

LOCATION: Brent Cross Cricklewood Regeneration Area
North West London

REFERENCE: 17/6662/RMA
Received: 19.10.2017
Accepted: 27.10.2017

WARD: West Hendon
Expiry: 26.01.2018

APPLICANT: BXS Limited Partnership

PROPOSAL: Reserved Matters Application in respect of Plot 12 of Phase 1B (South) pursuant to Condition 1.2.2.B and 2.1 and for the part discharge of Condition 13.1 of planning permission Ref. F/04687/13 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Area. Application seeks approval for Layout, Scale, Appearance, Access and Landscaping for Plot 12, comprising of 292 residential units, ancillary housing office, flexible retail, café, basement car parking and plant including heating plant, to be provided within two buildings with heights ranging from 6-13 storeys arranged around a public pocket park and private courtyard together with north-south and east-west tertiary streets for the provision of access. Application is accompanied by an Environmental Statement of Compliance.

1. APPLICATION SUMMARY

The proposal is a reserved matters application for housing-led development on Plot 12 within Phase 1B (South) of the Brent Cross Cricklewood Regeneration Scheme.

The application proposes 292 residential units comprising of 276 upper level flats and 16 maisonettes split between the ground floor and first floor. 110 of the residential units proposed are provided as new homes to rehouse the Whitefield Estate Residents Part 2. This amounts to 92 Secure Tenants and 18 Owner Occupier Leaseholders. Decant of these residents allows delivery of highways infrastructure enabling Phase 1A (North) of the Brent Cross Cricklewood Regeneration Scheme to be delivered.

The proposals for Plot 12 comprise two residential buildings: a northern building (12N) comprising 120 units, and a southern building (12S) comprising 172 units. Plot 12N proposes a principal façade onto the High Street South with retail uses at ground level. Building 12S faces Claremont Park Road with predominantly residential uses at the ground level.

The submission provides details of Layout, Scale, Appearance, Access and Landscaping for the proposed buildings on Plot 12. It conforms with all the parameters and principles relevant to these development plots and the

residential form of development. The submission is also supported with technical information to satisfy the requirements of pre-reserved matters conditions. These have been incorporated either within the RMA submission or submitted under separate planning applications.

A request for an EIA (Environmental Impact Assessment) Screening Opinion was submitted to LBB in accordance with regulation 6(3) of the Town and Country Planning EIA Regulations 2017 under application reference 17/6852/ESR regarding the need for an EIA to accompany the submission of Plot 12 RMA. Where there have been deviations from the s73 Permission, these have been assessed within the screening request which concludes that they are unlikely to give rise to any new or different significant environmental effects from those reported in the Environmental Statement ('ES'). The LPA issued a Screening Opinion confirming that a further EIA to accompany the RMA is NOT necessary.

2. RECOMMENDATION

This application is recommended for **APPROVAL** subject to conditions attached in Appendix 1 of this report and any changes to their wording and their attached reasons as considered necessary by the Head of Development Management.

3. BACKGROUND

3.1 Outline Consent

The principle of development at BXC was first established as a Supplementary Planning Guidance (SPG) in 2004, in accordance with the then current London Plan. The comprehensive redevelopment of the wider BXC regeneration area was granted outline planning permission in 2010 (with planning reference C/17559/08) and was subsequently amended via a Section 73 planning application (with planning reference F/04687/13) which was approved on 23 July 2014 (the 'S73 Permission'). The description of the 2014 permission is as follows:

“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 application is accompanied by an Environmental Statement.”

The regeneration will deliver:

- 7,500 residential units and more than 20,000 new jobs;
- New town centre including retail, leisure, hotel, restaurants and some community uses;
- Expanded shopping centre and new bus station;
- New Living Bridge over A406 to connect the north and South;
- Significant highways infrastructure improvement to the M1/A406/A5 and the A406/A41 junction improvements, southern junctions of the A5/A407 Cricklewood Lane and the A407 Cricklewood Lane/Claremont Road;
- Clitterhouse Playing Fields and Claremont Park Improvements;
- Replacement and expanded schools;
- New Thameslink train station and replacement train stabling facilities;
- Replacement Waste Handling facility and Rail Freight Facility.

Both the 2010 and 2014 permissions were subject to an Environmental Impact Assessment. The Environmental Statement (the 'ES') for the BXC scheme is comprised of the approved Environmental Impact Assessment which accompanied the S73 Permission and subsequent ES Addendums, Further Information Reports (FIRs) and Supplementary Environmental Statements which have accompanied Reserved Matters Applications (RMAs), Re-phasing Applications and Non-Material Amendments (NMAs) against the S73 Permission.

3.2 Phasing of the BXC Regeneration Scheme

The S73 Permission is a multi-phase scheme of 7 Phases to be delivered over a period of at least 16 years. Reserved Matters have been granted for

sub-Phases 1A (North), 1A (South) and 1B (North) of the development (see Appendix 2 for a full list of approved RMAs).

The Phase 1 sub phases are as follows:

Phase 1A (North) includes highways infrastructure, junction improvements, the re-routing of the River Brent and the new Tempelhof Bridge and Living Bridge over the A406. RMA approval was granted for this phase in 2015. The following Highways Infrastructure: Claremont Avenue; Claremont Road Junction North; High Street South (East Works); Orchard Lane; and, the following Open Space Infrastructure: Claremont Park Improvements; Clitterhouse Playing Fields Improvements (Part 1) have been re-phased via condition 4.2 (16/7489/CON) to Phase 1B (South).

Phase 1A (South) comprises the delivery of Claremont Park Road (Part 1) to support Phase 1 of the Southern Development. RMA approval was granted for this phase in 2016.

Phase 1B (North) includes all of the plot development on the north side of the A406 with the exception of the residential development within the Brent Cross West Zone. This 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 elements of the Riverside Park, Sturgess Park Improvements and around 52 housing units. RMA approval was granted for this phase in 2017.

Phase 1B (South) includes the Clarefield Park Temporary Replacement Open Space, along with the Claremont Park Improvements and Clitterhouse Playing Fields (Part 1). It also includes residential floorspace (circa 260 units including the Whitefield Estate Replacement Units (Part 2) on Plot 12). This sub-phase will also deliver a number of highway infrastructure items including Claremont Avenue, Claremont Road Junction (North), High Street South (East Works) and Orchard Lane. The RMA for this phase is the subject of this application.

Phase 1C will include the remaining plot development in Phase 1 on the south side of the A406, including Plots 11, 13, a temporary health centre and neighbourhood policing unit, and the Market Quarter Community Facilities.

3.3 Whitefield Estate Replacement Units

This reserved matters application includes the provision of new homes to allow for the rehousing of the residents from the Whitefield Estate Existing Units (Part 2).

The Whitefield Estate Existing Units (Part 2) comprise 132 units evenly split between three tower blocks on the estate: Clare Point; Nordon Point; and Whyhcote Point. All of the units in these towers are one and two bed units.

The historic tenure mix reported in Schedule 24 of the s.106 agreement identifies 96 tenanted units and 36 leaseholder units within these towers. However, since the S73 Permission this mix has slightly changed to 92 tenanted units and 40 leaseholder units, as reported in the Barnet Housing Needs Survey of March/April 2017.

Of the 40 leaseholders, 22 are currently not resident in their property. Therefore whilst they remain entitled to compensation they are not entitled to be rehoused within the regeneration area. Of the existing 132 units located in the Whitefield Estate Existing Units (Part 2), a total of 110 replacement homes are therefore required. The replacement homes are proposed to be provided on site within Plot 12 for Secure Council Tenants and Resident Leaseholders.

An update to the Residential Relocation Strategy (RRS) has been submitted separately from this application to provide the necessary detail in relation to the Whitefield Estate Relocation Units (Part 2) and to reflect the updated Barnet Housing Needs Survey from 2017 and the associated tenure mix for the replacement units. Condition 1.10 has been re-discharged under planning application reference 17/4872/CON with the updated RRS.

It should be noted that the proposed mix for the replacement homes includes 13 x 4 bed flats and 23 x 3 bed flats for Secure Council Tenants. These larger units reflect the housing needs survey and requirements of the existing estate tenants. Therefore whilst fewer units are provided, they are larger units in size and can be considered to be of a 'like-for-like' replacement in terms of area.

The s.106 agreement currently requires re-provision of the existing 132 units on a like for like basis (i.e replacing 1 and 2 bed units with 1 and 2 bed units). An update to the s.106 agreement is therefore required to reflect the proposed mix which includes larger units to meet resident's housing needs which results in 110 units being re-provided. This approach has been agreed with the Council's housing and regeneration officers. A deed of variation to the s.106 agreement will be formally made to establish the necessary changes.

Minimum Additional Affordable Housing

Within Phase 1 (South) the '15% minimum' affordable housing provision is established through the sum of the Whitefield Estate Replacement Units (Part 2) and any 'Phase 1 South Additional Minimum Affordable Housing Units'.

Phase 1 (South) Additional Minimum Affordable Housing Units is defined as follows:

"Means 50 (fifty) Affordable Housing Units to be delivered within Phase 1 (South) pursuant to clause 1.6.7(b) of Schedule 2A SAVE THAT if pursuant to the approved Affordable Housing Scheme for Phase 1 (South) or pursuant to Reserved Matters Approvals covering the whole of Phase 1 (South) the proposed number of Dwellings within Phase 1 (South) is higher or lower than 1568 (one thousand five hundred and sixty eight) Dwellings (which is the

number assumed at the date of this Agreement) then the said minimum figure of 50 (fifty) Affordable Housing Units shall be:

- (a) increased by 1 (one) Affordable Housing Unit for every 6.67 Dwellings by which the total in Phase 1 (South) in excess of the assumed 1568 (one thousand five hundred and sixty eight) Dwellings; or*
- (b) decreased by 1 (one) Affordable Housing Unit for every 6.67 Dwellings less than the assumed 1568 (one thousand five hundred and sixty eight) Dwellings proposed within Phase 1 (South)."*

The effect of this would be that, in accordance with 'part (a)' for every 6.67 dwellings within Phase 1 (South) above the 1568 units assumed at the time of the outline approval there would be a requirement for an additional affordable housing unit. Similarly in accordance with 'part (b)' for every 6.67 units below the 1568 units assumed at the time there would be a reduction of an affordable housing unit.

Therefore the minimum provision for Phase 1 (South) therefore comprises:

- The Whitefield Estate Replacement units; and
- The Phase 1 (South) Additional Minimum Affordable Housing Units which is 50 Affordable Housing Units subject to adjustment described above.

The submitted RMA for Phase 1B (North) comprises 292 residential units including 110 Whitefield Estate Replacement Units (Part 2). The detail of Phase 1C (Plots 11 and 13) is not known at this stage, however the submitted AHVTR has assumed a total of 997 units for Phase 1 (South) comprising 887 new homes plus 110 replacement homes for the Whitefield Estate. Part (b) of the ratchet mechanism set out above is therefore applicable. Where the total number of units is 334 units (i.e. 50 x 6.67) below 1,586 (i.e. 1,252 units) there is no requirement for additional affordable housing in Phase 1 (South). The total number of residential units to be provided within Phase 1 (South) is 997, this is below the threshold of 1,252 units and therefore no affordable homes are required to be delivered. The Whitefield Estate (Part 2) replacement homes are still required to be provided and the viability review determines whether additional units may be required.

The inclusion of the Whitefield Estate Replacement Units towards the minimum provision of affordable housing in these early sub phases of the development (specifically Phase 1 (North) and Phase 1 (South)) was agreed at the outline application stage in recognition of the significant infrastructure costs associated with such early phases and the need to rehouse the Whitefield Estate Residents.

From Phase 2 onwards the minimum of 15% affordable housing will be provided as new affordable housing with a site-wide target of providing 30%.

Affordable Housing Viability Review for Phase 1 (South)

The S73 Permission requires an Affordable Housing Review to take place in advance of the submission of Reserved Matters applications for each phase to determine whether any additional affordable housing above the minimum provision, can be provided. The Affordable Housing Review is required to be informed by the Affordable Housing Viability Testing Report (AHVTR).

The AHVTR for Phase 1 (South) of the development has been approved under Condition 1.13 (17/6770/CON). The application was submitted prior to the submission of Reserved Matters for Plot 12. Due to engagement and consultation with the GLA the application was subsequently approved on 13 February 2018.

The LPA appointed the District Valuation Service (DVS) of the Valuation Office Agency to review the submitted AHVTR for Phase 1 (South) and provide independent viability advice to the LPA and to review the submitted appraisal and scrutinise and challenge the inputs used. The DVS operates exclusively on the basis of providing support to Public Bodies. They do not advise private sector developers or clients. This prevents any possibility of conflict of interest and ensures that their reviews of submitted viability appraisals will genuinely prioritise public interest.

Following detailed engagement with the applicant and their consultants, the DVS' appraisal demonstrates the proposed scheme shows an IRR of 18.5% which is below the viability threshold of 20% IRR specified in the Section 106 Agreement for the S73 Permission. As a result, no additional Affordable Housing beyond the Whitefield Estate Replacement Units (Part 2) are required to be provided in Phase 1 (South).

3.4 Pre-Reserved Matters Conditions

The S73 Permission includes a number of Pre-Reserved Matters conditions intended to establish key principles of the forthcoming development. The majority of these require submission prior to or coincident with applications for reserved matters being submitted to the Council.

There remain a number of pre-reserved matters applications which are yet to be approved in relation to Phase 1B (South). The wording of these conditions does not specifically require their discharge prior to the approval of Reserved Matters but in some instances there is a direct material relationship between the details of the reserved matters submission and the principals being captured within the conditions.

Appendix 3 of this report shows those Pre-RMA Conditions for Phase 1B (South) which have relevance to this application but have yet to be formally determined at the time of writing this report. Discussions relating to these conditions have been taking place in parallel with the progress of the reserved

matters application and there is confidence that such conditions will be determined prior to consideration of this application by committee and will be reported in the Addendum.

4. DESCRIPTION OF THE SITE, SURROUNDINGS AND PROPOSAL

4.1 Site Description and Surroundings

The Brent Cross Cricklewood development site as approved by application F/04687/13 covers a 151 hectare area defined to the west by the Edgware Road (A5) and the Midland Mainline railway line and to the east by the A41 and is bisected east to west by the A406 North Circular Road. It is adjacent to Junction 1 of the M1 (Staples Corner) and includes the existing Brent Cross Shopping Centre and Bus Station to the north of the A406.

To the south of the North Circular Road the area contains the Brent South Shopping Park, existing Tesco store and Toys 'R' Us store, the Whitefield estate (approximately 220 units), Whitefield Secondary School, Mapledown Special School and Claremont Primary School; Hendon Leisure Centre, Brent Cross London Underground Station to the east; Clarefield and Claremont Parks and Clitterhouse Playing Fields (Metropolitan Open Land); the Hendon Waste Transfer Station, Claremont Way Industrial Estate and Cricklewood Railway Station to the far south.

Plot 12 Site

The proposal is spread over part of the existing Claremont Way, the Rosa Freedman Centre, the southern part of Clarefield Park and light industrial units to the west. The site area for Plot 12 measures approximately 0.77 hectares.

To the north of the application site Clarefield Park and the 'Old Dixons Site' (an area of unused hardstanding and waste ground) run up to the Holiday Inn Hotel and Tilling Road beyond.

To the South the site bounds a part of Claremont Way Industrial Estate and Claremont Open Space leading to the back gardens of properties on Clitterhouse Crescent beyond.

The site is located between 60m and 150m to the west of the existing Whitefield Estate Towers.

4.2 Proposal

This reserved matters submission provides details of Layout, Scale, Appearance, Access and Landscaping for the residential-led mixed use development of Plot 12 comprising of 292 residential units accommodated across two buildings.

Plot 12 is proposed as two largely residential buildings including an area of retail and café uses accommodated at the ground floor.

The northern building on the plot (Building 12N) includes a total of 120 residential units. 110 of these units provide accommodation for the Whitefield Estate Replacement Units (Part 2) and a further 10 units would be for private market sale.

Building 12N is L-shaped and composed of two distinct parts, a 9 storey building (with top floor set back) forming the main frontage along the new High Street South referred to as 12N High Street block, and a taller element of 13 stories referred to as 12N Tower element.

The main non-residential floorspace will be located at ground floor level of Building 12N fronting the High Street along with a small unit on the southern elevation (723m² (GIA) of retail floorspace in total).

The southern building (Building 12S) includes 172 residential units for private sale. This building is U-shaped enclosing a private courtyard and opening onto Claremont Park to the south. Both wings of the building are proposed to be of 8 stories linked by a lower six storey building to the north. The top floor of building 12S is set back from the main façade.

At the south eastern corner of the building at ground floor level the café would be located fronting Claremont Park across Claremont Park Road (both of which have been approved in detail and will be delivered alongside Plot 12).

A shared basement car park spans the whole footprint of the site and is accessed via a ramp on the west façade of the southern building 12S providing 126 spaces including 13 disabled bays. A plant room is also proposed at the northeast corner of the basement which will accommodate the temporary energy centre.

A ratio of 0.5 car parking spaces per residential unit is proposed amounting to 146 parking spaces for 292 residential units. The basement parking area will provide 126 spaces with a further 20 dedicated spaces to be provided for the Whitefield Estate (Part 2) Residents in the vicinity of the site and under the management of the Estate. More detail is provided in section 6.8 of this report.

Secured long-stay cycle parking spaces for a total of 518 bicycles is proposed in the Basement Level, (234 to serve Building 12N and 284 to serve Building 12S). A total of 28 short-stay cycle parking spaces are also proposed as part

of the landscaping scheme along the internal north-south tertiary streets at the ground level.

High Street South (Part 1) (approved under Phase 1A North) will run east to west to the north of the Plot. Claremont Park Road (Part 1) (Approved under Phase 1A South) will run east-west to the south of the plot.

To the east and west of plot 12 tertiary or minor routes allow pedestrian but not vehicular access between the future Claremont Park Road and High Street South. Vehicular access to these tertiary routes will be largely restricted to a one way loop from Claremont Park Road around the north of 12S with access to the west and egress the east. This vehicular route will be used for refuse and delivery vehicles, access to the basement car parking and to six visitors parking bays.

These routes will be under the management of the Estate, they are proposed as shared surfaces and require vehicles to turn in places along their length to slow traffic and emphasise that they are pedestrian-focused. Space has been made for planting and street furniture to support a domestic scale and character with street trees, planting beds and SUDS in the form of rain gardens providing visual amenity. Spill out spaces fronting the retail units are also proposed helping to activate the streetscape.

Private amenity space will be provided in the form of garden space for residential units at the ground level and balconies for upper level units.

Communal amenity space is also proposed in the form of a raised podium courtyard in 12S for use of residents of that building, and a publically accessible 'Pocket Park' at the ground level adjacent to 12N for resident and public use.

The proposal includes a scheme of landscaping for the proposed pocket park at the centre of the site, the podium courtyard within Building 12S, and the green streets that run north-south through the scheme.

Residential entrances to the upper units are proposed through the buildings' entrances cores at ground floor level, though ground floor maisonettes fronting the tertiary streets on 12S are accessed by a flight of steps. These units are however also accessible by a second accessible entrance to the rear to be through the building's lobbies at cores. Ancillary uses such as refuse and recycling stores are proposed at the ground level for both 12N and 12S, with a housing office and a substation proposed in 12N.

Table 1: Schedule of Residential Unit Size and Tenure:

Tenure	1 Bed Studios	1 Bed Flats	2 Bed Flats	3 Bed Flats	4 Bed Flats	3 Bed Maiso nette	Total units
Building 12N							
Affordable Rent		7	49	21	13	2	92
Shared Equity			18				18
Private Sale			8			2	10
12N subtotal		7	75	21	13	4	120
Building 12S							
Private Sale	4	56	96	4		12	172
Total units							
	4	63	171	25	13	16	292

5. MATERIAL CONSIDERATIONS

5.1 Key Relevant Planning Policy

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals shall be determined in accordance with the Development Plan unless material considerations indicate otherwise. In this case, the Development Plan comprises the London Plan at the strategic level and, at the local level, Barnet's Local Plan - the Core Strategy and the saved UDP Policies. The 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 regeneration area unless and until the Core Strategy is reviewed in accordance with Policy CS2 and Section 20:13 of the Core Strategy.

The London Plan Consolidated with Alterations since 2011 published March 2016 and updated January 2017 forms the Development Plan for Greater London.

Policy within Barnet's Local Plan (2012) which comprises the Development Plan for Brent Cross includes the Core Strategy (2012) and the saved UDP Policies (saved in 2012). Relevant policies are referred to in the body of this report.

5.2 Public Consultations and Views Expressed

Initial Public Consultation

Following registration of the application **489** local residents were consulted by letter. The application was advertised in the local press on 9th November 2017 and 4 site notices were put up on site also on 9th November.

The consultation letters allowed a 4 week period to respond with the consultation period expiring on 30/11/2017.

1 Letter of objection was received in response to this initial consultation.

The Objection was received from a resident of Clitterhouse Crescent and raised the following concerns:

- The proposed development would result in increased traffic and insufficient car parking spaces for such a large building.
- Residents of Clitterhouse Crescent and Clitterhouse Road are experiencing parking overflow issues relating to the Fairview development at the former Hendon Football Club Grounds.
- Residents' lives are being detrimentally impacted by developments generating significant financial gains.

Amended Plans Consultation

Following the receipt of amendments and clarifications to the submitted plans 489 local residents were re-consulted by letter on 23/01/2018. The letters allowed a 2 week period for the re-consultation period expiring on 06/02/2018.

The consultation process carried out for this reserved matters 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 S73 outline 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.

The developer's own consultation processes are detailed in the Statement of Community Involvement submitted with this application and it is considered it accords with the requirements of the approved Public Consultation Strategy.

In response to the amendments and clarifications received the applicant undertook its own exhibition, specific to residents of the Whitefield Estate who would be moving into block 12N where the majority of the proposed amendments were taking place.

Residents from Norden, Clare and Whyhcote Point were invited via a letter that was distributed to each flat by independent tenant advisors, PEP. Posters outlining the dates, times, locations and purpose of the exhibition were put up

at the entrance to each block. The Exhibition took place over two separate days: Wednesday 24th January (from 7-9pm), and Saturday 27th January (from 1-3pm).

The applicant has provided a summary of the key comments made:

Design changes:

The response to the architectural changes was generally positive – a number of residents preferred the new colour palette.

Parking:

Some residents raised concerns about the amount of parking spaces being offered, and whether or not it was sufficient. Those with particular concerns have more than one car per household or use another vehicle for business purposes. Residents also would like clarification as to whether the parking will be managed. It was raised by some residents that existing parking is chaotic, as people can park anywhere at any time, including on the grass.

High street frontages:

Some residents asked for information about the uses expected for the ground floor of their building. Some stated, as at previous events, that they do not want a supermarket or a fast food restaurant generating a large amount of footfall, noise and smells below.

Relocation process:

A number of residents who had not previously attended events had questions about the relocation process, room layouts, flat size and timelines.

Housing provider:

Some residents had not yet had discussions with L&Q regarding their individual offers, so these were arranged. Queries regarding rents and shared equity were discussed with L&Q.

Timeline:

Some residents sought clarification as to when the works would be starting and when they should be expecting to move out of their current flats.

Consultation Responses from Statutory Consultees and Other Bodies

Environment Agency:

The Environment Agency have confirmed that they have no comments to make in regards to the application and have no objection to the reserved matters submitted.

London Fire Brigade:

The Fire Brigade have confirmed that they are happy in principle to the fire fighting access and raise no objection to the proposed development.

Highways Agency:

No objection has been raised by the Highways Authority.

Transport for London:

Transport for London raise no objection to the development proposed.

TfL have also been consulted separately on the Reserved Matters Transport Report (application 17/6823/CON for the discharge of condition 37.5) relating to Plot 12 of Phase 1BS. Through this consultation TfL have confirmed that they to have no other comments on the RMA.

Sports England:

Sport England have stated that whilst the proposed development does not fall within their statutory remit they do not raise any objection to the development.

Thames Water:

Waste Comments

With the information provided Thames Water, has been unable to determine the waste water infrastructure needs of this application. Should the Local Planning Authority look to approve the application ahead of further information being provided, we request that the following 'Grampian Style' condition be applied:

LB Brent:

No Objection Raised

In addition, the following consultees were notified of the application but have not responded at the time of writing the report: London Borough of Camden; and GLA.

Internal Consultation responses

Urban Design Officer:

The Council's Urban Design Officer has reviewed this application including amendments of January 2018. Officer confirmed it complies with the overarching principles established in the control documents of the Outline Permission and raised no objection to further details submitted under this reserved matters application.

Environmental Health:

No concerns raised following resolution of comments in relation to noise associated with the Combined Heat and Power Plant, proposed details of which have been submitted separately against condition 29.1 confirming that noise levels would be 5dB below background levels at 1m from windows for both new and existing residential units.

Transport and Regeneration team:

Have reviewed the submitted RMA and the associated Reserved Matters Transport Report. Following responses from the applicant and amended information, have no objections to the approval of this RMA subject to the inclusion of appropriately worded conditions in respect of details of car

parking management, bicycle stand and storage design. (Full appraisal in Section 6.8 of this report).

Trees and Landscape:

Recommends that no fruit trees should be located near parked cars, large trees should have space to grow, where space is limited smaller trees are planted. Smaller trees can be considered small in height or small in crown spread but still tall.

A meeting with the landscape architects to discuss all aspects of the planting scheme for the masterplan would be beneficial to establish a comprehensive tree and shrub planting strategy for future phases of the development.

Subject to the inclusion of a condition requiring confirmation of details of the species to be planted, no objection is raised.

Green Spaces

Response provided confirming that there is no objection to the Reserved Matters submission.

Lead Local Flood Authority

The Council's Sustainable Drainage Officer notes that the development is located entirely within Flood Zone 1 and is considered to be acceptable in accordance with Table 3: Flood risk vulnerability and flood zone 'compatibility' in the Planning Practice Guidance. Further there is support for the provision of storage to store up to the 1 in 100-year + Climate Change on site in line with Policy 5.13 of the London Plan.

The Following Conditions Are Recommended:

Surface Water Discharge Hierarchy

The development should discharge surface water runoff as high up the discharge hierarchy as possible. Where it is not possible to achieve the first hierarchy, discharge through the ground, applicants must demonstrate in sequence why the subsequent discharge destination was selected. Proposals to dispose of surface water into a sewer, highway drain, surface water body or another drainage system must be accompanied by evidence of the system having spare capacity downstream and acceptance of the surface water by the appropriate authority(ies).

Reason:

To ensure that the development discharges surface water from the site in a manner that takes into consideration the statutory duties, legislation and regulatory requirements of authority(ies) receiving surface water and ensures that downstream flood risk is mitigated in accordance with Policy CS13 of the Barnet Local Plan, Policies 5.13 and 5.14 of the London Plan, Approved Document Part H of the Building Regulations 2010) and Paragraph 80 of Planning Practice Guidance.

Surface Water Drainage Strategy / Sustainable Drainage Systems

Construction, Adoption, Operation and Maintenance

The surface water drainage strategy for the site must be accompanied by evidence of an Adopting Authority accepting responsibility for the safe operation and maintenance of SuDS within the development. The Adopting Authority must demonstrate that sufficient funds have been set aside and / or sufficient funds can be raised to cover operation and maintenance costs throughout the lifespan of the development. The Adopting Authority shall be responsible for satisfying themselves of the suitability of the adopted SuDS prior to adoption, and shall keep records of operation and maintenance activities, for possible inspection by the Council.

Reason:

To ensure that the surface water drainage system and SuDS are constructed appropriately and are adopted by an Adopting Authority responsible for the safe operation and maintenance of the system throughout the lifetime of the development. Appropriate construction of SuDS should take into consideration S13 of the Non-statutory Technical Standards for Sustainable Drainage Systems. Operation and maintenance of SuDS should take into consideration the Written Ministerial Statement of 18 December 2014 and Planning Practice Guidance Paragraphs 81 and 85.

Waste and Recycling Team

Following submission of clarifications by the application have raised no objections to the application.

6. PLANNING CONSIDERATIONS

6.1 Parameters of the Section 73 Permission

The S73 Permission for Brent Cross Cricklewood is a 'hybrid' permission, in that planning permission has been granted in outline for the majority of the proposed development, whilst detailed permission has been granted in relation to the key gateway access junctions.

Parameters and principles are provided in the approved application documents, in particular within the Revised Development Specification and Framework (RDSF) and the Parameter Plans appended to it, to control the nature and timing of reserved matters applications to accord with the assessments undertaken within the EIA of the likely significant environmental impacts of the Scheme.

The S73 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 and which the Further Information Report demonstrates accordance with.

The RDSF 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 S73 Permission. The RDSF identifies aspects of the proposed scheme that fall within the parameters and

principles approved under the S73 Permission, and those that do not (the Reserved Matters) which are therefore subject to obtaining Reserved matters approval.

To date a number of updates have been made to the RDSF as a consequence of RMAs and other matters approvals relating other phases of the development. The S73 Permission anticipated that the RDSF would need to amend as the scheme was delivered, reflecting the scale, complexity and duration of the development. The S73 Permission therefore includes a mechanism via Condition 2.4 that allows consequential updates to be made to the RDSF. The Condition 2.4 updates made to date do not affect the parameters that relate to Plot 12.

It is considered that the proposed development relating to Plots 12 conforms with all of the relevant Parameter Plans and this is explained in the appraisal below.

6.2 Principle of Development

The s73 Permission divides the BXC site into a series of Development Zones based upon areas of character (as shown on Parameter Plan 001). Development Zones are sub-divided into Building Zones by the identification of key structural components i.e. primary roads, open spaces (as shown on Parameter Plan 014).

Plot 12 is located within the Market Quarter Development Zone. The Market Quarter Development Zone is sub-divided into three Building Zones identified as MQ1, MQ2, and MQ3 on Parameter Plan 014. Plot 12 is located within MQ2 Building Zone.

The Market Quarter Development Zone, as described within the Revised Development Specification Framework ('RDSF'), is to sit at the heart of BXC. The predominant land use of the Zone is to be residential, with mixed active ground floor uses. The focus of the Zone is a new urban square (Market Square) and High Street.

Development within the Zone is facilitated by the demolition of Claremont Industrial Estate, the Rosa Freedman care centre, and removal of Clarefield Park. The principle of the loss of Clarefield Park to facilitate the BXC development is established within the S73 Permission.

The principle of the redevelopment of the Whitefield Estate Part is established within the S73 Permission which defines 'Whitefield Estate Replacement Units (Part 2)' as an item of Critical Infrastructure (Pre-Phase (South)) comprising of 132 replacement units to be delivered in Phase 1B South.

Plot 12 is the only residential development within this Phase 1B (South) as a result of the re-phasing applications pursuant to condition 4.2 which have updated Parameter Plan 029 (Indicative Phasing Plan). Therefore re-housing

Whitefield Estate Replacement Units (Part 2) in Plot 12 is required in accordance with the S73 Permission.

The principles of Layout, Scale, Appearance, Access and Landscaping of the proposed development have been established with the outline S73 Permission. These are set in the approved control documents mainly comprising Parameter Plans, Revised Design Design and Access Statement (RDAS), Revised Design Framework (RDSF), Revised Design Guidelines (RDG). Those relevant to the proposed development are summated below and followed by an appraisal of Plot 12 against such parameters.

6.3 Layout and Access

Layout - Masterplan context

The S73 Permission does not fix the layout or location of the development plots but provides general arrangement of the wider Development and Building Zones within which the plots are to be provided. The overall masterplan intent and an indication of the potential layout of the development across BXC site is shown in Parameter Plan 015 (Indicative Layout Plan) and a closer zonal indication for the area relevant to Plot 12 is shown on Parameter Plan 020 (Indicative Zonal Layout Plan Market Quarter).

The RDSF explains the layout of the development can deviate from the Indicative Layout Plan; it is intended only as a base plan to be reconciled against as RMA applications come forward. This reconciliation is to happen via the submission of an Illustrative Reconciliation Plan, both as part of the RMA submission and separately pursuant to Condition 1.17. The RDSF and condition 1.17 of the S73 Permission also sets a commitment and requirement that green and brown roofs will be provided on a minimum of 10% of available roof areas.

Both Parameter Plan 015 and Parameter Plan 020 are 'indicative' plans show one way in delivery of this regeneration scheme could be achieved in line with the approved parameters. The positioning of Plot 12 does not directly accord with this illustrative layout. However, due to their 'indicative' role and as explained in the RDSF direct compliance is not required as long as the proposed reconciliation continues to accord with wider parameter controls of the permission against which this application is assessed throughout this report.

In accordance with Condition 1.17 the Council has received a proposed Illustrative Reconciliation Plan (IRP) as part of the Plot 12 RMA and separately under planning application reference 17/6825/CON for the discharge of Condition 1.17.

The submitted IRP shows Plot 12 bounded to the north by High Street South (East Works) and to the south by Claremont Park Road and Claremont Park. To the east and west are tertiary north-south streets, beyond which Plots 11

and 13 are located. The RMA boundary for Plot 12 sits immediately adjacent to these boundaries.

Plans 3a and 3c of the IRP submission introduce some changes to the approach shown on the most recently approved IRP under 17/3196/CON and original Parameter Plan 015 (Indicative Layout Plan) with regards to layout for plots 11, 12 and 13. These are now shown as three defined linear plots. In relation to plot 12, the massing and layout is consistent with this current RMA submission, incorporating distinct north and south elements. Concurrent to these changes, plots 14, 15, 16 and 17 (MQ3) are shifted westwards, and plot 18 (MQ1) is now shown as a perpendicular block. High Street South (East) is also altered incorporating its northward curve in a more easterly position in comparison to its current position at the junction of the Tempelhof Bridge approach and High Street South (East Works), with consequences to the positioning of plots 22, 23, 24 and 25. These changes are highlighted in Plan 3c.

The layout of Plot 12 ties in with the RMA consents for Phase 1A (North) and Phase 1A (South) These consents are High Street South (East Works) under 15/03312/RMA pursuant to Phase 1A (North), and Claremont Park Road under 15/06518/RMA pursuant to Phase 1A (South).

The submitted IRP also assumes proposed minor highways realignments which have been submitted separately to the LPA as minor variations to Condition 1A of Phase 1A (North) RMA and to Condition 1 of Phase 1A (South) RMA under 17/6836/BXE and 17/6832/BXE respectively. The highway infrastructure amendments have been addressed and brought forward under separate non material submissions.

Whilst different to the current Indicative Layout Plan, the submitted IRP is compliant with approved parameters and principles of the S73 Permission. In addition, with regards to the proportion of green and brown roofs, supporting information submitted with the IRP clarifies that the total roof area for plot 12 is 2,750sqm and the green roof will cover 453sqm which equates to 16% of the roof area on plot and satisfies the requirement and exceeds it by 6%. The update to the illustrative layout will be approved under 17/6825/CON relating to Condition 1.17.

For clarity, RMA submissions for Plots 11 and 13 (Phase 1C) have not been received by the Council and it is understood applicant is preparing their submission at the time of writing this report. The s73 Permission requires Phase 1C RMAs to be submitted by October 2018.

Layout - Plot context

Parameter Plan 002 (Transport Infrastructure) and Parameter Plan 003 (Public Realm & Urban Structure) together provide parameters relating to transport, public realm and urban infrastructure of the BXC development which ultimately influence the layout of each plot. The narrative to the RDSF and the RDAS provide further requirements and guidance. The relevant

requirements to Plot 12 are summarised below, followed by an appraisal regarding the Plot 12 proposals.

Parameter Plan 002 (Transport Infrastructure):

Parameter Plan 002 shows a Tertiary Route (Minor Street) intersecting Building Zone MQ2 from Claremont Park Road to the south. This is shown as a no vehicular through route which links Claremont Park Road and High Street South (East Works). Appendix 2 to the RDSF further describes that this no-vehicular through route is intended as a minor street servicing a localised function, providing access and egress into the Building Zone. The location of the Tertiary route intersecting MQ2 on PP002 is approximate with precise details to be provided through RMAs. Paragraph 6 of Appendix 2 to the RDSF further notes that the provision of Tertiary Routes are important in creating sufficient permeability throughout the BXC site.

This plan also shows a Secondary Route running east to west immediately south of MQ2. This relates to Claremont Park Road, for which detailed consent has been granted to Part 1 of this road. To the north of MQ2 a Public Transport Route is identified, relating to the High Street South (East Works), which also benefits from detailed consent.

The narrative text to Parameter Plan 2 (Appendix 2 to the RDSF) gives further guidance on how transport infrastructure illustrated in the PP should be delivered. For Plot 12 is the requirement for Tertiary Routes (Minor Streets) to be delivered. The requirements of routes and accesses associated to Tertiary Routs are set out below:

- Tertiary routes (minor streets) - These streets serve a more localised function and their exact location will be defined at a reserved matter stage, unless otherwise stated. Minor streets will have a maximum building line to building line width of 21m and minimum of 10m and pedestrian footways will be a minimum of 2m. Minor streets will generally have a 'home zone' character designation and the use of shared surfaces for vehicles and pedestrians will be encouraged.
- Vehicular Access Points into Building Zones - These are permitted access points into internal plot access roads and service basements.
- No Through Minor Streets – These will not be through routes for vehicles but may be continuous for pedestrians and cyclists only, and will be identified at a reserved matter stage.

Parameter Plan 003 (Public Realm & Urban Structure):

Parameter Plan 003 identifies the network of new and existing public spaces and routes between them for pedestrians. The tertiary pedestrian and cycle network shown to intersect Building Zone MQ2 from north to south is reflective of the no-through route shown on PP002. Similarly, the location of this network as demonstrated on the plan is approximate only. A 'Main

Square' is also located to the north of Building Zone MQ2 on PP003 with a 'Neighbourhood Park' (Claremont Park) located to the south.

The layout and permeability of Plot 12 ultimately relates to the connection between these primary spaces.

The narrative text to Parameter Plan 3 (Appendix 2 to the RDSF) gives detail on the application of the public realm structure identified. Tertiary pedestrian and cycle routes may be combined with vehicular traffic routes shown on PP02. These routes are specified as requiring a maximum building to building line of 21m and a minimum building to building line of 6m.

Finally, Parameter Plan 009 (Basement and Service Access) identifies that the outward facing facades of MQ2 (in this instance facades fronting Claremont Park Road and High Street south) should not comprise any direct car park or service yard entrances.

RDAS:

The Market Quarter is envisioned as highly accessible for pedestrians due its location in the heart of the regeneration development, as described in Section A3.2.

Section A2.2.3 acknowledges that secondary routes and tertiary streets within Plots will be required to connect with primary spaces and routes to create a strong urban grain that is legible. The secondary and tertiary routes will define development plots and the nature of public realm, and will be required to successfully create a development of human scale. The overall urban grain, including secondary routes and tertiary streets should create a safe and accessible public realm where streets, parks and squares are overlooked by buildings.

Section A.2.2.4 provides a rationale of the courtyard block typology which is to make up the urban form of the BXC development. The courtyard block typology is intended to provide a robust urban structure whilst allowing for diversity, amenity and adaptability.

The anticipated delivery of residential apartments clustered around communal garden courtyards, expressed in Section A2.6.1, is envisaged to provide a substantial network of private green spaces offering safe and accessible environments for recreation and play for future residents of the new development.

Section A2.6.3 outlines a Play Space Strategy that requires doorstep play space to be provided either in communal courtyards or areas of public realm within a maximum radial walking distance of 125m from homes. The minimum size of such spaces is 180m², with the total amount to be provided dependent on the child yield generated from the development.

RDG:

The illustrative street typology of Claremont Park Road is described in Section B.2.2.2 as being lined with residential buildings at ground and upper levels which will overlook the road and the park beyond. The lower levels of buildings facing Claremont Park Road are envisaged as having maisonettes with front doors. This section also describes the illustrative street typology of High Street South, with shops, cafes and restaurants at street level and flats at upper floors.

Section B.2.2.3 identifies the access routes within the Market Quarter Development Zone as points to provide routes into clusters of residential buildings. The streets are to be residential in character with maisonettes on ground floors with flats above. The streets are to provide vehicular access to the surrounding residential blocks, but are also intended as hard landscaped areas which create streets where play and pedestrian movement is prioritised. Residential Mews Streets, as illustrated in Section B.2.2.3, are anticipated to be delivered on an east-west axis through development plots in the Market Quarter Development Zone. These streets are envisaged to be delivered as shared surfaces, providing on street parking, spaces for play and an informal street character.

The Revised PROSS (Public Realm & Open Space Strategy) of the S73 Permission provides further guidance on the envisioned public realm for minor streets. Section 6.2.4 Minor Streets of the Revised PROSS states explains that Minor Streets will be more intimate mews style streets within both the commercial and residential quarters. Measures will be taken to reduce traffic speeds and to abate the visual intrusion of on street car parking. Wherever possible, tree planting will be introduced to improve visual amenity and to provide an element of climate and pollution control. Where space permits bioswales will be introduced to deal with rainwater in the most sustainable and efficient way. Some of these streets might be pedestrianised, while others might be allocated as Homezones.

It further explains that residential streets that are not part of the strategic road network will be treated as “home zones”, where appropriate. A home zone is a street, or group of streets, designed for the benefit of pedestrians and cyclists rather than motorists. Pedestrians and vehicles share the same space; and shared surfaces, planting, seating and play features contribute to the creation of an attractive, pedestrian friendly and social environment. The main characteristics will include very low traffic speeds, minimum carriageway widths, traffic calming measures, varied parking orientations, landscape to include trees and understorey planting, seating areas, play features, shared surfacing, SuDS and water management.

Assessment of Plot 12:

The layout of Plot 12 responds to both the parameters and principles of the S73 Permission and the consented RMA details of the adjacent Claremont Park Road (Part 1) to the south and High Street South (East Works) to the north. The Highway alignment surrounding these roads also benefit from

consented RMAs which have been the subject of recent non-material minor amendments to reflect the Plot 12 proposals. The proposed layout is therefore in accordance, and responds to the connection between primary spaces and routes surrounding the plot.

Plot 12N proposes a principal façade onto the High Street South (East Works) with retail uses at ground level. Building 12S faces Claremont Park Road (Part 1) with predominantly residential uses at the ground level. Both facades respond to the consented illustrative street typologies for these streets.

The two buildings within Plot 12 conform to the residential courtyard typology stipulated in both the RDSF and RDAS. The proposed layout and relationship of the buildings and amenity space within the Plot has been guided by the requirement to provide sufficient outdoor space to accommodate doorstep play space for under 5s as communal gardens or areas of public realm within the Plot.

Building 12N generates an under 5 child yield of 54, with an associated requirement for 540m². Building 12S generates a under 5 child yield of 10 with an associated requirement of 100m². Building 12N also requires an additional 8.2m² of communal space to offset a deficit in private amenity space for the residential units. Building 12S also generates an additional need for 310m² of communal space to offset deficits in private amenity space throughout the building. The submitted landscape drawings demonstrate all requirements for both play space and communal amenity space for the two buildings have been accommodated within the Pocket Park adjacent to 12N and the private courtyard within 12S.

Building 12N is L-shaped with its principal façade fronting onto the High Street South, creating an open courtyard area of amenity space to the south that is screened from the High Street South. This amenity space is referred to as the 'pocket park'. The pocket park is overlooked by the residential units in both 12N and 12S, providing a safe space for recreation and play. This area of play will also be further supervised by a pedestrian through route permeating the plot on the western side. Building 12S is a courtyard building, with private amenity space provided as a central podium courtyard. Similarly, this area of communal amenity space is overlooked by the residential units providing a safe and secure space for recreation.

No-through tertiary routes are proposed and incorporated into the layout of Plot 12, as required by Parameter Plan 002. This is proposed on the western side of the plot with pedestrian and cyclist access to the High Street South provided through the landscaped area to the west of Building 12N. This provides a pedestrian link between the primary spaces of Claremont Park and Market Square. The eastern tertiary route is also a no-through route with pedestrian and cycle access only to the High Street to the west of 12N. The internal road network is primarily one-way, except for the portion directly east of Building 12N where a two-way road is required for servicing. This one-way system proposed allows vehicles to access residential parking at the basement level as well as limited number of on-street parking spaces and

loading bays. The one-way system is considered to create a pedestrian focused environment by minimising traffic speeds and maximising the amount of space for planting and street furniture and therefore supporting a domestic scale character as envisaged in the control documents described above.

An east-west tertiary route linking the eastern and western tertiary routes is also proposed and considered to enhance pedestrian and cyclist permeability of the plot. This tertiary road layout accords to the residential mews street typology envisaged in the RDG. It also allows for an open space to be provided between the two buildings which combine to support the residential character envisaged within the control documents.

As identified on the accompanying application drawings, the carpark entrance and exit is located to be accessed from within the tertiary streets rather than to the outward facing facades to Claremont Park Road or High Street South. All carriageways are proposed as shared surfaces that will curve along their routes in order to slow traffic and emphasise that these spaces are pedestrian-focused. Ample street trees, planting beds and SUDS in the form of rain gardens are proposed along these streets providing visual amenity. Spill out spaces fronting the retail units are also proposed helping to activate the streetscape.

All footpaths lining the tertiary streets and the Pocket Park between the two buildings are proposed to be 2m in width with the exception of a small stretch fronting the south elevation of 12S High Street block facing the Pocket Park which is proposed at 1.7m. As the Pocket Park open space designed for pedestrians is adjacent to the footpath proposed at 1.7m this exception is considered acceptable. The height of the footpath kerbs are 50mm in order to enable the provision of shared surfaces and the creation of a 'home zone' character to the streets surrounding the residential buildings.

The east-west tertiary route links the eastern and western north-south routes. The building to building line between 12N and 12S across this tertiary route is 8.9m. This is below the minimum requirement of Parameter Plan 002 of 10m, but above the minimum requirement of Parameter Plan 003 of 6m. As specified in the RDSF the parameters relating to the tertiary routes are interchangeable between PP02 and PP3. Therefore the proposed building to building line complies with the parameters.

The western (north-south) tertiary route is proposed to separate Plot 12 from neighbouring Plot 13 which is the subject of future reserved matters application. As the location of Plot 13 is not yet determined, this application anticipated a building to building line between Plot 13 and Plot 12 of approximately 15.8m. This distance falls between the maximum and minimum distances specified in both PP02 and PP03 and therefore complies.

The eastern (north-south) tertiary route is proposed to separate Plot 12 from neighbouring Plot 11, which is the subject of future reserved matters application. As the location of Plot 11 is not yet determined, this application anticipated a building to building line between Plot 12 and Plot 12 of

approximately 15.95m. This distance falls between the maximum and minimum distances specified in both PP02 and PP03 and therefore complies.

For the above reasons it is considered that the tertiary routes proposed comply with both Parameter Plan 002 and 003, and the relevant guidance of the RDAS and RDG, allowing for a residential courtyards type development within the consented land use and scale which incorporates a road layout that allows for connections between primary spaces, allowing for a residential mews street typology at its ground level as envisaged in the RDG.

Layout – Building Context

Basement layout:

A split-level below ground park, with a semi-basement car park below the south block (12S) and a deeper full basement car park below the north block (12N) are proposed. The car park is accessed from the tertiary north-south street on the west side of Plot 12S via a ramp going half a level down to the upper basement beneath the south block. A second ramp then continues down to the lower basement under the north block.

The car park will provide 126 car parking spaces of which 13 will be accessible to disabled residents. It will also accommodate 518 secure long stay cycle spaces.

A plant room is proposed on the north eastern corner of the basement which will accommodate the temporary energy centre with capacity to accommodate low carbon technologies (such as CHP plant) in future if required.

Ground Floor layout:

In Plot 12N retail uses are proposed along the more visible High Street South Frontage, as well as on the south-east corner of the north building facing the proposed public pocket park and the north-south tertiary street.

The residential entrance to the High Street block of 12N faces onto the Pocket Park to maximise activity and use within the park. The residential entrance to the Tower element of 12N faces east, activating the north-south tertiary street. A substation is proposed along the eastern elevation of 12N allowing direct vehicular access as required by UKPN. A housing office is also proposed in this building, located between the two affordable cores and facing onto the courtyard overlooking the play facilities.

In Plot 12S a café is proposed on the south-east corner where the north-south tertiary street meets proposed Claremont Park and Clitterhouse Playing Fields further south-east.

Residential units (maisonettes) line the streets at ground floor on the eastern, northern, and western elevation of 12S, providing active frontage and natural surveillance. To ensure privacy these units are proposed on a raised ground

floor. These units span the depth of the building and have level access via the podium courtyards as well as individual entrance with steps up from the street. Residential entrances to access the upper level flats are also proposed, one at each of the four corners of the building where the cores sit. Residential bin stores are also proposed at ground level for the two buildings. For 12N one bin store is proposed along the eastern elevation facing the north-south tertiary street. For 12S two bin stores are proposed on the western elevation and another two on the eastern elevation, also facing north-south tertiary streets. All locations allow direct vehicular access as required by the refuse collection vehicle.

Ground floor level housing:

Section B4-K2 of the RDG sets out that the ground floor level for housing should be a minimum of 0.8 above external ground. On Plot 12N there are only two residential units at ground floor facing the courtyard. These units are not elevated above ground level, but are proposed a front private amenity space is proposed with privacy edge planting, therefore setting them back from the public space. These houses are also split over two levels, with all bedrooms proposed on the first floor. On Plot 12S the ground level is raised above the car park by an average of 1m. However, as the ground level surrounding the building varies, the ground floor level varies from 1.2 to 0.7 at its lowest point.

Plant ventilation:

Section B4-N2 states that all plant ventilation should be at roof level. The proposals for Plot 12 generally achieve this; however, the substation located along the access route to the east of Plot 12N has a limited number of vents to the street to comply with the UKPN requirements. Additionally the air intake for the car park ventilation must occur at low level. The submitted information confirms all proposed vents are of limited size and designed to integrate discreetly within the composition of the facades. A condition requiring details of this is recommended.

Core upper levels:

All cores serve a maximum of 7 units per floor. The design has been optimised to limit the length of communal corridors providing natural light to the cores.

Balcony strategy:

Inset balconies

Semi-inset balconies are used along the High Street South and on the tower element to articulate the façade and provide a sense of shelter to the amenity space. Fully inset balconies are proposed on the first floor of the tower on the northern and eastern elevation. This is to strengthen the architectural appearance of the base of the building and to provide privacy to units which have a close relationship with the street below. Fully inset balconies are

proposed on the corners of the 12S to help articulate the massing.

Projecting balconies

Projecting balconies are proposed on the elevations facing the larger open spaces of the Pocket Park of 12S and the courtyard within 12N. Careful consideration has been given to the choice of balcony type on each elevation based on outlook and the scale of the space overlooked.

Juliet balconies

Juliet balconies are proposed along the western and eastern elevation of 12S, facing the north-south tertiary streets. For these cases, either inset or projecting balconies were considered to compromise the quality of the flats or those surrounding. Extra internal living spaces and communal courtyard area is provided in lieu of the amenity space.

Section B4-M3 of the RDG prescribes the use of recessed loggias along the High Street frontage. As the north-west orientation of this elevation is not favourable for good daylighting, loggias are proposed to be replaced by semi-recessed balconies that will allow more light into the dwellings and have a limited projection.

6.4 Land Use and Development Quantum

Land use

The residential-led redevelopment of Plot 12 has been established within the S73 Permission within Parameter Plan 04 and Parameter Plan 05. Parameter Plan 04 identifies the plot as predominantly 'retail/leisure/hotel' at the ground level on the northern frontage (fronting the high street) and 'housing' development on all other ground level frontages to the east, south and west. Parameter Plan 05 which identifies the plot as 'residential' on all upper level frontages.

Plot 12 falls within the 'Market Square' Development Zone as identified in the consented Parameter Plan 001 (Development Zones). The accompanying narrative to Plan (Appendix 2 RDSF) defines the Market Square Development Zone as 'Mixed use development. The principal land uses include residential (Class C3), with retail (Classes A1-A5) uses below. The zone also includes hotel accommodation, community facilities and leisure floorspace.'

The Indicative Phasing Plan (0029) identifies the anticipated primary use of each plot and is accompanied by an Indicative Plot Schedule (Table 8a of RDSF Appendix 2). In respect of Plot 12 identifies anticipated primary uses to be 'residential and retail'.

Floorspace

Parameter Plan 14 (Floor Space Threshold Building Zones) includes within its supporting text a table (Table 6 Floorspace Thresholds for Building Zones)

fixing the maximum level of residential floorspace within each Building Zone. Plot 12 is located within Building Zone MQ2. For Building Zone MQ2 the maximum level of residential floorspace amounts to 56,204m² but can be subject to a further 15% increase at the cost of other building zones (MQ1 or MQ3) within the wider Market Quarter Zone.

The proposal equates to a Gross External Area of 31,194m² of residential floorspace which is within the parameter for residential floorspace for Building Zone MQ2. No other residential development has been consented or is currently being considered under Building Zone MQ2, MQ1 and MQ3. As such, the proposed 31,194m² of residential floorspace for Plot 12 is considered to comply with consented parameters and in the event of approval Plot 12 would provide the first contribution towards the maximum residential floorspace of 56,204m² GEA permitted within Building Zone MQ2, and of 170,752m² GEA permitted within the Market Quarter Development Zone.

The primary land use and total quantum of floor space within each Building Zone is specified (as shown on Parameter Plan 014). In view of the above, parameters (i.e maximum and minimum thresholds) for the massing of buildings have been established for each Building Zone based on the primary land use types anticipated within that area of the site.

Density

The proposal has a residential density of 331 units per hectare (or 1319 habitable rooms per hectare) which is within the indicative residential density of 386 units per hectare identified for residential developments located in the Market Quarter Development Zone (set out in Table 3B of the revised DSF) within which Plot 12 is located.

Residential Unit mix

Affordable Units

The affordable housing provision in Plot 12 comprises solely the re-provision of the Whitefield Estate Replacement Units (Part 2) as described in Section 3.3 above. The detailed mix has been informed by an updated housing needs survey of the existing secure tenants within the Whitefield Estate Existing Residents (Part 2). This survey indicated a number of residents' current housing need do not match their existing accommodation. The following housing mix for Plot 12 was derived:

Unit Size	Shared Equity – Number of Units	Affordable Rent – Number of Units
1 Bed / 2P		7
2 Bed / 4P	18	49
3 Bed / 5P		23
4 Bed / 6P		13
Total	18	92

The proposed mix includes 13 four bed units and 23 three bed units for secure Council tenants. The units proposed would meet the needs of the secure tenants and is considered to be an acceptable response to the needs of the residents to be decanted. Given the outcome of the needs assessment the proposed mix is considered to be acceptable. This accords with the Update to the Residential Relocation Strategy submitted to re-discharge Condition 1.10. The expected floor areas are compliant with the minimum standards set out in the London Plan and is detailed in section 6.12 of this report.

Market Sale Units

Condition 1.14 States that the principles and parameters for the private housing mix shall be as referred to in paragraph 2.23 of the RDSF. These requirements and the proposed provision are indicated below:

Unit size	Target mix (site-wide) required in section 2.23 RDSF (%)	Proposed mix (units)	Proposed mix (%)
1 Bed Flat / Studio	35%	60	33%
2 Bed Flat	47%	104	57%
3 /4 Bed Flat	18%	18	10%
TOTAL	100%	182	100%

The proposed mix is broadly in accordance with the target mix set out in the RDSF. The mix set out the RDSF applies to the Brent Cross Cricklewood regeneration area as a whole and does not need to be specifically applied on a plot by plot basis. Later developments are expected to come forward in due course to accommodate. Therefore, in respect of the residential unit mix, the proposed development is in accordance with the parameters and principles described in the s73 Permission.

6.5 Scale

Scale controls, both maximum and minimum, in terms of height, width, and length have been established for developments falling within both Development Zones and Building Zones with the S73 Permission. For height these are mainly set out within Parameter Plan 007 (Maximum Building and Frontage Heights), Parameter Plan 008 (Minimum Frontage Heights). Appendix 10 of the RDSF provides further detailed guidance on massing thresholds, in terms of height, length and width, for the predominant land use types within the Building Zones. In terms of balconies on key frontages, Paragraph 9 of the accompanying text to Parameter Plan 003 in Appendix 2 to the RDSF established massing principles. These controls as relevant to Market Quarter Development Zone and MQ2 Building Zone (where Plot 12 is

located) are summarised below followed by Plot 12 proposals assessed against these.

Height

North and South flanks

Building Zone Heights Subdivisions across the BXC site are established by Parameter Plan 007 (Maximum Building and Frontage Heights). For the Market Quarter Development Zone the subdivision identifies maximum building heights of 65m and 45m to the north of it, and 33m to the south of it. Building Zone MQ2 falls on both sides of this subdivision with a maximum building height of 45m to the north and 33m to the south. These heights are to be measured from finished ground floor level.

The maximum and minimum frontage heights for buildings within all Building Zones are established by Parameter Plan 007 and Parameter Plan 008, respectively. Maximum and minimum frontage heights are only outlined for key frontages. As per the narrative accompanying Parameter Plan 003 (Public Realm and Urban Structure) key frontages are those considered to be building lines which are important in defining the primary pedestrian routes and public realm through the site.

In respect of Building Zone MQ2, the maximum frontage height adjacent to Claremont Park is 27m, with a minimum frontage height of 12m. The maximum frontage height onto High Street South (East Works) and Market Square is 33m, with a minimum frontage height of 16m.

Section A2.4.3 RDAS explains that the identified frontage height on Parameter Plan 007 is to apply to a zone 16m back from the frontage, however within the 16m frontage zone a building may exceed the maximum frontage height if a 45 degree maximum set back parameter is applied.

Section A2.4.3 RDAS allows for buildings to exceed the maximum frontage height for up to 30% of the length of any frontage, and as long as they do not exceed the maximum building height.

East and west flanks

In respect of eastern and western perimeters within a Building Zone, there are no frontage height requirements for buildings as the controlled frontage heights are only outlined for key frontages enclosing Building Zones not within the Zones. However, the maximum building heights established for each Building zone and the maximum key frontage heights act in conjunction to create a parameter envelope for all development proposed within the consented Building Zones, thereby defining the parameters of eastern and western perimeters.

Height, Width and Length

Table 5A of Appendix 10 RDSF provides further massing principles in terms of height, width and length for the predominant land use types consented within each of the Building Zones. The heights of buildings are expected to include all roof top plant. For MQ2 the massing parameters are set out for 'Residential (Courtyard)' land use as follows:

Height: maximum of 45m, minimum of 12m
Width: maximum of 100m, minimum of 50m
Length: maximum of 73, minimum of 46m

Balconies

Paragraph 9 of the accompanying text to Parameter Plan 003 in Appendix 2 to the RDSF establishes that key frontages include balconies, and these may overhang by a maximum horizontal depth of 6m and for a maximum length of 50% of a façade on any level (except within Brent Cross East Zone where they may be longer). No overhangs will be less than 6m from the finished ground level, with the exception of canopies to shop fronts which will be considered at a detailed design stage.

Assessment of Plot 12:

The proposed massing for each of the two buildings comprising Plot 12 is as follows:

Building 12S

Height: 28.6m
Width: 60.6m
Length: 55.0m

Key frontage height

Building 12S faces Claremont Park Road to the south and is subject to a maximum key frontage height of 27m. The proposals for Building 12S sit within the maximum and minimum frontage height, with a proposed frontage height facing onto Claremont Park Road of 24.5m.

Building height

Building 12S also sits within the maximum permitted building height for this part of the plot, with a maximum proposed height of 27.65m above the Claremont Park Road ground level and 28.15.

Building 12N

Height: 44.6m
Width: 61.0m
Length: 47.8m

Key frontage height

Building 12N faces the High Street frontage and is subject to a maximum key frontage height of 33m. The majority of Building 12N sits within the key frontage height, with a proposed height of 28.33m for 71.4% of the frontage. The taller element of Building 12S exceeds the specified maximum frontage

height, with a parapet height of 44.5m for 28.6% of the frontage. This exceedance is for less than 30% of the total frontage and is below the maximum permitted building height and is therefore compliant with Parameter Plan 007.

Building height

The maximum building height for the northern part of the plot, within which Building 12N is located, is 45m. The main mass of Building 12N has a maximum height of 44.5m which sits below the maximum parameter height for this part of the plot. However, it is noted that the maximum building height is exceeded by 2.5m in order to accommodate a flue. The flue is associated with the provision of boilers within a heat plant room within the proposed basement. The parameter exceedance presents a small deviation from s73 Permission maxima and is not considered to represent adverse environmental impact which is discussed further in section 7 of this report.

Paragraph 1.8 of the RDSF allows for the consideration of proposed departures from the parameters and principles of the s73 Permission unless they are likely to have significant adverse environmental impacts beyond those already assessed.

The location of the proposed flue has been assessed as part of an EIA Screening Statement for Plot 12 submitted separately to the LPA (17/6852/ESR). This statement is supported by an Air Quality assessment and Visual Assessment Study. This Screening has accompanied this application (Appendix G of Explanatory Report) and the results are explained in further detail in Section 7 of this report.

The screening request confirms that the Plot 12 proposals, including specific reference to the proposed flue, does not give rise to any new or different significant environmental effects. The proposed development has also been subject to a visual assessment from four viewpoints, the location of which have been agreed with the LPA at the pre-application stage. The cumulative impact of Plot 12, including the flue, and the remainder of the BXC development is concluded to not be significantly different to that reported in the Environmental Statement. As a result, it is considered that this very minor departure from the s73 Permission parameters associated with the proposed flue is acceptable.

Balconies are provided on the key frontages facing the High Street South and Claremont Park Road. These are inset and semi-inset balconies rather than projecting. The maximum depth of balconies overhanging the High Street South and Claremont Park Road frontages are 1.55m (with a 0.83m overhang and 0.96m respectively). The High Street South frontage features balconies for no more than 34.5% of the façade on any level. The Claremont Park Road frontage features balconies for no more than 34.2% of the façade on any level. All balconies that overhang over the High Street South and Claremont Park Road key frontages do so only at heights above 6m above the finished ground level. The balcony strategy proposed for the key frontages is therefore in full compliance with the requirements of Parameter Plan 003.

6.6 Appearance

The s73 Permission contains various controls in relation to the appearance of the BXC development. Those of relevance to the proposed buildings at Plot 12 are explained and assessed in this section.

Section A2.5 of the RDAS emphasises the need for buildings to be “durable, attractive and visually harmonious”. In respect of low and medium rise buildings specifically, this section states they will “be generally solid, rather than lightweight – a masonry architecture should prevail; although lighter elements in metal, timber and as well as moments of ornament will add delicacy and richness to the composition”. This same section encourages the use of natural materials and states that brick should be the most typical material.

The RDG sets out guidance relating to the appearance and architectural design of buildings. Section B4.2 provides palettes for building frontages and also provides elevation typologies which are intended to inform the design of the development. Section B4.2.1 specifically sets out guidance of frontage detailing including vertical articulation, horizontal articulation, doors and entrances, building projections and balconies, breaks in frontages and material. The guidelines are non-prescriptive but rather set a framework for the grain and articulation of the building frontages that relates to the hierarchy of streets and spaces.

Assessment of Plot 12:

The application was accompanied by Architectural Drawings, Landscape Drawings, and Design and Access Statement dated October 2017. Following proposed revisions received by the Council on 19 January 2017 referred to in section 5.2 of this report, replacement of these drawings and documents were also received and dated January 2017. This submission also included an illustrative set of application drawings, annotated to highlight the proposed scheme changes.

The revisions focused on the architecture of Building 12N, to bring its character and materiality closer to that of Building 12S. The intention of the update was to ensure Buildings 12N and 12S read more as a pair. In summary, the revisions proposed comprise:

- Architectural / façade amendments to Building 12N” comprising changes to: Brick colour; Window design and size; Balcony design; Treatment of ground floor; Roof detailing (for the taller component of 12N only); Top floor of High Street block.
- Minor revision to Plot 12N unit mix (as a consequence of the above changes);
- Minor revision to private amenity space provision;

- Increase in window openings to the top floor Building 12S
- Revision to position and number of loading bays and consequential revisions to the on-street car parking layout.

Proposals for Plot 12 are for primarily residential buildings at an urban density, with mixed uses at ground level to create the beginning of a town centre. The proposal seeks to mediate between the existing low rise housing to the south and the consented high density town centre to the west, north and east.

Building 12S - South elevation

This frontage sits in views from Clitterhouse Playing Fields, Claremont Park, and the existing residential areas of Clitterhouse Crescent and Clitterhouse Road.

Where the east and west wings of the courtyard building meet the park, they have a slight return to enclose the courtyard. As the gap between the two wings is narrower than the width of the streets on either side, the principal southern elevation is formed, rather than the presentation of two gable ends to the park. The architectural intention is to create the impression of two 'villas' sitting on Claremont Park. Bay windows to the living spaces of the flats predominate on this elevation. This location allows bays to benefit from being on the park edge, and are also features reminiscent of London mansion blocks.

In response to its proximity to the nearby two- storey houses, the mass of the building progressively steps back towards its upper levels. Corner inset balconies provide a lighter framework to the edge of the building, placing emphasis on the central portion. These balconies stop at the fifth floor opening up the corners of the 'villas'. The bay windows stop at the sixth floor, and end forming a small balcony. The top floor is set back behind railings allowing the height of the parapet to be minimised at that level.

The podium courtyard is raised only 750mm above the street level, with a railing set back from the façade line of the building. This allows for a planting zone directly adjacent to the street and creating a direct relationship between the courtyards planting and the park.

A light tone brick work is proposed and is considered to give the building a strong but not overwhelmingly presence on the park edge.

This elevation is shown in CGI 2 image in Appendix 4 of this report.

Building 12 S East elevation - fronting tertiary streets

The treatment elevation along the north-south tertiary streets is focused on the experience at the street level. This is because once the adjacent plots are constructed, the north-south streets will only be seen indirectly. Maisonette

entrances at the ground level of Plot 12S are highlighted by precast concrete porches and small flights of steps projecting into the public realm. Planting is proposed between the sets of steps providing privacy and amenity. On the upper floors the elevations of 12S show a subtle hierarchy of window proportions to articulate the building's composition of base, middle and top.

This elevation is shown in CGI 3 image in Appendix 4 of this report.

Elevations enclosing the Pocket Park

The south elevation of the 12N High Street block and the western elevation of the 12N Tower element form the northern enclosure to the Pocket Park. Both facades are structured around two sets of balconies. The taller ground floor on 12N High Street block is emphasised through a generous brick entrance porch. The top floor is marked by a change in the brickwork colour and the continuation of a 'framed' architecture.

Plot 12N is composed of two buildings: the 13 storey tower and the lower High Street Building. This distinction is highlighted in the different approaches taken to the massing as well as the choice of brick types.

This elevation is shown in CGI 4 image in Appendix 4 of this report.

Elevation 12N High Street Block - fronting the High Street

Along the High Street, while the ground floor plinth lines through with that of the tower, creating a continuous shopping street, the main body of 12N High Street block steps back from the 12N Tower element. This set back emphasises the High Street block as separate from the tower, while still joining to create a continuous shopping street at the ground floor level. The stepped façade, combined with recessed balconies on the first floor, reduces the projection of the projecting balconies on the upper levels so that their external face is in line with the façade of the tower.

The top floor is set back behind a parapet and railings. This step reduces the perceived height of the building from the street. This floor is further differentiated by a change in brick colour and also larger window openings, giving it a lighter 'framed' feel.

This elevation is shown in CGI 1 image in Appendix 4 of this report.

Elevation 12N Tower element - fronting the High Street

The tower takes inspiration from historic London residential mid-rise typologies, specifically mansion blocks. As is typical of a mansion block the building's base, middle and top are expressed, as individual elements. In the proposed tower these three elements can be summarised as: a taller commercial ground floor, with specific detailing to its larger retail openings; a calm middle section structured by the regular distribution of residential

windows and balconies and a generous top floor with a slightly projecting roof to mark the skyline.

Fully inset balconies are proposed on the first floor. This increases the perceived height of the ground floor and also benefits the first floor flats by offering more enclosure to the amenity space along the busier and more active High Street. The larger retail openings at the street level also add to marking the building's base. The frames are highlighted by contrasting, but complementary brickwork. The top floor is expressed through taller windows and separated from those below by a precast concrete band. At the very top, a parapet capping overhangs the façade to mark the top.

Elevation typologies

Section B4-Q of the RDG sets out the character of the different elevation typologies. The High Street is expected to have a minimum of one front door per vertical articulation. However, the accompanying Design and Access Statement explains that a continuous length of retail frontage would provide sufficient animation to the street, whilst the residential entrances would help activate the pocket park to the rear of the building. This strategy also helps increase the residential character within the core of Plot 12. The elevations proposed are considered to relate harmoniously to the hierarchy of consented streets and spaces surrounding them.

Set backs

Section B4-K2 of the RDG call for a setback of a minimum of 1.5 m above 6 floors for the High Street, Claremont Park and the Access Roads in the Market Quarter. The proposals have introduced setbacks to all these elevations, and they vary in height to reflect the hierarchy of streets. These set backs occur on the 7th and 8th floors and comply with the frontage heights defined in the Parameter Plans (as described in Section 6.5 of this report).

Therefore it is considered that careful consideration has been given to treatment of the elevations in terms of perceived massing and height in relation to the uses the elevations front.

Materiality

Section 4.9 of the submitted Design and Access Statement provides a materiality strategy for the proposed development. Brickwork is proposed as the main material for all elevations, with each block in a different but complementary colour. Contrasting brickwork colour, glazed bricks or precast concrete elements are proposed to accent entrances, cills, cornices, banding and cappings.

The brick palette proposed marks the three distinct elements of the proposal. 12N split into two parts the tower and the High Street block. First, the High Street block is proposed in an indicative light yellow soft colour brick. Second,

the tower is proposed in a light grey soft colour brick. Ground floor and window surrounds of these two buildings are proposed in a contrasting and complementary colour. Third, a light red soft colour brick is proposed for 12S, with a lighter red soft colour brick at the set-back top floor.

The use of light bricks across all elevations is considered to help maximise light levels particularly within the north-south streets, the Pocket park and the courtyard.

Aluminium framed windows are proposed within a full brick reveal. Communal entrance doors, handrails, balustrades, and soffits are proposed in metal. Projecting balconies are also proposed in metal, contributing to their lightness against the heaviness of the surrounding masonry facades. Juliet balconies are also proposed in metal.

The principles of materiality submitted with this application are considered acceptable. A condition requiring full details and appropriate samples of the materials including sample brick panels is included in the draft conditions in Appendix 1 of this report.

The elevation treatments demonstrate compliance with the framework set out in the RDG and demonstrate how they relate to the consented hierarchy of streets and spaces surrounding the proposed buildings.

It is therefore considered that the proposed architecture of buildings 12N and 12S complies with the principles of appearance within the consented RDAS and RDG and represent high quality which is suitable and fitting for this first residential phase of the Southern Development at BXC.

The Council's design officer's comments have been incorporated in the appraisal above which confirm the proposal complies with the consented outline scheme in terms of appearance, scale and layout details.

Overall, it is considered that the design of Plot 12 has been informed by and is consistent with the principles and parameters set out in the S73 Permission. The design is high quality and in-keeping with the approach to articulation, materials, elevations, amenity, entrances, and balconies as set out in the control documents.

6.7 Landscape

The S73 Permission contains various controls in relation to the landscaping of the BXC development. Those of relevance to the proposed development of Plot 12 are explained and assessed below.

Parameter Plan 003 (Public Realm & Urban Structure) identifies a network of new and existing public spaces and routes between them for cyclists and pedestrians. The accompanying text to this plan explains that the general location of a series of green spaces, civic squares and green corridors have

been identified on Parameter Plan 003, however, the exact location, configuration and size of such spaces will be defined at the reserved matters stage.

RDAS

Section A2.6.1 of the RDAS sets out the following principles that underpin the landscaping strategy for BXC and are to inform RMA proposals:

- Create a sense of place and identity;
- Promote health and wellbeing;
- Integrate and enhance ecology;
- Make spaces that are inclusive, accessible and secure;
- Promote education and learning through the public realm;
- Create a place for pedestrians and cyclists;
- Integrate the private vehicle and public transport without overwhelming streets and spaces;
- Make a place where stopping and relaxing is encouraged;
- Place the concepts of play and leisure at the centre of the strategy; and
- Make a public realm that is lively and diverse.

The same section states that the character of each open space and street will vary according to the role it plays in the overall hierarchy of the development. The strategy proposes a comprehensive network of public parks, city gardens, and public squares interlinked by a highly accessible pedestrian and cycle network.

The typology of residential development which clusters apartments around communal garden courtyards will provide a substantial network of private green spaces that will offer safe accessible environments for recreation and play for new residents. In addition to this many apartments will have their own private balconies or terraces while new houses will have their own private gardens.

RDG

The consented RDG sets out in more detail the configuration of streets and spaces throughout the development while also articulating how building frontages will relate to these spaces.

Section B4.1 provides component palettes for the public realm to inform the design of new development at Plot 12. It should be noted these are indicative and illustrative.

Section B4.1.1 sets out detailed guidance in respect of soft landscaping. The guidance identifies the type(s) of planting that may be suitable for the various street typologies across BXC.

Section B4.1.2 sets out a detailed pallet providing guidance of materials that may be suitable for the various street typologies across BXC. The palette includes details of: street surface, footpath surface, car parking surface, and facilities in spaces (such as play facilities, sports facilities, performance space).

Section B4.1.3 sets out the palette of street furniture and facilities including details of: lighting, seating, bollards, refuse, cycle stands, bus stops, public art and water features, thresholds, and fences and screens.

Conditions and RDSF

Condition 2.1 (g) (Landscaping) require Reserved Matters applications to be accompanied by details of the landscape including summary of tree details, specification of temporary and permanent surface finishes, post-construction landscaping near trees, tree planting (including tree pit details) and details of green and brown roofs.

Other landscape related conditions such as 27.4 and 27.6 and Table 10 of the RDSF require landscape proposals of RMA applications to be supported with ecological enhancement, maintenance, and programme for commencing and completing planting.

In relation to Plot 12:

To comply with the above requirements applicant has submitted drawing TOWN621(03)3001 Rev 06 (Ground Floor Surface Finishes Plan) and drawing TOWN621(03)3002 Rev 04 (Podium Level Surface Finishes Plan), two section drawings showing finished floor levels, and a Landscape Design Report dated January 2018.

The submitted information shows the principle layout guiding the landscaping strategy, based on a courtyard area serving the southern block and pocket park in front of the northern block. Details of landscape layout, proposed tree species, tree pit, surface finishes, green and brown roofs and post-construction landscaping near trees are provided. The spaces around the buildings are shown with parking bays, surfacing details, landscaping and tree planting. The Landscape Design Report describes these details as indicative at this stage, with an expectation for a requirement to submit further details to the Local Planning Authority in due course. These have been reviewed by the Council's Tree Officer and have been found acceptable in principle. A condition is recommended to require full planting details prior to commencement of the relevant works.

Section 8.1, 8.2 and 9 of the submitted Landscape Design Report provides principles on all aspects of landscape related conditions 27.4 dealing with landscaping and planting details and 27.6 dealing with a detailed programme for commencing and completing planting and landscaping works. These have been reviewed by the Council's Tree Officer and have been found acceptable in principle. A condition requiring full details on these aspects prior to

commencement is recommended.

With regards to a securing a maintenance programme for approved planting and landscaping, condition 27.9 of the s.73 permission dated 11 October 2013 ref: F/04687/13, requires the submission of a Landscape and Ecology Management Plan (LEMP) in relation to approved landscaping details in due course, to be discharged prior to the commencement of works. It is expected this will be adhered with in due course prior to the commencement of relevant works. An informative is recommended to advise of this requirement.

The submitted material identifies the following character areas:

Pocket Park

The pocket park is the focus of the Plot 12 development and is intended to be an amenity space where residents and visitors alike can gather and relax. The area will be well planted with play opportunities incorporated, providing doorstep play for children under the age of five.

Podium courtyard

The podium courtyard is also proposed as a green amenity space that will be accessible to residents of Building 12S. The courtyard will have an enclosed character, with separately defined spaces for relaxing, gathering and playing.

North-south tertiary streets

The green streets will act as the primary circulation routes for Plot 12 with tree planting provided along their lengths. The streets will be shared surfaces to emphasise their pedestrian-focused character while spill-out spaces for cafes and entrances to the buildings will help activate and animate the streetscape.

Planting typology

To suit the above character areas the planting typology proposed is as follows:

Privacy Edge

Planting of primarily evergreen structural species is proposed along the frontages of all ground floor maisonettes. This is to provide privacy for residents and create a buffer between the private and public realm. Privacy planting is also proposed in the back gardens of the maisonettes of 12S.

Rain Gardens

Rain gardens are proposed along the streets to be permeated by the surface run-off from these areas. The species of these beds will be selected to tolerate the varying water levels and help remove contamination from the run-off.

Street Planting

Mix of low to mid-height herbaceous and grassy species is proposed along the lengths of the tertiary streets. These are proposed to provide year-round interest and contribute to the biodiversity of the scheme.

Courtyard and Pocket Park Planting

Planting in these areas is proposed to help define them structurally while providing interest through the year. Plants proposed vary with interesting textures, smells or appearances.

Edible Landscape

Edible planting is proposed towards the west of the Pocket Park. A mix of species such as the native black currant, the Alpine strawberry or the White currant are proposed on these planting beds.

Hard surfacing

Tertiary streets and the Pocket Park are proposed in Dutch clay pavers with variations in both bond and brick colour to differentiate between the shared surfaces and pedestrian footpaths.

The areas facing onto Claremont Park Road and High Street South are proposed to be paved with concrete paving flags. This is to allow a more urban character and to tie into the streetscape design from the surrounding streets.

The podium courtyard and hardwood timber for the private terraces are proposed in resin-bound gravel. This is to help differentiate both these spaces from the wider public realm.

It is considered that above hard surfacing strategy follows a selection of a restrained palette of complimentary materials and simple coordinated details. These principles are considered acceptable and a condition requiring full details is recommended.

Lighting:

The submitted Landscape Design Report incorporates the principles of a Lighting Strategy for the external areas across the site. Four character areas are identified and lighting is proposed for each of these to match the uses of the area.

Column lighting is proposed along the streets to provide a safe public realm and also light key planting elements. Bollard planting is also proposed within the open amenity spaces such as the Pocket Park and courtyard within 12S. Entrance lighting is also proposed at all main entrances to the buildings to allow residents navigate their their flats and building entrances. Terrace lighting is also proposed to the private terraces within the courtyard of 12S (to be fully controllable by residents of these units).

The strategy confirms a commitment to comply with BS 5489-1:2013 (Lighting of Roads and Public Amenity Areas) which is an acceptable and recognised standard. In order to reduce obtrusive light, a commitment to meet the requirements set out in the Institution of Lighting Professionals to reduce obtrusive light.

The principles of the above strategy are found acceptable and a condition requiring full details is recommended in the event of approval.

Street Furniture:

The submitted Landscape Design Report confirms street furniture strategy to the public realm of Plot 12 that includes amongst others: benches, litter bins, street lighting, cycle stands, community tables, and play equipment. This strategy is considered to accord with the overall landscaping scheme and requirements of the residential scheme. The principles are therefore considered acceptable and a condition requiring full details is recommended in the event of approval.

Condition 46.4 – Play Strategy

Condition 46.4 of the S73 Permission requires residential development to provide on-site play space in accordance with the GLA SPG comprising informal and formal play areas for under 5 years old. A summary of the estimated child yields for Plot 12 and associated play space requirements for all age groups including under 5 years old using GLA’s Play Space Calculator is summarised below:

	Building 12N		Building 12S	
Age group	no. children	Playspace requirement (m2)	no. children	Playspace requirement (m2)
under 5	54	540	10	100
5 to 11	51	510	4	40
12 +	37	370	2	20
Total	143	1420	16	160

The proposed development yields 64 children under the age of 5 with a requirement to provide 640m2 of play space (10m2 per child).

A total of 640m2 of doorstep play space is proposed within the Plot 12 boundary. Out of this total 540m2 is proposed in the pocket park adjacent to building 12N, and 100m2 in the internal courtyard within building 12S. Therefore in respect of play space provision, the proposed development accords with the requirements of the S73 Permission.

No other play space typology for other children age groups is proposed. This is in accordance with section A2.6.2 of the RDAS of the S73 Permission which only requires ‘doorstep play space’ provision in communal courtyards and public realm areas located within 125m from resident units. Also in accordance with this document, other parks in the wider regeneration scheme are considered to provide neighbourhood play space and community play space to accommodate for the needs of older age groups. Therefore Plot 12 is only required to provide ‘doorstep’ play space in accordance with the GLA benchmarks.

It is noted that the remaining playspace requirement for both buildings comprising Plot 12, using the GLA's benchmark above, of 550m² for 5 to 11 years old and 390m² for over 12 years old.

Claremont Park is located a short distance to the south of this plot (maximum distance of 270m from the furthest residential core of Plot 12). Claremont Park already has RMA consent (15/00769/RMA) and will provide a minimum playspace area of: 500m² for 1-5 years, 1,000 m² for 5-12 years old, 500m² for Youth Activity Areas, and 1,000m² of Informal Wild Play Area. Clitterhouse Playing Fields is also located to the south of Plot 12 at a maximum distance of 200m where consent for additional and enhanced playing facilities and sport pitches are to be provided. It is therefore considered appropriate that the playspace requirements for 5 to 11 and over 12 years old be provided in nearby Claremont Park and Clitterhouse Playing Fields within the wider development.

6.8 Transport, Access and Parking

Background:

Since the S73 Permission was approved in 2014 there have been changes to the phasing of parts of the BXC development. Most importantly the new Thameslink train station and some highway infrastructure provision have been brought forward from Phase 5 to be provided within Phase 2 (South).

These adjustments to the phasing of the development have resulted in delivery of highway and public transport infrastructure earlier in the regeneration. The improvements to be delivered are:

- Brent Cross Bus Station will be operational by the end of 2021;
- The Living Bridge connecting BX South over the A406 to the new bus station will be open by the end of 2021;
- Brent cross Thameslink Station will be operational by summer of 2022;

Plot 12 and the surrounding infrastructure are planned be completed by the end of 2021. The RMA submission addresses details of the transport infrastructure and trip generation for this plot in the Reserved Matters Transport Report (RMTR) and is also accompanied by a Servicing and delivery management Strategy, Phase Car Parking Standards and Strategy, Pedestrian and Cycle Strategy and an Individual Travel plan.

Upon detailed consideration of the delivery of Plot 12 a number of variations have also taken place in regards to the site's position within the Indicative Masterplan. These changes have resulted in the need for minor road infrastructure alignment amendments for Brent Cross phases 1AN and 1AS, to enable the provision of the proposed building within Plot 12. The highway infrastructure amendments have been addressed brought and forward under separate non material submissions.

Plot 12 proposals:

It is proposed that 292 residential units will be built on plot 12 as well as a retail unit, housing office, small café and a basement parking area.

Schedule 17 of the s106 agreement for BXC requires that the approved Transport Matrix be used to develop the quantum of development and the associated trip demand. The Transport Matrix considered the various stages of development and their possible trip generation both at the beginning of their provision/occupation, progressively as each phase is built and at the end of the whole development in 2031. As public transport progressively improves and the development plots in other phases are built out, travel plans are put in place and car ownership is constrained as set out in the S73 Permission, so the use of car based trips for journeys that can reasonably be undertaken by sustainable methods, will decrease.

Plot 12 is the only development plot in Phase 1B (South). Further items of infrastructure will however be delivered during this sub phase including highway infrastructure consisting of Claremont Avenue, Claremont Road junction (north), High Street south (east part), Orchard Lane, and Open Spaces including Clitterhouse Playing Fields (part 1) and Claremont Park, all of which already have detailed RMA approval.

Also of relevance to Phase 1B (South) is Claremont Park Road (part 1) which passes to the south of Plot 12. This road was approved under Phase 1A (South) but will be delivered in the same timescales as Plot 12.

Within the wider highway infrastructure being provided, consideration is being given to walking and cycling by providing wide footways and segregated cycle lanes that will eventually form part of a network of cycle and walking routes joining BX South with the surrounding areas.

Plot 12 will be well placed for access to bus and rail networks, with buses running along the High Street to the north and the new Thameslink rail station a short walk to the west. Pedestrian and cycle access to the existing Brent Cross underground station, east of this site, is also due to be improved as part of the BX Cricklewood proposals.

The current Bus, Rail and underground availability gives the area of BX South a Public Transport Accessibility Level (PTAL) varying between 1a (poor) in Clitterhouse Playing Fields to 5 (good) adjacent to Tilling Road. When the BXC development as a whole is finished the PTAL will rise to 6a (excellent) which is the highest that can be achieved. At the time of the occupation Plot 12 will have a PTAL level between 4 and 5 resulting from the delivery of the new Thameslink Train Station, the New Bus Station to the north of the A406 and the Provision of the Living Bridge providing direct pedestrian access to the Bus Station.

Tertiary routes within plot 12 will remain under Argent's estate management and will be accessed from Claremont Park Road (part 1). The tertiary routes

will form a loop around the southern building, working in a 'one way' mode, with ingress from the west and egress from the east of the site. The vehicle routes are 3.7m wide and provide access to loading bays, visitor spaces, a car club bay and surface level visitor cycle parking, as well as the basement car park where resident cycle storage is also located. A pocket park between the two buildings can also be accessed via segregated, north/south pedestrian footways provided adjacent to the on-plot vehicle route. Cyclists will be able to use the vehicle routes on site where speeds will be kept low. Pedestrians and cyclists will be able to access the High Street via the site, but there will be no vehicle access to the High Street.

Reserved Matters Transport Report and Phase Car Parking Standards and Strategy:

Car Parking Provision:

The S73 Permission envisaged that car parking provision for the residential elements of the BXC developments would be provided in a staggered fashion with the highest provision being provided for the first 2000 units at a maximum ratio of 1 car parking space per unit. This was to drop to a maximum of 0.7 car parking spaces per unit in subsequent phases of the residential development when the rail station, bus station and improved walking and cycling routes would be in place.

Following the re-phasing of the public transport infrastructure, in particular the delivery of the Thameslink Station in 2022 rather than 2030 as previously envisaged, it is reasonable to consider a lower range of parking provision at an earlier time in the development.

Car parking for the plot is proposed at a ratio of 0.5 spaces per residential unit, amounting to 146 parking spaces for 292 units.

The basement parking area will provide 126 spaces, of which 35 will be designated for the use of the Whitefield Estate residents and be managed by the Housing Association. The remainder of the basement parking would be allocated to the private flats. These spaces will include disabled bays and Electric Charging points to London Plan standards.

The developer has committed to accommodating a further 20 car parking spaces for the Whitefield estate residents to be provided in the vicinity of the site. Claremont Park Road (Part 1) has been considered as one possible location. It has been demonstrated to the satisfaction of officers that this area is capable of accommodating the required number of spaces, though with the delivery of other development plots this may not become the final location for these spaces. A condition has been applied to this reserved matters application which requires the layout and the location of these car parking spaces to be provided to the Local Planning Authority for their agreement.

The 2001 and 2011 Census data on car ownership for LB Barnet has been interrogated. This showed that the car ownership ratio in the borough as a

whole is 0.65 per household on average. The data was further refined to correspond to the BXS area and to respond to the types of units being provided in Plot 12 and to their tenure. This assessment indicates that car ownership is between 0.45 – 0.54 per household. This aligns with the proposed parking ratio of 0.5 per residential unit for Plot 12.

The lower car parking ratio also reflects the current Draft London Plan car parking standards and responds to the Mayor of London's aspirations in the Draft Transport Strategy and Healthier Streets guidance; more use of cycling, walking and sustainable transport for journeys, leading to better air quality and quality of life for Londoners.

To supplement parking provision, car club bays will be provided throughout the BX South development. A car club bay is proposed at street level within Plot 12. The car clubs operation will be open to multiple providers to ensure that residents and businesses receive competitive and best possible value when using the car club cars.

In addition the roads within BXS that are proposed to be adopted and publicly maintained, will become a part of a new or an extended Controlled Parking Zone (CPZ), through which on street parking can be controlled.

On street parking permits are not proposed to be offered to any of the new residential or commercial units within the BXC development. The introduction of new or extended CPZs and the prevention of new residents from accessing these areas will control on street parking in existing residential roads and allow LB Barnet Highways to provide for loading/unloading, visitors, disabled drivers and shoppers in a controlled manner. Enforcement of parking on adopted roads will lie with LB Barnet.

No on-site parking is proposed for the commercial elements of the building, although they will be able to use the loading bays and visitor spaces by prior arrangement with the estate management company.

Cycle storage is provided to London Plan standards on site for residents and businesses with visitor cycle parking provided at ground level. The cycle storage will include Josta type stands, Sheffield stands and folding cycle lockers to provide residents and employees with a choice depending upon their abilities and their use of various cycle types. 518 long stay cycle spaces are proposed in the basement. 234 to serve building 12N and 284 to serve Building 12S. Based on the residential accommodation schedule for the proposed scheme and the cycle parking minimum standards set out in the London Plan, a total of 233 would be required to serve Building 12N and 284 to serve Building 12S. Therefore the proposed long-stay cycle parking meets the requirements for both buildings. 28 short-stay cycle parking spaces are also proposed at the Ground Level. To achieve this 14 cycle stands are proposed near the access to the cores of both buildings. Based on the land use proposal for the proposed scheme (residential and retail) and the cycle parking minimum standards set out in the London Plan for these uses, a total of 25 'short-stay' cycle parking spaces are required for this scheme.

Therefore the proposed provision exceeds the requirement by 3 spaces.

Trip Generation:

Trip generation for the proposed uses on plot 12 have been derived using the transport matrix in the s73 permission. These are calculated for the AM and PM peak hours when car and other modes of travel are already subject to their heaviest use and when the impact of additional trips on the road and transport network would therefore be at their most detrimental. Trip generation has been undertaken for the residential, office and retail floorspace.

Plot 12 is expected to generate approximately 199 two way trips in the AM peak and 163 two way trips in the PM peak. These trips are across all modes of transport.

The Transport Matrix predicts that there will be 71 two way trips in the AM and 53 two way trips in the PM peaks. These car trips have already been considered within calculations made to support as part of the original 1B (north) applications and do not affect the operations of the nearby junctions and roads in terms of capacity.

The remaining 128 AM and 110 PM peak trips are spread across other sustainable modes of transport and are considered in the context of bus, rail and underground availability and the provision of improvements to these facilities as well as to walking and cycling within the BXC and the wider area. These trips will not have any discernible impact on the modes used.

Travel planning is an element of the BXC development that will be promoted from the outset and therefore the mode trip generation above could be improved in terms of car generation as residents, visitors etc. choose to use sustainable modes of transport for most of their journeys due to the good/excellent provision for these modes locally.

In addition to the trips above, there will be a servicing element for this plot which is proposed to generate up to 24 two way servicing movements a day.

These trips will vary from motorcycle couriers to larger lorries for the retail element, they also include food deliveries and refuse collections. All these vehicles will be accommodated on plot in the loading bays provided. The majority of these deliveries will take place when residents are at home and therefore outside the adjacent road peak times. This will minimise the impact of these trips during the busiest times for the roads.

Servicing and Delivery Management Strategy:

A Servicing and delivery management strategy (SDMS) for Plot 12 has been submitted under condition 1.22 of the s73 Permission encompasses all uses on site and aims to regulate the use of the loading bays and visitor parking bays that are being provided within the plot 12 tertiary roads.

As discussed above under 'Trip Generation', the predicted number of servicing trips for the uses proposed on site are 24 per day. These servicing trips will have the use of 4 loading bays on site which will be managed by the estate management company.

The highest number of servicing trips in any one hour will occur between 7-8pm, when there will be 3 servicing trips. This is mainly for the residential element of the plot, residents arranging for deliveries at times when they will be at home. The duration of the deliveries will be between 15-25 minutes, though those relating to the retail unit fronting the High Street are likely to have larger and longer deliveries of goods to the store of up to an hour. Deliveries for this retail unit will be done from an at grade bay immediately adjacent to the northern building.

The largest servicing vehicle which is expected to access the site is a 10m heavy goods, rigid vehicle. Swept path analysis for the vehicles accessing and manoeuvring through the site has been provided. Further swept path tracking has been provided for vehicles accessing the loading bays, which will be through a reversing manoeuvre due to the one way on plot road and bay length not allowing for forward access into the bays.

Refuse vehicles will also access the site and refuse stores can be directly accessed from the tertiary road, with drag distances for the refuse receptacles within the acceptable limits set by LB Barnet.

Phase Pedestrian and Cycle Strategy:

Walking and cycling are given high priority with the aspirations of the Mayor for London to have 80% of Londoners walking, cycling and using public transport by 2040. This is to address air quality and health, as well as better street scape and less car dominance. A conditions application addressing the Phase 1B (south) Pedestrian and Cycle strategy under condition 2.8 of the s.73 Permission has been submitted in parallel to the Reserved Matters Application under reference 17/6804/CON.

TfL have issued various items of guidance in terms of pedestrian audits, cycle design standards and bus stop design to ensure that these modes of transport are given consideration and are promoted as part of any development.

Existing pedestrian and cycle links within the BXC area will be improved, new links provided and these links will join wider pedestrian and cycle links that are being looked at and promoted through studies such as the Area Wide Walking and Cycling Strategy.

Improved connectivity to wider walking and cycling routes and promotion through travel planning of these modes of transport can increase sustainable transport and will have an impact by improving air quality, health and road congestion.

With the environs of Plot 12, wide footways (of a minimum of 2.0m),

segregated cycle-ways and improved rail and bus access are proposed and will be available close to the occupation of the building on site. Good cycle storage facilities on site will further promote cycling. The tertiary routes within Plot 12 provide safe and segregated provision for cyclists and pedestrians and will link or lead towards other quiet, safe routes such as those through Claremont Park and Clitterhouse playing fields and with the Living Bridge.

The trip generation analysis for Plot 12 shows that the footways and cycle ways proposed to be delivered as part of the first phases of development will provide comfortable and high quality infrastructure for use by new residents, staff and existing users.

Individual Travel Plan:

The Individual Travel plan (ITP) is a framework document for Plot 12 and will be populated with survey information once the site is occupied. The aim of the ITP is to minimise car use particularly for journeys that can reasonably be undertaken by sustainable methods of transport, and promote walking, cycling and public transport use.

The ITP will have objectives and targets which will need to be met. The first targets for the site will be set using the S73 permission modal splits for the different uses on site. Given the infrastructure improvements within BXC that will support walking, cycling and public transport use, it is expected that the Plot 12 targets will be exceeded, with lower car based trips and higher sustainable mode trips.

Monitoring of the ITP will be undertaken by Industry Standard surveys (Trics) for consistency and to meet TfL guidance. Management, monitoring, marketing and reporting on the ITP will be through a Travel plan Co-ordinator who will be appointed prior to occupation of the buildings.

Conclusion:

A number of conditions relating to: Management of loading and visitor bays; Residential car parking management and provision of 20 additional spaces within the vicinity of the site; Cycle parking details; Individual Travel Plans; Signage; and, Traffic management on the basement vehicular ramp have been suggested. Subject to the inclusion of these conditions the reserved matters are considered to be acceptable with issues of trip generation, parking, servicing and delivery and access satisfactorily addressed.

6.9 Energy and Sustainability

The s73 Permission contains various controls within the control documents and conditions in relation to energy and sustainability for the BXC development. Those of relevance to this RMA application for Plot 12 are explained and assessed in this section.

An 'Energy and Sustainability Statement', prepared by Sweco forms part of this submitted documentation for Plot 12. Following design amendments received on 19 January 2018, a revised version of this Statement was received with document reference 118580/GC/180126 Revision 06 dated January 2018 prepared by Sweco.

- **Code for Sustainable Homes.** Condition 35.1; RDSF (p 35) and RDAS (page 80) requires all residential units to achieve minimum Level 4 under Code for Sustainable Homes.

The accompanying Energy and Sustainability Statement provides evidence of CfSH pre-assessment for residential units of Plot 12 achieving 'Level 4' rating. Therefore, proposed development complies with this requirement.

- **BREEAM.** Condition 35.2 requires all commercial spaces to achieve at least Very Good rating under BREEAM.

The accompanying Energy and Sustainability Statement confirms compliance and have appended BREEAM pre-assessment of the retail areas achieving 'Very Good' rating. Therefore, in respect of this requirement the proposed development complies.

- **Carbon Emissions Residential.** Condition 35.6 and 35.7 requires RMA applications for Plot Development comprising residential units to accord with the consented Revised Energy Strategy, under application reference 14/08106/CON dated July 2015, including achieving a 40% reduction in regulated carbon emissions over Building Regulations Part L 2010 for residential buildings.

The accompanying Energy and Sustainability Statement provides SAP 2009 calculations demonstrating a reduction of 48% over Part L 2010. Therefore the proposed development complies with the requirement and exceeds it by achieving a further 8% reduction.

It is also noted that the submitted information also provides SAP 2012 calculations against current Building Regulations Part L2013. The results demonstrate compliance to current regulations by achieving a 7.1% improvement over Part L1A 2013.

- **Carbon Emissions Non-residential.** Condition 35.6 and 35.7 requires RMA applications for Plot Development comprising non-residential units to accord with the consented Revised Energy Strategy, application reference 14/08106/CON dated July 2015, including achieving a 25% reduction in regulated carbon emissions over Building Regulations Part L 2010 for nondomestic buildings.

The accompanying Energy and Sustainability Statement provides simulation calculations (using approved software IES VE) that achieve a reduction of 31.2% over Part L2010 for the non-residential areas. Therefore the proposed development complies with the requirement and

exceeds it by achieving a further 6.2% reduction.

It is also noted that the submitted information also provides an assessment against current regulations Part L2A 2013 which demonstrates that the non-domestic areas at Plot 12 are 17.9% better than the target.

- **Construction.** All elements to comply with relevant version of Part L as appropriate at the point of design construction, e.g. Part L 2013 (Revised Energy Strategy);

The accompanying Energy and Sustainability Statement confirms calculations of carbon emissions for residential and non-domestic areas show compliance against current Building Regulations Part L2013.

- **District Heat Network.** Conditions 35.3, 35.6 and 35.7 require all principal residential buildings pursuant to RMA applications to connect to the district heat network, where feasible to do so.

Section 6 (Be Clean – Heating Infrastructure) and Appendix F (Buro Happold's Technical Note on the Site-wide Energy Strategy) of the accompanying Energy and Sustainability Statement confirms that all residential and non-residential units of Plot 12 will be served by the district heating network at a later stage when the rest of the first phase plots come online.

The RES approved under the S73 Permission provided for a main energy centre located in Plot 59 as an early phase development. However, in order to comply with the planning conditions and considering the current phasing of the development, a short-term energy strategy has been proposed within the RES to cover Phase 1 South (Plots 11, 12, 13 and 18).

Plot 12 is the first Reserved Matters Application to be submitted. The strategy includes a heat plant room located within the basement of Plot 12 to supply heat for all plots within Phase 1 South. As the rest of the first phase plots come online, a district heating network from this heat plant room in Plot 12 will distribute heat to the other plots. This district heating network will be sized to accommodate the extension of the district heating scheme for future phases. As part of this strategy, another heating plant room is proposed at Plot 19 to serve elements of the Station Quarter area, which will become operational after Plot 12 (in a later phase).

The heat plant rooms at Plot 12 and 19 will mainly consist of gas boilers but will also include flexible space able to accommodate low carbon technologies (such as CHP).

The long term energy strategy includes a main energy centre located in Plot 59 fitted with peak gas boilers and low carbon technologies (CHP). Once this main energy centre is operational all plots will be connected to

this centre and the heat plant room in Plot 12 and 19 will be retained as back-up during maintenance of the main energy centre and/or top-up facility.

The Energy Panel which was established as required under the s106 agreement and includes representatives from the GLA, has confirmed during the last meeting 15/09/2017 that the current approach mentioned above satisfies the Revised Energy Strategy Rev 08 04/02/2015 and therefore an updated RES is not required to be submitted for approval.

As this short term strategy is different to that which is reported in the ES associated with the S73 Permission (and subsequent updates), a further air quality assessment has been undertaken by applicant. This assessment is explained in Section 7 of this report.

- **Reducing water use.** A number of Water Use Principles are set out within the RDSF with paragraph 2.63 specifically requiring commitment to reduce water use in residential development to 105 litres/person/day. The Energy and Sustainability Statement submitted also incorporates water use assessment of the proposed development. The statement confirms the residential dwellings have been designed achieve a water usage of 105 litres per person per day.
- **Rainwater harvesting.** Paragraph 2.71 of the RDSF sets a site wide target for 10% rainwater falling on the site to be harvested for irrigation and cleansing use. The Energy and Sustainability Statement also confirms that rainwater harvesting has been designed to capture 10% of rain falling on the site for irrigation and cleansing use, and 'grey' water will be recycled from commercial buildings, if that proves necessary to meet demand. Drainage Strategy document

The Conclusion of the Energy and Sustainability Statement submitted confirmed compliance with all energy and sustainability requirements stated above and provided evidence documentation within the report with the exception of the Drainage Strategy (comprising rainwater harvesting drawings) which was submitted separately. Therefore in respect of all energy and sustainability requirements the proposed development is in accordance with the parameters and principles of S73 Permission.

6.10 Refuse and Recycling

Paragraph 2.66 of the RDSF requires provision of dedicated recycling facilities in accordance with the Council's requirements.

The Council's Waste requirements are set out in document Information for developers and Architects: Provision of Household Recycling and Waste Service April 2017. Within this document a maximum collection distance of 10m is allowed between the bin stores and refuse vehicle. All resident routes to the bin stores shall not exceed 30m. The document also sets out the

minimum bin quantities and qualities to be provided subject to the accommodation schedule.

Section 5.3 of the submitted Design and Statement contains a Refuse and Recycling strategy. A total of 22 recycling bins and 22 refuse bins are proposed for building 12N to service the residential units proposed in this building. A total of 26 recycling bins and 26 refuse bins are proposed for building 12S. Both refuse and recycling bins proposed are 1100-litre Eurobins.

All resident routes to the bin stores are less than 30m and therefore comply with LBB standards. All collection routes between bin stores and refuse vehicle are less than 10m and therefore also comply with LBB standards.

Only in two stores the bins slightly exceed the target of 10 bins per store. Applicant will provide facilities management to move the bins within the stores to keep the empty nearest to the entrance. Also a bin store in core A of 12N facing the pocket park will require facilities management to move bins from this store into the other bin store in core B of 12N where it will be access by the refuse vehicle within the allowable collection distance.

The proposed strategy therefore complies with the Council's requirements and considered acceptable.

6.11 Drainage

Flood risk / Floor levels

Condition 45.2 requires all finished floor levels (excluding car parks, service yards, customer collection areas, goods handling and ancillary basement activities) shall be set no lower than 300mm above the 1 in 100 year (+climate change) flood level.

Section 7 of the accompanying Drainage Statement prepared by Arup confirms all finished floor levels and basement levels are above the requisite level accordingly. Therefore, in respect of flood risk, the proposed development is in accordance with the parameters and principles of the S73 Permission.

Sustainable Drainage Systems (SUDS)

Condition 44.5 requires SUDS to be maximised across the site and integral to the proposal. Paragraph 2.75 of the RDSF requires proposals to include a careful selection of SUDS features.

Section 8.3.3 of the accompanying Drainage Statement prepared by Arup confirms the design for the public realm incorporates a number of proposed SUDS features. The design includes planters and rain gardens to collect run-off from roads and public realm areas. Water will then make its way through perforated pipes into below ground cellular tanks. Therefore, in respect of SUDS, the proposed development accords with the parameters of the S73

Permission.

Green Roofs

Condition 1.17 and 2.69 of the RDSF requires green and brown roofs to be provided on a minimum of 10% of available roof area, where possible distributed, distributed across the site.

10% of the available roof areas of Plot 12 equates to 275m². Drawing MLUK-549-A-L-XX-1158 ROA (Level 08 Plan) shows a green roof area of 453m² to be provided on the western wing of the roof of Building 12S. Therefore the total green roof area proposed for Plot 12 exceeds the minimum requirement and accords with the requirements of the S73 Permission.

6.12 Housing Space Standards

Condition 36.10 requires all housing to meet the space standards set out in Policy 3.5 and Table 3.3 of the London Plan. The table below provides a minimum gross internal floor area for different types of dwelling and shows the areas relevant to the unit types in this proposal.

Table 3.3 Minimum Space standards for new dwellings (adapted from London Plan)

	Dwelling Type (bedroom/persons-bed spaces)	Minimum Gross Internal Area (GIA) (m ²)
	1 bedroom 2 person	50
Flats	2 bedroom 3 person	61
	2 bedroom 4 person	70
	3 bedroom 5 person	86
	3 bedroom 5 person (2 storey)	93
	4 bedroom 6 person	99

The submitted plans and additional accommodation schedule provided demonstrate that all flats proposed for both affordable and private units meet these minimum standards with many exceeding them. The individual dimensions and room sizes within the flats comply with the standards set out in Annex 1 of the London Housing SPG.

6.13 Access and Inclusivity

The S73 Permission sets out strategies relating to access and inclusivity and provides details of access consultant involvement to ensure that detailed design meets the required design standards, good practice guidance and Building Regulations access requirements.

Applicant submitted 'Access and Inclusivity Statement Plot 12 Phase 1B (South) dated October 2017 and prepared by All Clear Designs Ltd.

Following amendments of Jan 2018, a statement of compliance was also submitted to confirm the conclusions of this statement are still valid.

The statement confirms that the access consultant has been actively involved in the preparation of the submitted proposals, and ensured the integration of accessibility measures. The statement details accessibility measures in relation to parking, entrances and exits, vertical circulation (lifts and stairs), doors, floor finishes, Lifetime Homes (responding to changing needs of occupants), and Wheelchair Accessible Homes. Compliance with Lifetime Homes and Wheelchair Accessible Homes is detailed in more detail further below.

The S73 Permission also requires the proposals to be presented to and discussed with the Consultative Access Forum (CAF).

The Access and Inclusivity Statement confirms the proposals were presented to and discussed with CAF at two meetings, one held on the 26th July 2017 for a general introduction to the BXS proposals, and a further one on the 30th August 2017 to specifically look at the issues relating to Plot 12. The main concerns and responses from the design team are summated below.

A concern was raised regarding accessibility and permissibility of the proposed maisonettes with steps. The design team confirmed level access is provided via the main lobby which has lifts that rise to the courtyard level where there is a second front level entrance to the maisonette. The team also confirmed these approaches are permissible in Lifetime Homes and the newer Building Regulations Part M4.

Another concern was raised regarding the proposed 20mm kerb edge to north-south tertiary road surface to east and west of Plot 12 as it was considered to provide insufficient detection for people with visual disabilities. The 20mm was considered too small and could cause a trip hazard for older people. The design team reviewed alternative options, and increased the kerb height to a Home Zone 50mm kerb height.

A final concern was raised to find out if places to sit where part of the proposals. The design team confirmed that, whilst not shown on the scheme presented, benches will be provided at regular intervals in the surrounding landscape and the pocket park.

Lifetime Homes

Condition 36.5 and Paragraph 2.27 of the RDSF requires all new residential buildings to be constructed to meet Lifetime Home Standards (5th July 2010 Web Edition). The Access and Inclusivity Statement confirms this standard can be achieved with the submitted proposals for Plot 12. Details of internal and external door landings, clear open reveals, level thresholds, internal circulation space, internal doorways, corridor widths, bathroom layouts, and window operation have all been designed to comply with Lifetime Homes Standards. The proposed development is therefore in compliance with this

requirement.

Wheelchair housing

Condition 36.6 of and Paragraph 2.28 of the RDSF requires at least 10% of all new homes to be constructed to meet wheelchair housing standards or to be easily adaptable to this standard.

A total of 29 units are proposed as wheelchair units (accessible/ adaptable). This equates to 10% of the total 292 residential units proposed for this scheme.

12 units in building 12N are proposed as wheelchair units (accessible/adaptable) and equates to 10% of the total 120 residential units in this building. 11 of these wheelchair units are provided as Affordable Rent/Shared Equity tenure which are allocated to the Whitefield Estate Replacement Units (Part 2), and 1 as private market sale tenure. Two of the wheelchair units provided as Affordable Rent Units are proposed as wheelchair Accessible. This meets the requirements of the Whitefield Estate Existing Units (Part 2) which identified that 2 replacement units would require full wheelchair accessibility and is detailed in the consented Resident Relocation Strategy application 17/4872/CON.

17 wheelchair adaptable units are proposed in building 12S and equates to 10% of the total 172 residential units proposed in this building.

The Access and Inclusivity Statement accompanying this application further confirms layout the proposed wheelchair accessible units meet the standards and include food internal circulation meeting the minimum turning and manoeuvring requirements. Storage for the wheelchair is also designed for.

Therefore the wheelchair units proposed across both buildings meet the requirements of condition 36.6 of the S73 Permission that requires at least 10% of housing to be constructed or adaptable to meet the needs of wheelchair users. It also meets the existing requirements of the Whitefield Estate residents that are to be rehoused in these units.

6.14 Amenity Space Provision

Within section A2.6.4 of the Revised Design and Access Statement the amenity space provision for development within the Brent Cross Cricklewood regeneration area is established. The relevant unit types and requirements are captured in the table below.

Unit Type	Minimum private amenity space per dwelling (m2)	How private amenity space can be achieved
1 or 2 Bed Flat on Ground Level	5m ²	Terrace min. depth 1.5m (separate from communal

		courtyard)
1 or 2 Bed Flat on Upper Level	5m ²	communal courtyard, terrace or balcony min. depth 1.5m
3 or 4 Bed Flat on Ground Level	14m ²	Terrace min. depth 1.5m (separate from communal courtyard)
3 or 4 Bed Flat on Upper Level	8m ²	Terrace or Balcony min. depth 1.5m

Appraisal of Plot 12:

Private amenity space is proposed across all residential units in the form of: projecting balconies; private terraces; inset balconies or semi recessed balconies and corner balconies.

Building 12N:

A private front terrace facing the Pocket Park is proposed for the two maisonettes on the ground floor. On the upper floors, units in the tower or facing the High Street have semi inset balconies (with the first floor of the tower fully inset). Upper level units overlooking the Pocket Park are proposed as projecting balconies.

Building 12S:

Private terraces set within the communal courtyard are proposed for the ground floor flats and maisonettes. On floors above, corner units and those facing the park have inset balconies. Flats facing the courtyard or the Pocket Park have projecting balconies.

The drawings submitted demonstrate that in the majority of the cases the proposed private amenity is in accordance with the requirements set out in the above table. However, there are instances where it either has not been possible to provide units with the private amenity space or the private amenity space provision is smaller in size than that required in the RDAS. Where this occurs applicant has confirmed the reasoning behind and also proposed a number of mitigation measures. These are summarised below.

Plot 12N:

One unit on the top floor of the High Street block of 12N the provision of a balcony has been omitted to help reduce the perceived massing, and a Juliet balcony is proposed instead. Therefore there is a shortfall of 5m² of private amenity space.

Three apartments on the first floor of the High Street building have depths of 1.2m which is less than the 1.5m set out in the requirement. This is proposed in order to avoid balconies projecting over the High Street which would interfere with the perceived massing. Of these three units, one unit provides a private amenity space of 1.4m² below the RDAS requirements.

Balconies on the north and east side of the Tower at first floor are also proposed as inset behind a parapet to strengthen the buildings base and to provide more privacy due to the proximity to the High Street. All four units

have balcony depths of 1.2m which is below the 1.5m requirement. For one of these units the proposed private amenity space is of 1.8m² which is below the required standard.

Therefore a total of 3 units in 12N show private amenity deficit resulting in a total shortfall of 8.2m².

Proposed offsetting for 12N shortfall

To offset the 8.2m² shortfall, three ways of compensating are proposed. First, additional internal living space is to be provided within each of the three units. This is demonstrated in the submitted architectural drawings and section 6 of the Design and Access Statement. Second, a total of 8.2m² of additional amenity space will be provided in Pocket Park abutting 12N. This is demonstrated in Section 4.0 of the submitted Landscape Design Report and associated Landscape drawings. Third, for one of these units a Juliet balcony can be accommodated within the design and this is also proposed.

Plot 12S:

54 units within Plot 12S are proposed with Juliet balconies instead of balconies. Applicant has explained in the submitted Design and Access statement that either inset or projecting balconies would compromise the quality of these flats or those surrounding. This occurs along the north-south streets where inset balconies would limit daylight to living spaces by pushing them deeper into the plan and projecting balconies would limit daylight to units below. For these reasons, these 54 units have been proposed with Juliet balconies to provide some level of small private amenity.

A further 8 units within 12S are also proposed with Juliet instead of balconies. Applicant has also explained that the reason behind this has been to help reduce the mass of the building towards its upper levels.

Therefore a total of 62 units in 12S show private amenity deficit resulting in a total shortfall of 310m².

Proposed offsetting for 12S shortfall

To offset the 310m² shortfall, three ways of compensating are proposed. First, additional internal living space is proposed within all 62 units with the exception of 4 where this could not be accommodated. This is demonstrated in the submitted architectural drawings and section 6 of the Design and Access Statement. Second, a total of 310m² communal amenity space is proposed to be provided within the Plot 12S courtyard. This is demonstrated in Section 4.0 of the submitted Landscape Design Report and associated Landscape drawings. Third, all 62 units are proposed with Juliet balconies to provide some level of small private amenity.

Private amenity conclusion

Overall it is considered that the provision of private amenity space is compliant with the standards established in the S73 Permission. Where this has not been able to be accommodated for design issues relating to daylight and massing, the mitigation measures proposed including additional

communal amenity space, larger units, and Juliet balconies are on balance considered acceptable. As such, all private amenity space proposed for Plot 12 is considered acceptable.

6.15 Noise

Condition 29.1 requires, prior or coincident with Reserved Matters Applications submissions, an Acoustic Design Report that describes the design features that have been used to achieve good internal noise standards with reference to BS8233 as also referred to in Paragraph 2.82 of the RDSF. The report is required to demonstrate that a hierarchy of noise mitigation measures has been considered so that the use of noise insulation, whilst necessary in some areas, is minimised.

An 'Acoustic Design Report' was submitted coincident to this application for the discharge of Condition 29.1 regarding the design measures that have been and will be adopted, and the potential noise impacts upon Plot 12 (under application reference 17/6824/CON). Following amendments of Jan 2018, a statement of compliance was also submitted to confirm the conclusions of this report are still valid.

Based on an assessment of the external noise and sound insulation performance of the façade, the report confirmed the predicted noise levels within the proposed development are acceptable and that good internal noise standards with reference to BS8233 can be achieved for all proposed units with the adoption of acoustically rated glazing and either high performance acoustic passive ventilation or mechanical ventilation.

The Council's Environmental Health Officer reviewed the submitted documentation and following clarification on the scope of Condition 29.1 and associated Condition 29.4 (compliance to good standards) and Condition 29.8 (detailed noise mitigation measures) confirmed to be satisfied with the information submitted.

As mentioned in section 7 of this report, the EHO also raised a concern over a potential noise impact associated with the centralised boilers and flue proposed within Plot 12. The applicant provided further information dated 5 January 2018 to confirm that the noise from the proposed boilers is purely a design issue that will be adequately addressed due to the requirement to comply with condition 29.8 of the S73 Permission which requires a scheme of detailed noise mitigation measures demonstrating compliance with good internal noise standards to be submitted before development begins. The applicant further confirmed that the issue of effects of a new plant on future users is a purely design matter that must be met, and it is not an issue that would be included as part of a noise assessment on existing noise sensitive receptors which would normally be undertaken as part of an EIA. In this instance there are no existing noise sensitive receptors that are likely to be affected. The Council's Environmental Health service confirmed that they have reviewed the Additional Information and their concerns have been addressed, therefore supporting the discharge of Condition 29.1 relating to

noise.

A condition requiring compliance to the design measures identified in the Acoustic Design Report is not considered necessary as other conditions of the S73 Permission have secured this. The requirements of Condition 29.8 requires a scheme of detailed noise mitigation measures before development begins for any phase or sub-phase, and Condition 29.4 requires residential buildings to be designed to achieve the 'good' internal noise standards as per BS8233 and sound levels in residential units to be measured to demonstrate compliance with the values prior to occupation of development.

Therefore in terms of the predicted internal noise levels for the Plot 12 proposals these are in accordance with the requirements of the S73 Permission.

6.16 Daylight, Sunlight and Overshadowing

Page 48-49 of the RDSF requires buildings to be designed to meet best practice standards in terms of daylight, sunlight and overshadowing. The application is supported by Building Research Establishment (BRE) Daylight, Sunlight and Overshadowing Assessments prepared by GIA.

Following amendments of January 2018, applicant submitted a replacement document, Internal Daylight, Sunlight and Overshadowing Plot 12 Phase 1B (South) dated January 2018. The results and appraisal are summarised below.

For the daylight assessment the following tests were undertaken:

Daylight Assessment - Masterplan

- Vertical Sky Component (VSC) – A measure of the amount of skylight available at the centre of a habitable room window and also, the amount of direct skylight received inside the corresponding habitable room. The BRE guide states that daylighting may be affected if the VSC calculation is less than 27% or less than 0.8 times its former value. This test is useful at the massing stage, but it has some limitations as it does not take into account internal and external reflectance values, and type and size of fenestration and internal arrangement.

The VSC assessment was carried out to assess the daylight potential within a Parameter compliant Illustrative Masterplan (as shown in the Illustrative Reconciliation Plan submitted against Condition 1.17 17/6825/CON) which includes the massing proposed for Plot 12 and all relevant facades of Plots 11, 13 and 18 overlooking the proposal.

	Yellow (good design) and Orange (careful design) (% façade area)	Red (very difficult) and Blues (often impossible) (% façade area)
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Building 12N	86.2 %	13.8 %
Building 12S	77.8%	21.57 %
Plot 11	56%	44%
Plot 13	83%	17%
Plot 18	81%	19%

The VSC levels are measured against a colour coded scale as follows: levels falling in yellow tiles are considered to have good design and meet the standard; levels falling in orange tiles are considered to require careful design to meet the standard; levels falling in red tiles are considered to require very difficult design measures achieve levels closer to the standard; levels falling in blue tiles are considered to be areas where any design measure taken means is often impossible to improve daylight levels.

The above table shows a majority of the façades for Plot 12, and similarly for the neighbouring plots, with good daylight levels that have either achieved the standard or require careful design. In the case of Plot 11 the challenging area is a very small portion which the information submitted confirms could be solved by locating dual aspect units in the corners.

Assessment of Plot 12:

- Average Daylight Factor (ADF) – Is a measure of the daylight received inside a habitable room. The BRE guide recommends that the minimum of 2% ADF values should be achieved for all rooms where supplementary electric lighting is provided. BRE provides additional recommendations for dwellings of 1% for bedrooms, 1.5% for living rooms, and 2% for kitchens.

The results show overall very good levels of light in the scheme with 81% of all proposed rooms meeting or exceeding the ADF recommended levels. Specifically, 76% of all Living/Kitchen/Diners (L/K/D) meet or exceed the recommendation of 2% ADF; 78% of all Living Rooms meet or exceed the recommendation of 1.5% ADF; 87% of all proposed Bedrooms meet or exceed the recommendation of 1% ADF; and 53% of all Kitchens meet or exceed 2% ADF. Combined all room types provide a total 81% meeting the recommended guidelines.

In respect of the kitchens, it is to be noted that those that did not meet the standard are proposed as a separate room where the living room within that same flat has achieved the recommended standard of 1.5% ADF. These kitchens do not comprise a kitchen table as this is provided in the living room area. The trade-off of achieving the standard for the living rooms and not for the kitchen in those flats is considered acceptable as the living room is considered to be living areas where more time is spent.

In respect of L/K/D room type, priority has been given to locating the living

rooms next to the window as it is considered more time would be spent in this area of the L/K/D. Assuming this layout, it is considered that the L/K/D room types can be measured against a lower ADF value of 1.5% (instead of 2%), resulting in a higher compliance of 91% of all L/K/D room types meeting this value. In this situation, 80% of the L/K/D and the Living Rooms together would achieve a recommendation of 1.5% ADF for 'living areas' together where it is considered most time is spent.

- No Sky Line (NSL) – Is a measure of the area of a habitable room that receives no direct skylight and the consequential distribution of daylight in that room. In order to achieve satisfactory daylight uniformity, the BRE guide recommends that the area which does not receive direct skylight should not exceed 20% of the floor area.

The results of this test show that a majority of 57.6% of the rooms for Plot 12 have a direct view of the sky on 80% or more of the floor area. Therefore the BRE standards are achieved for the majority of the rooms.

- Room Depth Criterion (RDC) – is a measure of the ratio of room depth to window area. This is particularly of use where access to daylight from windows in one wall only, and therefore the depth of a room can become a factor in determining the quantity of light.

The current design does not propose very deep rooms and the results show that the parameter is met across all rooms of the scheme. This assessment was not applicable on a minority of rooms where the room was designed as dual aspect.

The submitted Internal Daylight Sunlight and Overshadowing Assessment demonstrates the results of these studies and confirms that where low daylight levels were shown on Plot 12 the design responded by removing or re-shaping balconies, maximising window area, placing bedrooms in areas receiving less light, incorporating light veneer to internal floors, optimising layout to have the living area closer to the window, dividing the kitchen area from the living room. As a result of this Plot 12 achieves overall very good levels of light in the scheme with 81% of all proposed rooms meeting or exceeding the ADF recommended levels. In respect of internal daylight, details submitted are considered acceptable.

For the sunlight assessment the following tests were undertaken:

- Annual Probable Sunlight Hours (APSH) – Is a measure of the average number of hours per year in which direct sunlight is received by a window. The BRE guide states that rooms may be affected if they receive less than 25% APSH for the year and 5% APSH for the winter (21 September and 21 March). It also states that in housing the main requirement for sunlight is in living rooms where it is valued at any time of the day, but especially in the afternoon. Only windows facing within 90 degrees of due south can be assessed using this methodology.

The results of the submitted report confirm that the majority of the windows meet or exceed the recommended levels for sunlight. In a minority of the cases where lower light levels were seen this is often a result of the provision of a balcony acting as a shading device. However, it is considered that through the balcony residents would be able to enjoy the sun during the summer, and during the winter as the position of the sun in the sky is lower, the rays would be able to enter the living rooms.

For Overshadowing assessment the following tests were undertaken:

- Sun Hours on Ground 21st March – it is a measure of the average number of hours of direct sunlight on 21 March. The BRE guide states that for it to appear adequately sunlit throughout the year, at least half of a garden or amenity area should receive at least 2 hours of sunlight on 21 March.

Plot 12 proposes 2 areas of open space, one public pocket park sitting within the L-shaped building to the north (Building 12N) and one private communal courtyard enclosed within the U-shaped building to the south (Building 12S). The overshadowing test shows that approximately 58% of the pocket park of Building 12N and 61% of the courtyard of Building 12S will see at least 2 hours of direct sunlight on 21 March. It is therefore demonstrated that both areas exceed BRE's recommendation for Sun Hours on Ground.

The submitted Internal Daylight Sunlight and Overshadowing Assessment demonstrates that the internal daylight standards for a significant majority of the rooms are achieved, and that the standards of sunlight and sun hours in the proposed open space have also been met. As such, details are considered acceptable.

6.17 Wind

Condition 34.1 requires any RMA that includes a building of more than 4 stores in height which abuts any principal open space or public realm or any pedestrian route to be accompanied by a wind tunnel or other assessment which demonstrates that appropriate levels of amenity, as set out in the Lawson Criteria for Distress and Comfort, which are summarised in Table 7 of the DSF, can be met.

Condition 34.5 requires all RMAs to demonstrate that mitigation measures (such as recessing of entrances, entrance screens, softening sharp building corners, canopies above entrances, localised shelter to create pockets for outdoor sitting) have been considered in order to alleviate adverse wind conditions in accordance with the mitigation proposed in the ES of the S73 Permission.

Submitted with this application is a Pedestrian Wind Comfort Assessment Brent Cross South Plot 12, with document reference 4109 dated October 2017 prepared by AKTII. The conclusions of this assessment confirm trends

of acceptable pedestrian wind comfort as a consequence of the proposed massing of Plot 12 without a strong need of applying further mitigation measures. Following amendments to proposals issued in January 2018, a letter from AKTII dated 16 January 2018 was received by the Council which confirmed that the conclusions of the findings of the original assessment are still valid and unaffected by the amended scheme. In this respect, Plot 12 proposals comply with the wind comfort requirements of the consented scheme.

6.18 Safety and Security

To meet the obligations of Code for Sustainable Homes, the scheme is required to meet the requirements set out in Section 2 (Physical Security) of the Secured By Design (SBD) guidance.

Section 13.0 of the submitted Design and Access Statement refers to Secured by Design proposal to Plot 12. This section confirms the design team has met with the Designing Out Crime Officer (DOCO) who made recommendations which have been included on the submitted application drawings or will be addressed in the future specification of the buildings. Comments received from the Metropolitan Police confirm these conclusions and recommend attaching a condition requiring applicant to achieve at minimum Silver Secured by Design accreditation.

In summary the recommendations cover topics such as Compartmentalization and Access (stair cores, front doors, lifts) Physical Security (doors, windows, post boxes, external intercoms, access control systems, fire exit overrides, CCTV); Landscaping (planting, street furniture including lighting and fencing, level changes); Visitor Accesses, and Basements (allocated parking, gates/shutter, fob in/fob out, induction loops, intercom).

The applicant has submitted pre-assessment confirmation that the proposals for Plot 12 will achieve a minimum standard of Code Level 4 under the Code for Sustainable Homes. In order to achieve this standard the scheme will be required to comply with Section 2A of the Secured By Design Guidelines (2016). The applicant has stated that they will seek to achieve a Silver Secured by Design accreditation. Therefore, a condition to require Silver Secured by Design accreditation is recommended.

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 hybrid application F/04687/13 and any additional environmental information) is adequate to assess the environmental effects of the development:

The Reserved Matters application varies from the outline approval under application F/04687/13 in that it incorporates gas fired boilers in the basement and an associated flue at roof level in keeping with the proposed short term energy strategy.

A sensitivity test has been carried out to demonstrate that the effects of the short term energy strategy are not significantly worse in carbon saving terms than those reported for the main assessment which considered potential to accommodate low carbon technologies (such as CHP).

The short-term energy strategy is further supported by an Environmental Statement of Compliance that supports all environmental aspects of the application including energy.

In addition the statement is supported by an Air Quality Assessment prepared by Arup with document reference 245526-19 dated 25 October 2017 which considers the implications of the flue and it's emissions given the proposed location in a residential part of the scheme. This document was reviewed by the Council's Environmental Health team. The inclusion of this infrastructure in this location was not considered to have any new significantly detrimental impacts.

Appended to this statement is a Screening Opinion Request which has been received by the Council under application reference (17/6852/ESR) coincident with the reserved matters application for Plot 12.

EIA Screening Opinion

In accordance with Table 10, Section 6, RDSF (scope of Explanatory Reports for RMAs), RMA submissions are to confirm that a EIA Screening Opinion (where appropriate) has been issued (and that a further ES is not required) and to set out the scope of environmental information, if any, to be submitted.

The Explanatory Report submitted with this application comprises an Environmental Compliance Statement which confirms that a Request for an EIA Screening Opinion has been submitted to LBB in accordance with regulation 6(3) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 under application reference 17/6852/ESR. The Statement reports that the EIA Screening Opinion Request confirms that the proposals for Plot 12 are compliant with the Parameter Plans save for three small deviations, namely, the flue (Building 12N), the café on the south-eastern corner of Building 12S and the balcony on the north-eastern corner of Building 12N. Where there have been deviations from the s73 Permission, these have been assessed within the screening request which concludes that they are unlikely to give rise to any new or different significant environmental

effects from those reported in the Environmental Statement ('ES').

In response to revisions to the Reserved Matters submission received by the Council on 19 January 2018 a further statement of compliance dated 5 January 2018 was received by the Council to confirm these revisions do not affect the conclusions of the Screening Opinion Request and thereby those incorporated in the EIA Statement of Compliance at Appendix G of the Explanatory Report of this application.

The Council's response to the Screening Opinion request confirms that no EIA assessment, additional mitigation or further information is required.

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.

Officers have in considering this application and preparing this report had regard to the requirements of this section and have concluded that a decision to grant planning permission for this proposed development will comply with the Council's statutory duty under this important legislation.

The site is accessible by various modes of transport, including by foot, bicycle, public transport and private car, thus providing a range of transport choices for all users of the site.

29 of the flats will be wheelchair accessible and/or able to be modified to accommodate a wheelchair occupier. This provision equates to 10% of the units and therefore complies with the 10% of wheelchair units required under the S73 Permission. This provision also addresses the current needs of the Whitefield Estate units.

The development includes level, step-free pedestrian approaches to the main

entrances to the building to ensure that all occupiers and visitors of the development can move freely in and around the public and private communal spaces.

13 dedicated parking spaces for people with a disability will be provided in locations convenient to the entrances to the parking area.

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.

9. CONCLUSION

The proposal seeks approval for the first residential plot by the southern developer including 292 new residential units 110 of which will accommodate the relocation of Whitefield Estate Residents. Rehousing the Whitefield Estate residents as a result of this development will unlock the area of the existing estate for the wider Brent Cross regeneration Scheme.

The reserved matters have been considered against the parameters and controls captured within the S73 Permission. All details relating to Landscape, Access, Appearance, Layout, Scale, including land use have been demonstrated to comply with the S73 Permission.

The supporting technical details accompanying this application demonstrate compliance with the relevant standards and policy including daylight and sunlight, drainage, residential space standards and amenity, accessibility and sustainability. Where minor deviations have been identified these have been demonstrated to be acceptable and not to have significant impacts upon the conclusions reached in the Environmental Statement accompanying the S73 Permission.

Justification has been provided for the level of car parking proposed which accords to the requirements of the S73 Permission and to wider policy requirements for a site of PTAL 4-5 at the time of occupation.

The design of the buildings and environment proposed would provide a high quality residential development responding to the situation of existing residential properties, and the location of approved open spaces and roads already subject to reserved matters approval under the S73 Permission.

Overall, officers find the proposals acceptable and accordingly APPROVAL is recommended subject to conditions as set out in Appendix 1 of this report.

LIST OF APPENDICES

APPENDIX 1 – CONDITIONS

APPENDIX 2 – APPROVED RMA's

APPENDIX 3 – PRE RMA CONDITIONS RELATING TO PLOT 12

APPENDIX 4 – DESIGN INFORMATION

APPENDIX 5 – SITE PLAN