directions for the opportunity areas, and where relevant, in adopted opportunity area planning frameworks</p> <p>Support wider regeneration, including in particular improvements to environmental quality, and integrate development proposals to the surrounding areas especially for regeneration.</p>	<p>Compliant: With regards to this current Reserved Matters Application, the proposed roads in the end state will support the wider regeneration scheme.</p>

Policy	Content Summary	Extent of compliance and comment
Policy 2.14 (Areas for regeneration)	Boroughs should identify spatial areas for regeneration and spatial policies to bring together regeneration.	Compliant: The BXC site is identified as a London Plan Opportunity Area (See Policy 1.1 above) in need of comprehensive regeneration and capable of accommodating significant housing, jobs and community infrastructure. This particular RMA provides will facilitate the start of the Southern development.
Policy 2.15 (Town Centres)	Development proposal should promote access by public transport walking and cycling. Promote safety and security and contribute towards an enhanced public realm and links to green infrastructure.	Compliant: The development proposal in future phases will provide a connection between the Northern and Southern elements of the regeneration and provide a connection to new High Street South and Market Square.
Policy 3.1 (Ensuring equal life chances for all)	Development proposals should protect and enhance facilities and services that meet the needs of particular groups and communities. Proposals involving loss of these facilities without adequate justification or provision for replacement should be resisted.	Compliant: It is considered that the impact of the development on existing social infrastructure provision has been appropriately considered and that the proposed provision will be adequate to meet forecasted need in accordance with this policy.
Policy 6.1 (Strategic approach);	The Mayor will work with all relevant partners to encourage a high quality public realm where appropriate, a corridor-based approach should be taken to ensure the needs of street users and improvements to the public realm are co-ordinated.	Compliant: The proposed development will see the provision of a network of connecting, which connects the southern development via the market square to Clitterhouse Playing Fields and Claremont Park and access to the Brent Cross shopping Centre.
Policy 6.2 (Providing public transport capacity and safeguarding land for transport)	Development proposal should improve integration, quality, accessibility, frequency and environmental performance of the public transport system.	Part Compliant: Within the wider development Scheme, the proposed road – School Lane will form part of the Bus only route and facilitate to improve future bus services.
Policy 6.3 (Assessing effect of development of transport capacity)	Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level are fully assessed. Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications.	Part Compliant: The RMA has is supported by documents: Phase Transport Report (PTR) for Phase 1 (Condition 37.2) and includes a Reserved Matters Transport Report for Phase 1A (South). Both of these have been carried out in accordance with the Section 73 Planning Permission and accompanying 2014 Section 106 Agreement. Subsequently, the due to the limited scope of this RMA and the introduction of two additional pieces of roads, the RMA has previously been assessed within the RMTP Report submitted for Phase 1A (South).

Policy	Content Summary	Extent of compliance and comment
Policy 6.7 (Better streets and surface transport)	Development proposals should promote bus networks; allocating road space and providing high level priority on existing and proposed routes. Ensuring good access to and within areas served by networks, now and in future; and ensuring direct, secure, accessible and pleasant walking routes to stops.	Part Compliant: Within the wider regeneration both proposed roads will provide access to and within areas to serve a network and provide a connection between the regeneration and future phases. Though a Phase 1A (South) Pedestrian and Cycle Strategy under condition 2.8 has been approved; details aspects of the proposed walking route to bus stops will be developed future, as southern phases come forward.
Policy 6.9 (Cycling)	Proposals should identify and implement a network of cycle routes. Contribute positively to an integrated cycling network for London by providing infrastructure that is safe, comfortable, attractive, coherent, direct and adaptable and in line with the guidance set out in the London Cycle Design Standards (or subsequent revisions).	Compliant: The approved Area Wide Walking and Cycling Study (AWWCS - Condition 1.20) and the Phase 1A (North) Pedestrian and Cycle Strategy (Condition 2.8) ensured that a coherent network of cycle routes is provided on a phase by phase basis as part of the overall scheme, including as part of AWWCS appropriate links between the site and adjacent communities.. The cycle routes were designed as part of the outline approved scheme as so pre-date the latest TfL Design standards; however, cycle routes will be implemented in accordance with the latest standards where practicable. The proposal for School Lane and Claremont Park Road (Part 1) includes dedicated cycle routes to provide a connection for cyclists into the wider regeneration development.
Policy 6.10 (Walking)	Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space by referring to Transport for London's Pedestrian Design Guidance. Promote the 'Legible London' programme to improve pedestrian way finding. Encourage the use of shared space principles, such as simplified streetscape, de-cluttering and access for all.	Compliant: The Pedestrian and Cycle Strategy (Condition 2.8) required to be submitted prior to the RMA application. It is considered that this strategy has been submitted for Phase 1A (South) and demonstrates site wide principles. In the future Phase 1A (South) will provide an additional route via Claremont Park and the Living Bridge. Though, the proposed links do not provide substantial connectivity at this stage, as future southern phases comes forward the strategy will be developed further and facilitate pedestrian routes around future plot developments. Signing throughout the development will be provided in accordance with the guidelines set out in Legible London, and contained in the Wayfinding and Inclusive Access Strategy. A high quality public realm is proposed throughout.

Policy	Content Summary	Extent of compliance and comment
Policy 6.12 (Road network capacity)	Proposals should improve the road network taking into account: where it contributes to sustainable development, regeneration and improved connectivity, the extent of any additional traffic and any effects it may have on the locality, congestion impacts, the net benefit to the environment, how conditions for pedestrians, cyclists, public transport and freight users and local residents, as well as road safety, can be improved.	Compliant: The Phase 1 impacts have been examined in the Phase Transport Report (PTR), and the reports provided a multi-modal assessment of Phase 1. The proposal for Phase 1A (South) in the wider regeneration will improve the road network and improve connectivity between the southern, northern proposals as well as improve facilities for existing.

Table 2.2: Analysis of the proposals compliance with Barnet's Local Plan Policies (September 2012)

Policy	Content Summary	Extent of Compliance and Comment
Core Strategy		
CS NPPF (National Planning Framework – presumption in favour of sustainable development)	Take a positive approach to proposals which reflect the presumption in favour of sustainable development and approve applications that accord with the Local Plan, unless material considerations indicate otherwise. Where there are no policies relevant to the proposal or the relevant policies are out of date permission should be granted, unless material considerations indicate otherwise.	Compliant: the proposal is considered to constitute sustainable development in accordance with the NPPF and which complies with Local Plan taken as a whole. It is therefore recommended for approval.
CS1 (Barnet's place shaping strategy – the three strands approach)	As part of its 'Three Strands Approach' the council will: <ul style="list-style-type: none"> - Concentrate and consolidate growth in well located areas that provide opportunities for development, creating a high quality environment that will have positive impacts. - Focus major growth in the most suitable locations and ensure that this delivers sustainable development, while continuing to conserve and enhance the 	Compliant: the proposal is considered to show the influence of this policy and demonstrates compliance with its key objectives. As an Opportunity Area in the Mayor's London Plan, the BXC scheme has been developed with the consideration that the site has significant capacity for new housing, commercial and other development linked to existing or potential improvements to public transport accessibility. The proposed development relates to matters reserved following the grant of planning permission in 2014.

Policy	Content Summary	Extent of Compliance and Comment
	<p>distinctiveness of Barnet as a place to live, work and visit.</p> <ul style="list-style-type: none"> - Ensure that development funds infrastructure through Section 106 Agreements and other funding mechanisms. - Protect and enhance Barnet's high quality suburbs. 	<p>The majority of the infrastructure improvements associated with the scheme will be delivered during Phase 1. The roads developed under the delivery of Phase 1A (South) are designed to facilitate southern plot and residential development.</p>
<p>CS2 – Brent Cross - Cricklewood</p>	<p>The Council will seek comprehensive redevelopment of Brent Cross – Cricklewood in accordance with the London Plan, the saved UDP policies (Chapter 12) and the adopted Development Framework. The Policy makes provision for the following:</p> <ul style="list-style-type: none"> • It is considered likely that comprehensive regeneration will be achieved in accordance with the planning permission. If this is not achieved, the Council will consider whether in the circumstances the Local Plan needs to be reviewed. • Specific monitoring indicators for Brent Cross – Cricklewood are set out in Appendix B of the Core Strategy On the basis of these indicators it is expected that comprehensive re-development will commence in relation to Phase 1 at some time between 2015 and 2017. • If these milestones are not achieved (or are not likely to be capable of being delivered) we will consider the possible need for a review of the Core Strategy Policy on Brent Cross – Cricklewood • The key milestone for the regeneration of Brent Cross – Cricklewood is likely to be the Phase 1 Compulsory Purchase Order (CPO). If by the end of 2014 any CPO that is required to deliver Phase 1 and commence the development has not been made and submitted for confirmation we will instigate a review of the policy framework for Brent Cross – Cricklewood. 	<p>Compliant: The 2014 consent of the S73 application continues to ensure the comprehensive redevelopment of Brent Cross Cricklewood in accordance with this policy and the Saved UDP policies.</p> <p>The infrastructure will be enhanced for visitors to the Brent Cross Shopping Centre and the Southern development. It will be an asset for the public and existing neighbourhoods. The new infrastructure will support the wider Brent Cross regeneration.</p>

Policy	Content Summary	Extent of Compliance and Comment
CS9 (Providing safe, efficient and effective travel)	<p>Promote the delivery of appropriate transport infrastructure in order to support growth.</p> <p>Ensure new development funds infrastructure to keep existing traffic moving and cope with new demands.</p> <p>Key elements include:</p> <ul style="list-style-type: none"> • Ensuring More Efficient use of the local road network • Taking a comprehensive approach to tackling the school run • Delivery of high quality transport systems in regeneration areas and town centres <p>Major proposals should incorporate Transport Assessments, Travel Plans, Delivery and Servicing Plans and mitigation measures and ensure that adequate capacity and high quality safe transport facilities are delivered in line with demand.</p> <p>Deliver with partners high quality public transport improvements along the A5, bus service enhancements as part of regeneration schemes, including a high quality bus station at BXC and a Rapid Transit bus service.</p>	<p>Part Compliant: The RMA in the wider regeneration will support the transport networks developed under Phase 1A (North), which included a detailed Reserved Matters Transport Report (RMTR) demonstrating School Lane and Claremont Park Road. The RMA submission, demonstrated that the two roads will provide adequate and safe highway proposals to support the comprehensive development.</p> <p>The Rapid Transit Bus Service and improvements to Cricklewood station remain, although they are currently unfunded. Other proposals in CS9 related BXC are planned to be delivered as part of future phases or are being addressed through specific Conditions.</p>
CS15 (Delivering the Core Strategy)	<p>The council will work with partners to deliver the vision, objectives and policies of the Core Strategy, including working with developers and using planning obligations (and other funding mechanism where appropriate) to support the delivery of infrastructure, facilities and services to meet needs generated by development and mitigate the impact of development.</p>	<p>Compliant: the Section 73 permission was subject to a S106 Agreement. The current RMA sits under the Section 73 permission and the requirements of the s106 are still applicable. Where required, the s106 will be varied in order to secure deliver of specific elements within the current application.</p>
<p>Adopted UDP (May 2006) Saved Policies (May 2009) as referred to in Core Strategy Policy CS2 – Chapter 12 of the UDP: Cricklewood, Brent Cross and West Hendon Regeneration Area</p>		
GCrick Cricklewood, Brent Cross and West Hendon Regene	<ul style="list-style-type: none"> - The Council seeks integrated regeneration in the Cricklewood, Brent Cross and West Hendon Regeneration Area. - All development to the highest environmental and design standards - Aim to develop a new town centre 	<p>Compliant: the development is consistent with this strategic aim, falling as it does within the terms of the Section 73 permission.</p>

Policy	Content Summary	Extent of Compliance and Comment
ration Area	over the plan period.	
C1 Comprehensive Development	<ul style="list-style-type: none"> - The Council seeks the comprehensive development of the regeneration area in accordance with the area framework and delivery strategy. - Development proposals will need to meet policies of the UDP and their more detailed elaboration in the development framework. 	Compliant: The scheme accords with this policy. The Phase 1A (S) proposals accords with the scope of the Section 73 permission.
C7 Transport Improvements	<p>Transport improvements - the following should be provided through planning conditions and/or Section 106 agreements:</p> <ul style="list-style-type: none"> i. Connections and improvements to the strategic road network. ii. Sufficient transport links to and through the development, to include at least one vehicular link across the North Circular Road (NCR) and one vehicular link crossing the railway to the Edgware Road. iii. A new integrated railway station and new integrated bus station at Cricklewood, linked by a rapid transport system to Brent Cross Bus Station and Hendon Central and/or Brent Cross Underground Stations on the Northern Line. iv. A new bus station at Brent Cross, to north of the North Circular Road, with associated improvements to the local bus infrastructure. v. An upgrade of the rail freight facilities. vi. Provision of an enhanced, rail-linked waste transfer station serving North London. vii. Priority measures for access to disabled persons, pedestrians, buses and cyclists throughout the Regeneration Area. 	<p>Part Compliant: The RMA was submitted to deliver two highway infrastructure elements: School Lane and Claremont Park Road. Both roads will provide a connection to the strategic roads in the area and support the southern development proposals. As the designed and technical proposal comes forward, the roads will provide compliant facilities for pedestrians, cyclists and bus users.</p> <p>The other facilities set out in policy C7 are planned to be provided as part of future phases, except for the rapid transit system which, whilst still part of the proposals, is currently unfunded.</p>
UDP Site Specific Proposals (2006)	<p>Parts of the BXC development site are subject to site-specific proposals as shown in the Proposals Map (2006) (as saved). The aspirations for these sites are set out below:</p> <ul style="list-style-type: none"> • Brent Cross New Town Centre (Site 31) – new town centre, comprising a mix of appropriate 	Compliant: the proposal is consistent with the Proposals Map.

Policy	Content Summary	Extent of Compliance and Comment
	<p>uses, improved public transport and pedestrian access, landscaping and diversion of the River Brent;</p> <ul style="list-style-type: none"> • Cricklewood Eastern Lands (Site 37) – mixed use including residential, office, leisure, local and neighbourhood shops, education, community uses and open space; • New Railway Station Cricklewood (Site 38) – railway station and public transport interchange; • New Waste Transfer Station (Site 39) – waste handling facility. 	
Cricklewood, Brent Cross, West Hendon Regeneration Area Development Framework SPD 2005.		
	<p>The Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework was adopted by the council and the Mayor of London as Supplementary Planning Guidance in 2005. This Development Framework was produced in collaboration with the Mayor and the Greater London Authority, landowners and developers in order to guide and inform the design and delivery of the development with the aim of achieving high quality comprehensive redevelopment of the area around a new sustainable mixed use town centre spanning the North Circular Road.</p> <p>The London Plan and the UDP saved policies combined with the Development Framework establishes a series of strategic principles for the comprehensive redevelopment of the area to create a new town centre, the overall vision for which is set out in UDP Policy GCrick.</p>	<p>Compliant: Compliance in relation to the proposed RMA: The parameters and principles of the BXC scheme are considered to be in accordance with the principles set out in the guidance contained in the adopted Development Framework (2005) generally and taken as a whole.</p> <p>The general proposals are consistent with the vision and aims of the Development Framework.</p>

Key relevant local and strategic supplementary planning documents

Local Supplementary Planning Documents and Guidance:
 Planning Obligations (Section 106) (April 2013)

APPENDIX 7 - CONFORMITY WITH REVISED DEVELOPMENT SPECIFICATION AND FRAMEWORK

Revised Design Specification and Framework (RDSF) and Parameter Plans (PP)	Requirement relevant to Infrastructure Reserved Matters	Compliance
<p>Parameter Plan 002: Transport Infrastructure</p>	<p>Parameter Plan 002 identifies various infrastructure elements to form part of the comprehensive development. The location of existing adopted highway and junctions to be modified and improved are approximately illustrated.</p> <p>Claremont Park Road (Part 1) is defined as a secondary Route in the Market Quarter Zone; to act as a distributor road within the development site.</p> <p>School Lane is defined as a Tertiary Route (road classified as a minor street), within the Eastern Lands Zone; to provide a localised function and link from Market Square and into the Eastern Lands.</p>	<p>The submitted drawings: BX-ARP-00-XX-DR-C-7001 identifies the general arrangement for Claremont Park Road (Part 1) and Drawing BX-ARP-00-XX-DR-C-7002 identifies the general arrangement for School Lane.</p> <p>Claremont Park Road (Part 1) is proposed to be a two way single carriageway road, measuring 4.8m wide with 1.5m advisory cycle lanes in both directions. 2.5m footway on the southern side and a 4m footway along the northern side, both inclusive of landscaping. The public road in the end state will act as distributor road; whereby, it will connect at the junction with Claremont Avenue, Claremont Road and Orchard Lane and will adjoin a new public Highway: Spine Road; to connect High Street South with Claremont Road and also provide access to the A5, via a new road Bridge over the Midland Main Line Railway</p> <p>School Lane is proposed to be 6.4m wide to allow for future bus only provision with a 3m segregated cycle lane on the southern footway, separated from the carriageway by a 0.5m wide strip. Footways are proposed to be 3m on the southern side and 4m on the northern side, both inclusive of landscaping.</p> <p>The road is proposed to adjoin with the new Claremont Avenue, forming a junction with the proposed</p>

		<p>High Street South and adjoin west with the existing Claremont Road.</p> <p>Both proposed public highway roads are generally in accordance with the Parameter Plan 002.</p>
Parameter Plan 003 Public Realm and Urban Structure	<p>Parameter Plan 003 identifies a network of new and existing public spaces and routes between them for pedestrians and cyclists.</p> <p>The plan defines the principle circulation and the approximate location of secondary, tertiary routes and managed routes for pedestrians and cyclists</p> <p>Both Claremont Park Road (Part 1) and School Lane are identified as main connection and identified to have a limit of deviation of +/- 40m for the route.</p>	<p>Both items of infrastructure comply with Parameter Plan 003.</p> <p>Claremont Park Road (Part 1) is subject to a limit of deviation of +/- 40m; however, the location of this route is constrained by the extent and location of Claremont Park (Neighbourhood Park 2) to the South. School Lane forms part of the principle circulation for pedestrian and cyclists. Both public roads have been designed in accordance with the accessibility standards and are at a gradient shallower than 1:20.</p>
Parameter Plan 006 Proposed Finished Site Levels	<p>Parameter Plan 006 demonstrates the finished site levels (in metres AOD) for infrastructure and public realm. Re-profiling works will be carried out to achieve these levels and this will include the necessary site remediation works.</p>	<p>The proposed new ground level identified for Claremont Park Road (Part 1) is a deviation of 44.00m which complies with the limit required.</p> <p>The actual deviation for School Lane is constrained and cannot be achieved along its full length, given the fixed points at either end of the route.</p>