

LOCATION: Colindale Telephone Exchange
The Hyde
London
NW9 6LB

REFERENCE: 18/0352/FUL Validated: 09.02.2018

WARD: Colindale Expiry: 11.05.2018

APPLICANT: Telereal Trillium

PROPOSAL: Hybrid (part full/part outline) application for the phased comprehensive redevelopment of the site for a maximum of 505 residential dwellings (Use Class C3); and up to 743 sqm of flexible commercial floorspace (within Use Class A1, A2, A3, B1, D1, and D2) in buildings ranging from 3 to 17 storeys along with associated means of access, car parking, amenity space, landscaping, and other associated works and improvements.

Full planning permission sought for Phase 1 comprising 1.02 hectares of the Site for 244 residential dwellings (Use Class C3); 193 sqm of flexible commercial floorspace (within Use Class A1, A2, A3, B1, D1, and D2) along with associated internal road layout and means of access, car parking, amenity space, landscaping, and other associated works and improvements.

Outline planning permission sought for Phases 2 and 3 comprised 1.157 ha of the Site, with all matters reserved for up to 261 residential dwellings (Use Class C3), 550 sqm of flexible commercial; floorspace (within Use Class A1, A2, B1, D1, and D2) along with associated car parking, amenity space, landscaping, and other associated works and improvements.

(The application is accompanied by an Environmental Statement)

EXECUTIVE SUMMARY

The application comprises a part detailed, part outline application for the comprehensive redevelopment of Colindale Telephone Exchange site to provide a residential-led mixed use scheme comprising up to 505 residential units. It should be noted that the scheme has been the subject of a comprehensive pre-application process with officers.

Of significant note, is the affordable housing provision of the scheme which will comprise of 35% which is in line with the Mayor of London's Housing and Viability SPG and is significantly above the level of affordable housing that has been delivered on similar sites in the local area (most pertinently, the adjoining Rushgroves development which delivered 20%). Officers consider that the level of affordable housing should be considered as significant benefit to the scheme and should weigh strongly in favour of any balanced judgement to be made. The affordable housing aspect of the scheme is discussed fully in section 8.0 of this report.

The development proposals also provide a varied mix of residential units – in tandem with delivering a high-quality scheme for this important gateway into Colindale and along the Edgware Road (A5) designated 'key corridor of change' whereby a number of residential-led schemes are currently coming forward (including directly adjacent to the Former Homebase site, Rookery Way).

The existing site is principally used under the B1 and B2 use class as a telephone exchange and switching centre however the current occupier is vacating the premises as part of a holistic rationalisation of their estate, with substantial areas of the Site currently unused/underutilised. Given the bespoke form and layout of the building and the proximity of the site to both the Brent Cross/Cricklewood and Colindale Regeneration areas where there are large quantities of employment floorspace being delivered, the continued use of the site for employment purposes is unviable and undesirable. The change of use to provide a residential led mixed use scheme is therefore supported by officers. The principle of the change of use is discussed fully in paragraphs 5.2-5.12 of this report.

The residential density of the scheme is considered to be appropriate for its location and would be expressed in a building scale and form which is considered to be acceptable. The scheme would deliver an optimised housing density which would make a valuable contribution towards the borough's wider housing delivery targets. The density of the scheme is discussed fully in paragraphs 6.1-6.9 of this report.

The scheme has been design led and the layout has been well considered in order to ensure that there would be a good quality of accommodation for future occupiers whilst also ensuring that the scheme would not unacceptably impact on the residential amenity of adjoining residents. The quality of the accommodation provided and the impact on the amenity of adjoining residents are discussed fully in sections 7.0 and 10.0 of this report respectively.

The site is located outside of the areas identified as being suitable for tall buildings within Policy CS5 of the Local Plan, however officers consider that there is clear justification for tall buildings being acceptable in this location. Most pertinently is the height and the scale of the existing telephone exchange building, the approved tall building on the emerging Rushgroves site and the location of the application site at a strategic point at the southern end of the A5 corridor. The development also demonstrates a high design quality with a clear and legible architectural rationale. The visual impacts of the development are discussed fully in section 9.0 of this report.

In terms of transport, the scheme would deliver 251 parking spaces across all phases at an approximate ratio of 0.5 spaces per unit. Given the site location, characteristics and the wider benefits being delivered. The scheme has maximised opportunities for parking at basement, undercroft and grade level and officers consider that in this instance the level of parking is acceptable. The level of parking provided should also be considered in the context of the additional bus service being provided through the S106 at a cost of £450,000 and the cycle lane feasibility study and implementation secured at a cost of £250,000. Both of these measures would reduce car dependence through the promotion of sustainable modes of travel. A CPZ in the local area is also being implemented pursuant to the planning permission at the adjoining Rushgroves site which,

when combined with a TMO to prevent future occupiers from applying for a parking permit, will ensure that no overspill parking would impact on neighbouring streets. The transport impact of the development is discussed fully in Section 15.0 of this report.

Sustainability, air quality, flooding and all other matters are addressed within the relevant sections of this report and officers consider that, subject to the conditions and S106 obligations outlined, the scheme would be acceptable in all these regards.

Having regard to all matters and having carried out a robust and comprehensive assessment of the application, officers recommend that the application is approved subject to the conditions and planning obligations outlined in the subsequent section of this report.

RECOMMENDATION

Recommendation 1

The application being one of strategic importance to London it must be referred to the Mayor of London. As such any resolution by the committee will be subject to no direction to call in or refuse the application being received from the Mayor of London.

Recommendation 2

Subject to Recommendation 1 above, the applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes of seeking to secure the following, subject to any changes as considered necessary by the Head of Development Management:

(a) Legal Professional Costs Recovery

The Council's legal and professional costs of preparing the Agreement and any other enabling arrangements will be covered by the applicant.

(b) Enforceability

All obligations listed to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority.

(c) Affordable Housing

35% of habitable rooms to be provided as affordable with a tenure split of 37% Affordable Rent and 64% Shared Ownership. All affordable housing to be secured in perpetuity and an early stage review mechanism is to be secured.

(d) Employment and Enterprise

The applicant would be required to enter into a Local Employment Agreement with the Council to secure a minimum of the following:

- Progression into employment, less than 6 months – 11
- Progression into employment, more than 6 months – 7
- Apprenticeships – 18
- Work experience – 24
- School / College / University site visits – 214
- School / College workshops – 118

Alternatively, the applicant may wish to make a financial contribution in lieu of the employment outcomes outlined above. Such a contribution would be commensurate with the number of outcomes secured and in line with SPD guidance.

(c) Bus Service Contribution

A contribution of £450,000 (£90 per year over 5 years) to provide an additional bus service in the vicinity of the site.

(d) Traffic Management Order

A contribution of £2,000 towards the amendment of Traffic Management Order (TMO) to ensure that the new occupants are prevented from purchasing parking permits in local CPZs.

(e) Travel Plans

The proposed development would require provision of 2 separate Travel Plans as follows

- A Strategic Level Residential Travel Plan requiring monitoring contributions of £20,000;
- A Full Commercial Travel Plan requiring monitoring contributions of £15,000.

Residential Travel Plan incentives to be secured with each 1st household to be offered to select 2 of the 3 following incentives to the value of £300 (up to a maximum of £151,500):

- Oyster card with £150 credit
- Cycle shop voucher to the values of £150
- Car club credit/membership to the value of £150

(g) Car Club

At least 2 car club spaces must be provided on the development with a commitment to monitor use and to add additional spaces should demand be demonstrated.

(h) Carbon Offset Contribution

A carbon offset contribution would be secured in order to mitigate the shortfall below the zero-carbon target. The final contribution would be ascertained at the point the application is referred to the Mayor and would be calculated using the published GLA formula for such contributions.

(i) Cycle contribution

A financial contribution of £250,000 towards a feasibility study for the implementation of a cycle lane on the A5 adjacent to the site. If a cycle lane is not shown to be feasible then the monies shall be redirected to other Healthy Streets initiatives and/or programmes within the vicinity of the application site in agreement with the LPA and TFL.

(k) Section 278 Highway Works

All necessary works to the public highway under section 278 of the Highways Act to facilitate the implementation of the development in agreement with the Local Highways Authority.

(l) Community Use

Part of the flexible use commercial floorspace shall be safeguarded for a community use, commensurate with the floorspace of the existing nursery or in agreement with the LPA. After an agreed period of marketing, if no occupiers enter agreement to occupy the space as a community use - the relevant part of the commercial floorspace to revert to flexible commercial use.

(m) Indexation

All financial contributions listed above to be subject to indexation.

Recommendation 3

That subject to Recommendation 1 and upon completion of the agreement specified in Recommendation 2, the Head of Development Management or Head of Strategic Planning to approve the planning application reference 18/0352/FUL under delegated powers, subject to the conditions set out within Appendix 2 of this report.

That the Committee also grants delegated authority to the Head of Development Management or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in their absence the Vice-Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee).

MATERIAL CONSIDERATIONS

Relevant Planning Policy

Introduction

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

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

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

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

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

National Planning Policy Framework and National Planning Practice Guidance

The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area.

The National Planning Policy Framework (NPPF) was revised on 24 July 2018. This is a key part of the Governments reforms to make the planning system less complex and more accessible, as well as promoting sustainable growth.

The NPPF states that 'good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people'.

The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

The London Plan 2015

The London Plan (2015) is the development plan in terms of strategic planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The London Plan policies (arranged by chapter) most relevant to the determination of this application are:

Context and Strategy

1.1 (Delivering the Strategic Vision and Objectives for London)

London's Places:

2.6 (Outer London: Vision and Strategy); 2.7 (Outer London: Economy); 2.8 (Outer London: Transport); 2.15 (Town Centres); and 2.18 (Green Infrastructure: the Network of Open and Green Spaces)

London's People:

3.1 (Ensuring Equal Life Chances for All); 3.2 (Improving Health and Addressing Health Inequalities); 3.3 (Increasing Housing Supply); 3.4 (Optimising Housing Potential); 3.5 (Quality and Design of Housing Developments); 3.6 (Children and Young People's Play and Informal Recreation Facilities); 3.8 (Housing Choice); 3.9 (Mixed and Balanced Communities); 3.10 (Definition of Affordable Housing); 3.11 (Affordable Housing Targets); 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) and 3.13 (Affordable Housing Thresholds).

London's Economy:

4.1 (Developing London's Economy); 4.2 (Offices); 4.3 (Mixed Use Development and Offices); 4.4 (Managing Industrial Land and Premises); 4.6 (Support for and Enhancement of Arts, Culture Sport and Entertainment Provision); 4.7 (Retail and Town Centre Development); 4.10 (Support New and Emerging Economic Sectors); and 4.12 (Improving Opportunities for All)

London's Response to Climate Change

5.1 (Climate Change Mitigation); 5.2 (Minimising Carbon Dioxide Emissions); 5.3 (Sustainable Design and Construction); 5.5 (Decentralised Energy Networks); 5.6 (Decentralised Energy in Development Proposals); 5.7 (Renewable Energy); 5.8 (Innovative Energy Technologies); 5.9 (Overheating and Cooling); 5.10 (Urban Greening); 5.12 (Flood Risk Management); 5.13 (Sustainable Drainage); 5.14 (Water Quality and Wastewater Infrastructure); 5.15 (Water Use and Supplies); 5.17 (Waste Capacity); and 5.21 (Contaminated Land).

London's Transport

6.1 (Strategic Approach); 6.2 (Providing Public Transport Capacity and Safeguarding Land for Transport); 6.3 (Assessing Effects of Development on Transport Capacity); 6.4 (Enhancing London's Transport Connectivity); 6.5 (Funding Crossrail and Other Strategically Important Transport Infrastructure); 6.7 (Better Streets and Surface Transport); 6.9 (Cycling); 6.10 (Walking); 6.11 (Smoothing Traffic Flow and Tackling Congestion); 6.12 (Road Network Capacity); and 6.13 (Parking)

London's Living Places and Spaces

7.1 (Building London's Neighbourhoods and Communities); 7.2 (Inclusive Environment); 7.3 (Designing Out Crime); 7.4 (Local Character); 7.5 (Public Realm); 7.6 (Architecture); 7.7 (Location of Tall and Large Buildings); 7.13 (Safety, Security and Resilience to Emergency); 7.14 (Improving Air Quality); 7.15 (Reducing Noise) and 7.18 (Protecting Local Open Space and Addressing Local Deficiency).

Implementation, Monitoring and Review:

8.2 (Planning Obligations); and 8.3 (Community Infrastructure Levy)

Draft Replacement London Plan 2017

The Draft London Plan (DLP) published November 2017 sets out the Mayor's overarching strategic planning framework from 2019 up to 2041. When adopted this will replace the London Plan 2016.

Whilst capable of being a material consideration, at this early stage very limited weight should be attached to the Draft London Plan. Although this weight will increase as the Draft London Plan progresses to examination stage and beyond, applications should continue to be determined in accordance with the 2016 London Plan.

Barnet Local Plan

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

Core Strategy (Adopted 2012):

CS NPPF (National Planning Policy Framework – Presumption in favour of sustainable development)

CS1 (Barnet's Place Shaping Strategy – Protection, enhancement and consolidated growth – The three strands approach)

CS3 (Distribution of growth in meeting housing aspirations)

CS4 (Providing quality homes and housing choice in Barnet)

CS5 (Protecting and enhancing Barnet's character to create high quality places)

CS6 Promoting Barnet's Town Centres

CS7 (Enhancing and protecting Barnet's open spaces)

CS8 (Promoting a strong and prosperous Barnet)

CS9 (Providing safe, effective and efficient travel)

CS10 (Enabling inclusive and integrated community facilities and uses)
CS11 (Improving health and well-being in Barnet)
CS12 (Making Barnet a safer place)
CS13 (Ensuring the efficient use of natural resources)
CS14 (Dealing with our waste)
CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

DM01 (Protecting Barnet's character and amenity)
DM02 (Development standards)
DM03 (Accessibility and inclusive design)
DM04 (Environmental considerations for development)
DM05 (Tall Buildings)
DM06 (Barnet's Heritage and Conservation)
DM08 (Ensuring a variety of sizes of new homes to meet housing need)
DM10 (Affordable housing contributions)
DM11 (Development principles for Barnet's town centres)
DM13 (Community and education uses)
DM14 (New and existing employment space)
DM15 (Green belt and open spaces)
DM16 (Biodiversity)
DM17 (Travel impact and parking standards)

A number of local and strategic supplementary planning guidance (SPG) and documents (SPD) are material to the determination of the application.

Local Supplementary Planning Documents:

Sustainable Design and Construction (April 2013)
Residential Design Guidance (April 2013)
Planning Obligations (April 2013)
Affordable Housing (February 2007 with updates in August 2010)

Strategic Supplementary Planning Documents and Guidance:

Barnet Housing Strategy 2015-2025
Accessible London: Achieving an Inclusive Environment (April 2004)
Sustainable Design and Construction (May 2006)
Health Issues in Planning (June 2007)
Wheelchair Accessible Housing (September 2007)
Planning for Equality and Diversity in London (October 2007)
All London Green Grid (March 2012)
Shaping Neighbourhoods: Play and Informal Recreation (September 2012)
Affordable Housing and Viability (2017)

The Community Infrastructure Levy Regulations 2010:

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

PLANNING ASSESSMENT

1.0 Site Description

- 1.1 The application is located on the eastern side of the A5 and currently comprises of the BT Telephone Exchange and switching centre buildings along with a car showroom, offices and a former industrial building. The site has an area of approximately 2.15 hectares with buildings extending up to 12 storeys in height.
- 1.2 Adjoining the southern boundary of the site is a car showroom and associated forecourt and an autocentre whilst further to the south of the site is a large Sainsburys supermarket along with the large ground level car park. To the north, the application site adjoins the emerging 'Rushgroves' development on the former Homebase site which will comprise up to 386 residential units along with 936sqm of B1 floorspace, 97sqm of A3 floorspace, 295sqm of D1 floorspace and 96sqm of D2 floorspace. To the east, the site partly adjoins the Hyde Estate Road and partly adjoins the Silk Stream, which forms an ecological corridor (of local/borough importance) linking the Brent Reservoir to Colindale. A further car showroom is located adjacent to the eastern site boundary. Two industrial units, collectively referred to as the Connaught Business Centre, are also located to the north-east, adjoining the northern boundary of the application site.
- 1.3 The application site is located approximately 0.5 miles to the north-west of the Brent Cross and Cricklewood Regeneration Opportunity Area and approximately 1 mile to the south of the designated Colindale/Burnt Oak Regeneration Opportunity Area. The site is located approximately a 10 minute from Hendon Station, a 25-minute walk from Colindale Station and is also located adjacent to the A5 with its numerous bus services. The site has an overall PTAL of 2. The site is not located within a conservation area, nor are any of the buildings on site listed.

2.0 Proposed Development

- 2.1 Permission is sought for the phased comprehensive redevelopment of the site to provide up to 505 residential dwellings (Use Class C3); and up to 743 sqm of flexible commercial floorspace (Use Class A1, A2, A3, B1, D1, and D2). The development would vary in height with building heights ranging from 3 to 17 storeys. For clarity, details of the development is set out below by phase.

2.2 Notwithstanding, it is noted that an illustrative masterplan has been prepared and submitted for the entire Site, that also considers the relationship of the detailed layout of the L&Q development to the north; and the potential for future redevelopment to the south. The Illustrative Masterplan is proposed to be delivered in three distinct phases ('Phase One, Phase Two, and Phase Three') and seeks to establish a number of key, indicative development principles in terms of building layout, scale, connectivity, and access across the Site, This approach has ensured that the Site has been comprehensively planned for.

Phase 1 (Detailed Element)

2.3 Phase 1, for which detailed permission is sought, would encompass an area of 1.02 hectares mostly of a linear form running east-to-west to the south of the application site along with the north-east corner of the site adjacent to the Silk Stream and Connaught Business Centre. Phase 1 would deliver 244 residential dwellings along with 193 square metres of flexible commercial floorspace (Use Class A1, A2, A3, B1, D1, and D2). Phase 1 would comprise of 8 distinct blocks A-H which would have the following heights:

Building	Height (Storeys)
Block A	17
Block B	5
Block C	8
Block D	5
Block E	8
Block F	5
Block G	6
Block H	3

2.4 Block A, at part 17 storeys would be the highest element of the development and would be located adjacent to the A5 at the south-west corner of the site. Block A would accommodate commercial floorspace at ground floor level with access from the A5 with residential accommodation to all other floors, accessed from a separate core also with an entrance from the A5. The primary site through pedestrian route adjoins the A5 adjacent to Block A and runs centrally to the north of the linear blocks of Phase 1.

2.5 Blocks B and C would be located to the east of Block A, and would form a composite building with Block B at 5 storeys forming a shoulder to Block C at 8 storeys in height. The blocks are accessed from the south elevation where there is a single residential core for both blocks. Duplex units are also located at ground and first floor levels of Block B with the units on the floors above accessed from a decked access to the north elevation. Ground level car parking would be provided within an undercroft area accessed from the vehicular road running to the south of the blocks. At roof level of Block B would be amenity space for residents inclusive of some children's playspace.

2.6 Blocks D and E would be separated from Blocks B and C by a vehicular access road providing access to a undercroft parking area within D/E. Blocks D/E would replicate the form of Blocks

B/C with Block D at 5 storeys forming a shoulder to Block E at 8 storeys in height. The layout of the blocks would be consistent with that of B/C with duplex units at ground and first floor level and single residential core accessed from the south elevation. The roof level of Block D would provide amenity space, inclusive of some children's playspace.

- 2.7 Blocks F and G would be stand perpendicular to Blocks D/E, laid out parallel to the eastern boundary of the application site. Block F would stand at 5 storeys in height, forming a shoulder to Block G at 6 storeys in height. The block would be located adjacent to the main vehicular entrance to the site, running from the Hyde Estate Road. The block would be solely residential with a single residential core accessed from the south elevation. The units within Block F would also incorporate decked access located to the north elevation. Ground level parking would be located opposite the south elevation and adjacent to the west elevation, between the block and Blocks D/E.
- 2.8 Block H would be located in the north-east corner of the site, adjacent to the site boundary and the Connaught Business Centre. The Block would comprise of a row of 8 x 3 storey townhouses with the rear gardens adjoining the site boundary. A vehicular access road, laid out as in a cul-de-sac manner would be located to the south of the terrace which would incorporate some surface parking.
- 2.9 All of the blocks within Phase 1 would have a vehicular access from a road running to the south of Blocks A-G. A pedestrian access runs centrally to the north of Blocks A-G within an area comprising a scheme of soft landscaping.

Phases 2 and 3 (Outline)

- 2.10 Phases 2 and 3, for which outline permission is sought with all matters reserved, would encompass an area of 1.157 hectares and would provide up to 261 residential units along with 615 square metres of flexible uses commercial floorspace (Use Class A1, A2, B1, D1 and D2).
- 2.11 Design parameters and guidelines have been submitted which show that the buildings within Phases 2 and 3 would have the following indicative heights:

Building	Height (Storeys)
Block J	4-5
Block K	4-5
Block L	10-12
Block M	4-5
Block N	10-12
Block P	5-7
Block Q	5-7
Block R	5-7

- 2.12 Phases 2 and 3 would comprise of the northern part of the site, adjoining The Rushgroves along with the north-west corner of the site adjacent to the A5. The layout of the buildings would be largely laid out in a linear form from east to west adjoining Phase 3 extending to the north on the A5 frontage.
- 2.13 Block J would comprises a single building extending to 4-5 storeys in height, to correspond with the character of the adjacent townhouses (Block H) to be brought forward under Phase One. Block J has an indicative capacity for 26 residential units with an indicative mix of 1, 2, and 3-bedroom apartments. As detailed within the Design Guidelines the design of Block J is envisioned to be of a lower-density character, in creating a mews with a turning head at the western end of the street; when viewed in context with the townhouses to the north (Block H).
- 2.14 Block K would comprise a single building ranging from 4-5 storeys, stepping down to the east; with capacity for 19 residential units. Development Block L is located immediately adjacent to Block K (to the west), stepping up to 10-12 storeys in height with capacity for 44 residential units. Blocks K and L would be accessed from a shared residential core. The outline footprint of Development Blocks K and L would largely mirror that of Blocks D and E of Phase 1 opposite. The access to the basement car park for Phase 2 would be located to the north and south of Block K.
- 2.15 Block M would comprise a single building ranging between 4-5 storeys in height; with capacity for 19 residential units. Development Block N is located immediately adjacent to Block M, stepping up to 10 –12 storeys in height with capacity for 44 residential units. Development Blocks M and N are accessed from a shared residential core.
- 2.16 Blocks P, Q and R would all front onto the A5 with an indicative residential capacity of comprising 15 residential units within Block P, 15 units within Block Q and 25 units within Block R. Blocks Q and R would also comprise up to 550 sqm of flexible commercial floorspace (within use classes A1, A2, A3, B1, D1 and D2) at ground floor level fronting onto the A5.

Car Parking

- 2.17 The development would provide a total of 101 car parking spaces for the 244 residential units within Phase One at grade and undercroft level, equivalent to a ratio of 0.41 spaces per unit. All car parking will be accessible from each individual core.
- 2.18 Within Phases 2 and 3, approximately 150 car parking spaces would be provided, utilising the existing double storey basement under the existing telephone exchange building. Access and layout arrangements for the basement car park are indicative at this stage due to the outline nature of the proposals.
- 2.19 Across all phases, 251 car parking spaces would be provided within basement, undercroft and ground level parking which is approximately equivalent to 0.5 spaces per unit.

3.0 Relevant Planning History

- 3.1 The planning application set out below relates directly to the application site and are considered to be relevant to the consideration of the current scheme. It should be noted that numerous minor applications have been submitted in relation to the operation of the telephone exchange, these are not considered to be directly relevant to the consideration of the current scheme and as such are not listed.
- 3.2 In December 2017, a Prior Approval was granted for the change of use of the main BT Towers from Use Class B1 (office) to Use Class C3 (residential) to provide (220 Units) (application ref: 17/5534/PNO). It is important to note that the approved scheme comprised residential car parking at a ratio of 0.36 spaces per unit.
- 3.3 The adjacent site to the north, formerly comprised of a Homebase retail store, is currently undergoing redevelopment pursuant to the approval of planning application H/0528/14 in October 2015. Permission was granted for the demolition of the existing buildings, and the erection of eight blocks of apartments of 6-8 storeys with a building of 14 storeys adjacent to The Hyde (the A5, Edgware Road) and three terraced blocks comprising housing and duplex apartments, providing 386 residential units (Class C3), 936sqm of Class B1 (Business Hub), 97sqm of Class A3 use (Cafe), 295sqm of Class D1 use and 96sqm of Class D2 use. Associated car and cycle parking, storage and plant space located at basement level with private and shared residential external amenity space and landscaping.

4.0 Consultations

- 4.1 As part of the consultation exercise, 970 letters were sent to neighbouring residents, site notices were erected adjacent to the site and a notice was published in the Barnet Press on 15.02.2018. As a result of the consultation exercise, a total of 3 responses were received, all objecting to the application.

Summary of Neighbour Objections

- 4.2 The material planning considerations contained within the objections received from neighbouring residents can be summarised as follows:

Objection	Officer Response
The development appears to show little regard to supporting infrastructure such as doctors, schools, fire brigade etc which will be put under additional strain with development of this scale	Should the application be approved, the permission would be subject to the payment of the Community Infrastructure Levy, the purpose of which is support the Council in delivering local infrastructure.
The development should be restricted to a maximum of 10 storeys	Whilst it is acknowledged that the site is located outside of those areas identified as being suitable for tall buildings, officers consider that there are material

	<p>circumstances which justify such a departure from the development plan. These include the tall building already in situ on the site, the recent approval of a tall building to the adjoining development site to the north. Full commentary on the acceptability of the tall buildings is set out within Section XX of this report.</p>
<p>Dwellings within the development should be affordable and for local people, and not sold to international investors</p>	<p>The development is providing 35% of the units as affordable which is in line with the Mayor of London's objectives. Placing restrictions on the sale of the private units would be unreasonable and commercially restrictive on the applicant.</p>
<p>The transport report does recognise the poor/moderate cycling provision and recommends explicit cycling lanes to make cycling a safer option for residents and if this proposal is going to attract cyclists to the new 796 cycling parking bays then adequate and safe provision needs to be included in an area wide improvement strategy supported by the rich developers who are capitalising on their projects in our area rather than seeing them simply take the profit and run. This will leave the area in a poor state regarding infrastructure and services which desperately needs to be addressed</p>	<p>Cycling infrastructure and the accessibility of the site and its environs for cyclists was raised as an issue by both LBB and TfL highways officers. Subsequent discussions with the applicant have secured a financial contribution of £250,000 through the S106 which will be used to carry out a study on the feasibility of the installation of a cycle lane to the A5.</p>
<p>This particular development shows some serious flaws in the Transport Assessment. The published numbers of 7 cars per 15 minutes are a fantasy figure. Add the vehicles of the residents of another 505 dwellings and the A5 will quickly become more of a car park that it already resembles at several times during the day. This will have a significant impact on neighbours of this development and will be detrimental to the air quality and residents' amenity in the local area</p>	<p>Following review by LBB and TfL highways officers, revised trip generation figures were submitted by the applicant. The updated figures used an agreed methodology and are considered to be accurate for the purposes of assessment. In terms of air quality impacts, the application site is located within an exceedance zone and is therefore sensitive to any additional impacts. LBB Environmental Health officers were consulted on the application and outlined numerous measures which could mitigate the air quality impacts arising from the development including the payment Marginal Abatement Costs through the S106. Full commentary on the air quality impacts are set out within the relevant section of this report.</p>

<p>The design is generic and inward facing; effectively turning its back to the Edgware Road and its neighbours</p>	<p>The development has been the subject of extensive discussions with both LBB and GLA in reaching the optimum layout. To the north, connections to the Rushgroves were precluded by the approved layout of the neighbouring scheme and the location of private gardens. To the south, the scheme has evolved from earlier iterations to include activity to the southern edge of the scheme which provides scope for harmonisation of any future development of the Sainsburys site. To the A5, a marker building is located on the south-west edge of the site with an active frontage and a distinct form and appearance, giving significant street presence.</p>
<p>The Transport Assessment by Icenii is incomplete and, therefore, the impact of the development on traffic and pedestrian safety has not been properly assessed. However, this objection could be overcome should significant contributions be agreed to improve pedestrian safety at the Kingsbury Road Junction, particularly for children and those with ambulant disabilities. This could be achieved either through the S106 Agreement as a site-specific mitigation measure or through a S278 Agreement as part of the general highway reparations and improvements</p>	<p>The applicant has submitted amended trip generation figures which used a methodology agreed with LBB and TfL highways officers. The likely impacts arising have been assessed and it has been identified that there would be demonstrable impact on A5/Kingsbury Road junction. Given the impact identified, mitigation would be secured through a S278 agreement to be agreed with LBB/TFL.</p>

Responses from External Consultees

4.3 The responses received from external consultees can be summarised as follows:

Consultee	Response
<p>London Borough of Brent</p>	<p>Brent are of the view that additional information is required regarding the treatment and tree planting of the A5 corridor. Given the building line has implications for tree planting this detail needs to be resolved in advance of planning permission being granted and not as a condition.</p> <p>Detailed discussions are needed between colleagues in education at Barnet and</p>

	<p>Brent, to ascertain if there is existing capacity within Barnet to meet the additional demand the development will generate. Such information has not been set out within the application.</p> <p>Barnet Council should be urged to resist this proposal, on the grounds that, in the absence of any offer of funding for improvements to the substandard pedestrian crossing facilities at the signalised junction of Edgware Road and Kingsbury Road, the proposal would fail to ensure that it is safely and easily accessible by pedestrians, particularly those with sensory and mobility impairments.</p>
Thames Water	<p>Thames Water would advise that with regard to sewerage infrastructure capacity, there is no objection to the above planning application.</p>
Metropolitan Police – Crime Prevention Design Officer	<p>There is no objection to this proposal, however one area of concern is the layout of this site is the 27 parking spaces that are positioned to the far east of the site (close to the Silk Stream). The positioning of these spaces, with little activity in this area, very little natural surveillance leaves them very vulnerable and vehicles parked in the area will be targeted by criminals and it will be place where anti-social behaviour will take place, as unobserved, disconnected parking areas such as this, invariably do. The design of this needs to be addressed, either by drastically increasing the activity and surveillance of this area or by securing the parking area with fences and controlling access with a gate, thus preventing access to non-residents.</p> <p>Other aspects of the design that are currently included and are vital to the success of this development from a crime prevention view point, is the active street scene that appears to have be designed in and the securing of under croft parking areas, it is vital that these design aspects remain in this proposal.</p>

<p>Greater London Authority</p>	<p>Principle of development: The redevelopment of the site for a mixed use residential-led scheme is strongly supported.</p> <p>Affordable housing: The proposed 35% provision of affordable housing meets the fast track threshold as set out in Policy H6 of the draft London Plan and the Mayor's Affordable Housing and Viability SPG and is strongly supported. The applicant has demonstrated that the provision of grant funding (or any other available public subsidy) would not further increase the offer. An early implementation review mechanism as set out in the Affordable Housing and Viability SPG should be secured.</p> <p>Design: Further work on design and residential quality required. Verified images of the scheme from Protected Vista extension 6.1A (Blackheath to St Pauls) must be submitted.</p> <p>Energy: The applicant must submit a revised energy report containing the emission figures of the full hybrid application. In addition, the applicant must explore the potential for additional measures to deliver further carbon dioxide reductions. Once all opportunities for securing further feasible onsite savings have been exhausted, a carbon offset contribution should be secured to mitigate any residual shortfall.</p> <p>Transport: Further information is required on trip generation, blue badge parking and cycle parking. Conditions and Section 106 obligations are required to secure the following; public transport contribution; walking and cycling contribution; car park management plan; details of cycle parking; travel plan; delivery and servicing plan; and construction and logistics plan.</p>
<p>Natural England</p>	<p>Without appropriate mitigation the application may damage the interest features for which Brent Reservoir Site of Special Scientific Interest (SSSI) has been</p>

	<p>notified. This may arise through pollution of the Silk Stream during construction, which feeds into the SSSI.</p> <p>In order to mitigate these adverse effects and make the development acceptable, measures to prevent pollution of the Silk Stream during construction in line with best practice should be secured through an appropriate planning condition or obligation.</p>
Environment Agency	<p>The FRA submitted with this application does not comply with the requirements set out in paragraph 102 of the National Planning Policy Framework which states that for areas at risk of flooding a site-specific flood risk assessment must be undertaken which demonstrates that the development will be safe for its lifetime. It does not comply with paragraph 94 of the National Planning Policy Framework which requires local planning authorities to adopt proactive strategies to adapt to climate change, taking full account of flood risk and coastal change.</p> <p>The FRA uses the correct ‘intermediate’ approach, but the levels are lower than our results. This is because the submitted FRA includes the 1 in 100 + 20% levels in the stage-discharge curve, which may have skewed the results. Consequently the development proposes inadequate flood storage compensation, finished floor levels and resistance and resilience measures.</p> <p><i>Subsequent to the comments above, the outstanding information and calculations were provided to the satisfaction of the EA. Flood issues are fully discussed in the relevant section of this report.</i></p>

Responses from Internal Consultees

4.4 The responses received from internal consultees can be summarised as follows:

Consultee	Response
Environmental Health	With respects to noise, good internal noise

levels can only be achieved with windows that are kept shut and employing a mechanical ventilation system. Any time the residents wish to get purge ventilation (due to overheating or getting rid of cooking odour) they will need to open windows which will result in very high internal noise levels and also poor air quality.

With respects to air quality, the assessment shows that the development site is in an area of poor air quality where air pollution exceeds the limits by a long way and will do so for a long time. The assessment also shows that the development is not air quality neutral in terms of transport emissions. The assessment also shows that the development itself will have a negative impact on already poor air quality in the area and two nearby air quality focus areas (areas where the GLA has highlighted air quality is particularly poor and that there are sensitive receptors and where action should be focused to make improvements).

Chapter 5 of the Environment Statement states that mitigation in the form of Mechanical Ventilation will be needed so that residents do not need to open their windows for ventilation. However the noise report states that windows will need to be opened for purge ventilation or overheating. Alternatives to opening windows for purge and rapid ventilation should be considered; otherwise the internal air quality will not be good.

Air quality has predicted to exceed the relevant legal requirements at ground and first floor levels and higher levels at different existing receptors without the scheme. The predicted baseline levels for 2016 show that there are receptors where the more stringent one-hour mean for nitrogen dioxide is being exceeded. The report models to the future scenario in 2020, and it says air quality will improve. However the nearby monitoring location at the corner of Edgware Road and Kingsbury Road is not showing a decline in

	<p>concentrations</p> <p>No meaningful discussion has taken place as to how the scheme not being air quality neutral with respect to transport emissions will be counterbalanced. No on-site mitigation measures have been specified. No off-site mitigation measures have been mooted.</p> <p>London Plan Policy 7.14 Improving Air Quality states that developments should be at least air quality neutral and not lead to further deterioration of existing poor air quality.</p> <p>Enhanced sound insulation for all potential future users of the commercial units should be secured so that when it is known what use will occupy the commercial then an appropriate assessment be made and use-dependent mitigation recommended.</p>
Transport and Highways	No objections to scheme subject to conditions and S106 obligations.
SUDS/Drainage	No objections to scheme following submission of additional information.

5.0 Principle of Development

5.1 The existing site is occupied by the British Telecom Telephone Exchange and Switching Centre (Class B1 and B2); Vacant BT Training Hut (Formerly Children’s Day Nursery) (Class D1), Crown Honda Hendon Building & JEM Suzuki (Sui Generis) and the BT Open Reach Workshop and Supply Chain Hub (Class B2/B8). Given the presence of employment floorspace, its proposed loss is therefore material to the consideration of the current application. However, it is noted that the main office use (within the main BT Telephone Exchange towers) has rapidly declined over a prolonged period, with the operation of the BT Switching Centre, also due to cease shortly. The former industrial warehouse and training hut within the north-west corner of the Site are also vacant. As such, the Site includes substantial areas which are currently unused/under-utilised for employment use, which is indeed soon to be completely phased out.

Loss of Employment Floorspace

5.2 The existing site is currently occupied by numerous historic employment uses, comprising the following:

- British Telecom Telephone Exchange (Use Class B1)
- BT Open Reach Workshop and Supply Chain Hub (Use Class B2/B8)

- 5.3 Policy DM14 of the Development Management Policies document is relevant and states inter alia that outside of a Locally Significant Industrial Site, Industrial Business Park or Business Location the loss of a B Class use will only be permitted where it can be demonstrated that a site is no longer suitable and viable for its existing or alternative business use in the short, medium and long term and a suitable period of effective marketing has been undertaken.
- 5.4 In this case, the application site is not identified as a Locally Significant Industrial Site, Industrial Business Park or Business Location within the Core Strategy Proposals map and as such its loss should only be permitted where it is demonstrated that it is no longer viable for its existing (or alternative) employment use.
- 5.5 In respect of the B1 floorspace within the telephone exchange, no explicit marketing evidence has been submitted by the applicant to demonstrate a lack of demand for the continued employment use of the building. Acknowledging that the main BT Towers could be converted under General Permitted Development Rights without the requirement for planning permission (therefore negating the requirement for marketing evidence on this if this were the case). Notwithstanding the absence of explicit marketing evidence, officers consider that there are other material considerations which adequately demonstrate the lack of demand for the continued use of the B1 floorspace.
- 5.6 Firstly, it must be noted that the layout and form of the office accommodation is bespoke to its current use as a telephone exchange. It should also be noted that the occupiers of the telephone exchange have been going through a comprehensive rationalisation of their estate with emerging technologies reducing the need for such large floorplate facilities, thus the lack of demand for their continued occupation. The specific and bespoke configuration of the premises significantly reduces the realistic prospect of it being suitable and viable for an alternative user.
- 5.6 Secondly, it must also be noted that the application site is located in close proximity to the Brent Cross/Cricklewood Regeneration Area which has an outline permission for a significant mixed-use redevelopment for the area which would comprise a total of up to 456,611 square metres of employment floorspace (Use Classes B1-B8). If the loss of the employment floorspace through the current application is viewed in this wider local context, then there would still be a significant increase in employment floorspace and opportunities in this part of the borough.
- 5.7 Lastly, as set out within the planning history of this report, the application site benefits from a prior approval (application ref: 17/5534/PNO) which would allow a change of use from office to residential under permitted development legislation. The scheme, comprising 220 residential units would not retain any mix of uses on the site and could be implemented

without the need for planning permission pursuant to the prior approval. Whilst the current application is materially different to the permitted development scheme, the fact remains that the principle of the change of use is already established through the prior approval.

- 5.8 Paragraph 22 of the NPPF states that planning policies should avoid the long-term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. In light of this and the factors outlined above, officers consider that there is little prospect of the long-term reuse of the B1 floorspace for employment use and its change of use to provide a residential-led mixed use development is acceptable.
- 5.8 With regards to the industrial premises (predominantly Use Class B2), the applicant has submitted a marketing report undertaken by Savills outlining the measures undertaken with regards to the marketing of the site and other such premises within the locality.
- 5.9 In respect of the marketing of the subject premises, the report from Savills confirms that advertising commenced in June 2017 with 10 enquiries being received during the period of marketing. Of these enquiries, 2 were from parties seeking to convert the site to residential and 1 related to the use of the site for a place of worship (Use Class D1). Other enquiries resulted in the parties declining to go forward with negotiations due to the unsuitability of the premises. A copy of the marketing particulars is included within the report.
- 5.10 At the time of submission of the application in January 2018, less than 12 months continuous marketing had been undertaken however at the time of writing this report a supplementary marketing note has been submitted to confirm that no firm enquiries relating to the continued employment use of the premises was received in the intervening period equating to the requisite 12 months of continuous marketing.
- 5.11 It is considered that the marketing report is robust and demonstrates that there is inadequate demand for the continued employment use of the site in accordance with Policy DM14.
- 5.12 In conclusion, officers consider that the proposed change of the current employment uses on site is fully justified and acceptable in accordance with Policy DM14.

Community Use

- 5.13 It is noted that one of the existing uses within the application site is a children's nursery (Use Class D1) which is recognised as a community use. Policy DM13 is therefore relevant and states inter alia that the loss of a community or educational use will only be acceptable in exceptional circumstances where a new community or education use is provided on the site or at a suitable alternative location.
- 5.14 In this case, no alternative provision has been made at an alternative location however permission for community use (Use Class D1) is sought as part of the range of uses for the flexible use commercial floorspace.

- 5.15 Whilst D1 would form part of the approved range of uses, an open approval would leave no safeguards in place that the flexible use would be utilised as community floorspace to ensure some retention in line with Policy DM13. Officers therefore consider that it would be appropriate to include a S106 obligation to ensure that part of the flexible use floorspace is safeguarded for a community use. In order to ensure that such an obligation is not commercially restrictive, a cascade clause would be included to ensure that the floorspace could revert to other approved uses should there be no demand for a community use.

Conclusion

- 5.16 Having regard to all of the above, having justified the change of use of both the employment and community uses currently in situ, the introduction of a residential-led mixed use scheme would be acceptable. There are no overarching strategic policies which would thus restrict the introduction of a residential use to the site. The scheme would thus be in accordance with Policy DM13 and DM14 of the Local Plan.

6.0 Residential Density

- 6.1 London Plan policy 3.4 seeks to optimise the housing output of sites taking into account local context and character, the design principles in chapter 7 of the London Plan and public transport capacity. Taking into account these factors, Table 3.2 of the London Plan sets out a density matrix which serves as guidance for appropriate densities in different locations dependent on the aforementioned factors.
- 6.2 It should be noted that the Draft London Plan, takes a less prescriptive approach and Policy D6 states inter alia that the density of a development should result from a design-led approach to determine the capacity of the site with particular consideration should be given to the site context, its connectivity and accessibility by walking and cycling, and existing and planned public transport (including PTAL) and the capacity of surrounding infrastructure. Policy D6 goes on to state that proposed residential development that does not demonstrably optimise the housing density of the site in accordance with this policy should be refused.
- 6.3 The application site is best described as ‘urban’ defined within the London Plan as “areas with predominantly dense development such as, for example, terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 metres walking distance of a District centre or, along main arterial routes”
- 6.5 The density of the proposed development across all phases would equate to 234 dwellings per hectare. The optimum density range for a site such as this as set out within the London Plan density matrix (London Plan – Table 3.2) would be between 45 and 170 units per hectare. The proposed density is clearly therefore in excess of this optimum range, however

it is considered that there are mitigating circumstances which provide justification for such a dense development.

- 6.6 Firstly, officers consider that the density of the scheme is expressed through development of a height and scale that is appropriate for its context and commensurate with the scale of development currently in situ and of the emerging Rushgroves development to the north.
- 6.7 Secondly, it is pertinent to note that Rushgroves development to the north was approved with a higher density than that of the current scheme, 264 dwellings per hectare. In line with the view taken with regards to the Rushgroves development, the application site is located in a strategic location between two Regeneration Areas and at the gateway to the A5 corridor. In such a context, optimised density therefore desirable and densities which exceed the ranges outlined in the London Plan may be acceptable.
- 6.8 The London Plan Housing SPG sets out that development which exceeds the density ranges will not necessarily be considered unacceptable, but will require particularly clear demonstration of exceptional circumstances and a sensitive balance must be struck. The document goes on to state inter alia that where proposals are made for developments above the relevant density range they must be tested rigorously, taking particular account of not just factors such as dwelling mix, design and quality, physical access to services and the contribution of the scheme towards 'place shaping'.
- 6.9 In this case, the application site has been subject to a design-led approach to optimise the potential of the site with cognisance of the factors outlined above. In all respects, officers consider that the scheme delivers a high-quality development which fully justifies an increased density. The London Plan also outlines that the density matrix should not be applied mechanistically and in this case it is considered that, notwithstanding the proposed density being in excess of the optimum range, it is appropriate for the site and in accordance with Policy 3.4 of the London Plan.

7.0 Housing Quality

- 7.1 A high quality built environment, including high quality housing in support of the needs of occupiers and the community is part of the 'sustainable development' imperative of the NPPF. It is also implicit in London Plan Ch1 'Context and Strategy', Ch2 'London's Places', Ch3 'London's People', and Ch7 'London's Living Places and Spaces', and is explicit in policies 2.6, 3.5, 7.1, and 7.2. It is also a relevant consideration in Barnet Core Strategy Policies CSNPPF, CS1, CS4, and CS5 Development Management DPD policies DM01, DM02 and DM03 as well as the Barnet Sustainable Design and Construction SPD, Residential Design Guidance SPD and CAAP policy 5.2.

Dwelling Mix

7.2 Policy DM08 of the DMP – DPD states that new residential development should provide an appropriate mix of dwellings and with regards to market housing states that 4 bedroom units are the highest priority and 3 bedroom units are a medium priority.

7.3 The development proposes 505 residential units across all phases with the following mix of units:

Unit Size	Number of Units	% of Units
Studio	49	9.7%
1 bedroom	167	33.1%
2 bedroom	223	44.6%
3 bedroom	65	11.3%
4 bedroom	1	0.2%

7.4 The detailed element (Phase One) will provide 244 residential units comprising of 34 x studios, 106 x one-bedroom flats, 86 x two-bedroom flats, 9 x three-bedroom flats, 1 x 4-bedroom flat and 8 x 3-bedroom, family townhouses.

7.5 It is considered that the scheme comprises a good mix of housing types and sizes, including a good level of larger family sized units. Whilst there is a large proportion of 1 and 2 bedroom units, this is considered to be appropriate given the site’s characteristics and location. Officers therefore consider the proposed dwelling mix to be acceptable and in accordance with Policy DM08 of the Local Plan.

Residential Space Standards

7.6 Table 3.3 in the London Plan provides a minimum gross internal floor area for different sizes of dwelling. This is set out in the table below, which shows the areas relevant to the units proposed within the development:

	Dwelling Type (bedrooms/persons)	Minimum Internal Floorspace (square metres)
Flats	1 bed (2 persons)	50
	2 bed (3 persons)	61
	2 bed (4 persons)	70
Houses	3 bed (5 persons)	85

7.7 All of the proposed units would at least meet and in most cases would exceed the minimum standards, providing a good standard of accommodation for future occupiers.

Wheelchair Housing

7.8 Barnet Local Plan policy DM03 requires development proposals to meet the highest standards of accessible and inclusive design, whilst Policy DM02 sets out further specific considerations. All units should have 10% wheelchair home compliance, as per London Plan policy 3.8.

7.9 The applicant’s Planning Statement sets out that 10% of the residential units would be provided as wheelchair adaptable in line with aforementioned policy context and in accordance with Part M4(3) of the Building Regulations. This is considered to be acceptable and a condition is attached which would secure these wheelchair units. It should be noted however that due to the hybrid nature of the scheme, it is considered appropriate to word the condition to require 10% of the units within each phase to be delivered as wheelchair adaptable.

Amenity Space

7.10 Barnet’s Sustainable Design and Construction SPD Table 2.3 sets the minimum standards for outdoor amenity space provision in new residential developments. For both houses and flats, kitchens over 13sqm are counted as a habitable room and habitable rooms over 20sqm are counted as two habitable rooms for the purposes of calculating amenity space requirements. The minimum requirements are set out in the table below:

Outdoor Amenity Space Requirements	Development Scale
For Flats: 5m ² of space per habitable room	Minor, major and large scale
For Houses: 40m ² of space for up to four habitable rooms 55m ² of space for up to five habitable rooms 70m ² of space for up to six habitable rooms 85m ² of space for up to seven or more habitable rooms	Minor, major and large scale
Development proposals will not normally be permitted if it compromises the minimum outdoor amenity space standards.	Householder

7.11 The development proposes a mix of private and communal amenity areas and the Design and Access Statement submitted in support of the application incorporates an assessment of the level of amenity space provided in relation to the requirements of both the London Plan SPG and the Barnet SPD.

7.12 The communal amenity space would be provided within Phase 1 through pocket squares, accessible roofs along with a central green corridor running centrally through the site. Each of the residential units within Phase 1 would also each have a balcony, terrace or garden (in the case of the townhouses) of at least 5 square metres. The amount of amenity space proposed with Phase 1 is fully compliant with SPD requirements and is considered to be well-designed and of a high quality.

7.13 In respect of Phases 2 and 3, an indicative masterplan has been submitted which demonstrates how the amenity spaces could be delivered. Given the outline nature of the proposals, the masterplan is at an indicative stage however has been predicated on the SPD

requirements set out above. This is considered to be acceptable with further details of the amenity provision within Phases 2 and 3 to be included within subsequent reserved matters applications.

Children's Play Space

- 7.14 Phase 1 of the development would have a Child Yield of 34 children as per the Mayor's Child Yield Calculator with 17 under the age of 5, 10 between the ages of 5 and 11; and 7 over the age of 12. The Mayor's Shaping Neighbourhoods: Informal Play and Recreation SPG requires a provision of 10 square metres of playspace per child.
- 7.15 Within Phase 1, play areas would be provided within the accessible roof spaces provided at roof level of Blocks B/C, D/E and F/G along with a play area at ground level adjacent to Block F/G. The play spaces combine to give a total of 349 square metres which is in excess of the minimum requirement of 340 square metres as set out above.
- 7.16 With regards to Phases 2 and 3, in line with the wider amenity space strategy, an indicative masterplan has been submitted which is predicated on the need to provide policy compliant levels of shared amenity space and children's playspace. This is considered to be acceptable with further details of the amenity provision within Phases 2 and 3 to be included within subsequent reserved matters applications.
- 7.17 Nevertheless, the application does not incorporate details of the equipment to be provided. Therefore if permission were to be granted a condition would be attached requiring the submission of details of the play equipment to ensure it is of an appropriate type and quality.

Privacy

- 7.18 Policy DM01 of the Local Plan requires that development have regard to the amenity of residential occupiers. In this regard it is necessary to consider the design of the scheme and the privacy that would be afforded to future occupiers of the development.
- 7.19 Phase 1 is laid out in a largely linear manner, with potential pinchpoints in terms of separation distances between buildings largely mitigated through the layout of the blocks. There is however a separation distance of approximately 16 metres between the flank elevations of Blocks B/C and D/E and between D/E and F/G which is below the recommended minimum of 21 metres. It is considered that the outlook in the context of the development and the design-led approach to optimising the site, these separation distances would not result unacceptable harm for future occupiers. Such separation distances are common in established, higher density urban areas within London and indeed in this case the facing windows do not both consist of primary outlooks with some of the windows in question forming secondary bedroom windows – lessening the extent to which potential overlooking may occur.

- 7.20 The north elevations of Phase 1, within Blocks B/C and D/E would project to within less than 10 metres of the south elevation Blocks K/L and M/N of the indicative layout for Phase 2. However, in both cases – decked access is provided on the north elevation of the Phase 1 blocks with bedroom windows overlooking the decked area. All of the Phase 1 units in question would have their primary living spaces and primary outlook to the south. This would lessen the extent to which overlooking and a loss of privacy could occur.
- 7.21 At this stage, Phase 2 is submitted in outline form and thus the layout of the residential units within Blocks K/L and M/N facing Blocks B/C and D/E is only indicative. However, the 10 metre separation distance would arise from Blocks L and N which are located perpendicular to the facing elevations of Blocks B/C and D/E and as such would incorporate secondary windows with the primary outlook to the east and west. This would further mitigate the risk of a loss of privacy and such a layout would be secured through reserved matters applications.

Outlook

- 7.22 With regards to the outlook from the proposed residential units, as outlined in the Privacy section of this report above, the linear design of Phase 1 is such that potential pinchpoints in terms of separation distances between buildings largely mitigated through the layout of the blocks. However, the same pinchpoints as identified above could also affect the future outlook from the proposed units in question.
- 7.23 In terms of the approximate 16 metre separation distance between the flank elevations of Blocks B/C and D/E and between D/E and F/G, where there are primary outlooks with this separation distances – these units are located opposite the lower shoulder blocks of the adjacent block lessening the impact on the outlook from these units and ensuring that no undue sense of enclosure is created. The windows which are located opposite the higher of the conjoined blocks would form secondary windows or serve bedrooms, mitigating against any loss of outlook.
- 7.24 The north elevations of Phase 1, within Blocks B/C and D/E would project to within less than 10 metres of the south elevation Blocks K/L and M/N of the indicative layout for Phase 2. However, in both cases – decked access is provided on the north elevation of the Phase 1 blocks with bedroom windows overlooking the decked area. All of the Phase 1 units in question would have their primary living spaces and primary outlook to the south. It is considered that this would lessen the impact on the outlook from these windows.
- 7.25 At this stage, Phase 2 is submitted in outline form and thus the layout of the residential units within Blocks K/L and M/N facing Blocks B/C and D/E is only indicative. However, the 10 metre separation distance would arise from Blocks L and N which are located perpendicular to the facing elevations of Blocks B/C and D/E and as such would incorporate secondary windows with the primary outlook to the east and west. This would further mitigate the impact on the outlook from the windows in question and such a layout would be secured through reserved matters applications.

Daylight/Sunlight

- 7.26 A daylight/sunlight report assessing the daylight and sunlight levels of the proposed residential units within Phase 1, undertaken by GL Hearn, was submitted in support of the application. The daylight and sunlight amenity to all habitable rooms within the proposed residential accommodation was tested in line with BRE Report guidance with ADF and Daylight Distribution (DD) tests used for daylight assessment and Annual Probable Sunlight Hours (APSH) used for sunlight assessment. The methodology used within the report is considered to be robust and appropriate.
- 7.27 In terms of daylight, the report sets out that of 618 habitable rooms, 474 (76.7%) would comply with BRE guidelines for ADF. 503 (81.4%) of the habitable rooms would also comply fully with BRE Daylight Distribution (DD) guidelines. This level of compliance is commensurate with the urban characteristics of the scheme and is mitigated by the fact that a large proportion of those windows which fall below the target figures are bedrooms.
- 7.28 In terms of sunlight, the report sets out that 182 out of 618 (29.5%) total habitable rooms would 172 out of 338 (50.9%) of south facing habitable rooms would accord with the BRE guidelines in terms of APSH. Whilst these figures seem relatively low, they must be viewed in the context of the site with its linear form which necessarily reduces the APSH to a good proportion of the Phase 1 windows. Any development of the application site seeking to optimise its potential in line with strategic policies would necessitate a linear form and thus to some extent it is considered reasonable that a lower threshold is adopted. It should also be noted that all units would be provided with an external balcony area which reduces the compliance level below on a quantitative basis however provides a valuable outdoor amenity space for future occupiers on a qualitative basis.
- 7.29 On balance, and considering the site constraints and context, it is considered that the development would achieve acceptable levels of daylight and sunlight compliance.

Noise

- 7.30 In relation to the noise impacts on the proposed development, the application is accompanied by a Noise Impact Assessment from KP Acoustics Consultants which has been reviewed by the Council's Environmental Health officers.
- 7.31 EH officers outlined some concern with the potential noise impacts on future residential occupiers from the adjacent highway network, particularly the A5. Whilst winter gardens were suggested by the EHO for those units adjacent to the A5, officers consider that the introduction of winter gardens would be detrimental to the composite architectural quality of the development. Internally, the noise levels would be mitigated by the specification of the glazing so the concern would only relate to the balcony which would not be used on a daily basis. It should also be noted that the balconies of the units in question would have a

similar relationship to the A5 and the ambient traffic noise as the adjacent Rushgroves residential scheme which was considered to be acceptable.

- 7.32 Nevertheless, these units would require purge ventilation which at present would be achieved through opening of windows. This would negate the noise resistant quality of the glazing and would increase the potential noise levels within the units. It is therefore considered that an alternative form of purge ventilation is required for the units adjacent to the A5 and a condition is attached requiring the submission of details of a scheme of mechanical ventilation for these units within each phase.
- 7.33 The development comprises of a mix of uses with some flexible use commercial space at ground floor level. There would therefore be scope for increased noise generation from a use falling within the range of approved uses, such as a gym. With this in mind, a condition is attached which would require the submission of a scheme of noise insulation for any proposed use of the floorspace under the D use class prior to the occupation of that unit as and when the occupier is known. -

8.0 Affordable Housing

- 8.1 London Plan 2015 Policy 3.12 seeks the maximum reasonable amount of affordable housing to be negotiated. The Barnet Core Strategy (Policy CS4) seeks a borough wide target of 40% affordable homes on sites capable of accommodating ten or more dwellings.
- 8.2 The current application is referable to the GLA and as such the Mayors Affordable Housing and Viability SPG is relevant. The SPG sets out a 'fast track' viability route whereby no viability appraisal is required if a development provides a level of 35% affordable housing (calculated by habitable room).
- 8.3 The proposed development proposes 462 habitable rooms as affordable across all phases which would constitute 35% of the 1320 habitable rooms. The affordable rooms would constitute 63% intermediate/shared ownership and 37% affordable rent. It is clear that the proposed tenure split is not compliant with Barnet's preferred split of 70/30 in favour of affordable rented units.
- 8.4 However, it should be noted that the London Plan outlines that affordable housing should be provided on the basis of 30% at low cost rent, 30% an intermediate product and 40% at the discretion of the LPA. In this case, the provision of a 63/37 scheme in favour of intermediate products provide additionality in the amount of affordable housing that can be provided on site. The raison d'être of affordable housing policies is to maximise the amount of affordable housing secured from residential developments and in this case, adjusting the tenure split allows the scheme to maximise its affordable housing delivery.
- 8.5 Whilst in line with the Mayor's SPG and qualified for the 'fast track' approach, the scheme is still below the local target of 40% as set out within Policy CS4. In this respect, a viability note prepared and submitted by the applicant's viability consultants, DS2, outlines that the viable

position is substantially below the 35% being offered. The applicant is therefore providing level of affordable, albeit below the 40% local target, that is significantly over and above the viable position which should be seen as a significant benefit to the scheme. By way of comparison, the adjoining Rushgroves development was approved with an affordable housing level of 20% (by unit).

- 8.6 Having regard to all of the above, officers consider that the 35% of the habitable rooms being provided as affordable is acceptable and is a significant benefit to the scheme which must weigh heavily in favour of the application in the context of the holistic assessment.

9.0 Design/Appearance and Visual Impact

- 9.1 The proposes 16 blocks across 3 phases with varying heights and forms. The following table summarises the heights of each of the blocks.

Building	Height
Block A	16*
Block B	5
Block C	8*
Block D	5
Block E	8*
Block F	5
Block G	6
Block H	3
Block J	4
Block K	5
Block L	10*
Block M	5
Block N	12*
Block P	6
Block Q	6
Block R	6

- 9.2 Those blocks marked in bold in the table above are those which would have a height of 7 storeys or above and as such would comprise tall buildings for the purpose of assessment against the Barnet Local Plan. It will be noted that there are 5 such tall buildings, 3 of which would be delivered in Phase 1 and 2 of which would be delivered in Phase 2.

Tall Building Assessment

- 9.3 London Plan Policy 7.7 sets out the approach to tall buildings in London requiring that appropriate locations are identified in Local Plan's. The policy sets out design criteria that tall buildings should comply with. Further to this, London Plan paragraph 7.25 defines a tall building as one that is substantially taller than its surroundings, or significantly changes the skyline.

- 9.4 Core Strategy Policy CS5 of the Barnet Core Strategy identifies those areas of the borough where tall buildings will be suitable. These include the nearby Regeneration Areas at Brent Cross and Colindale, but not the application site. The application therefore represents a departure from development plan policy and it should be noted that it was advertised as such as part of the consultation.
- 9.5 Notwithstanding the departure from the development plan, Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 state that all applications must be determined in accordance with the development plan, unless material planning considerations dictate otherwise. The key consideration in is therefore whether material planning considerations exist which justify the tall buildings in this location. In this case, officers consider that the principle of tall buildings at this location is acceptable for a number of reasons.
- 9.6 Firstly and most pertinently, the existing telephone exchange building on site rises to a maximum of 12 storeys, reducing a minimum of 8 storeys across its full width. The existing building is very prominent in both short and long range views and officers consider this provides some precedent for a tall building at this location and provides opportunity for a well-designed scheme to improve the site's relationship with its surroundings and in both short and long range views.
- 9.7 Secondly, the emerging Rushgroves development to the north was approved with a tall building rising to storeys in height at the front of the site adjacent to the A5. Similarly as with the current application site, the Rushgroves site is not located within a strategic tall buildings location. In justifying the departure from development plan policy, the officer report for the application set out the following:
- "... the proposed 14 storey feature corner would be located on the main road and would be viewed in the context of tall buildings nearby, which are of a similar height (the BT Exchange and Hyde House). This building would mark the development and would aid legibility in this part of Colindale, providing a positive visual feature in the skyline."*
- 9.8 Based on the commonalities in the location and characteristics between the two sites, officers consider it is appropriate to take a consistent approach to the current application with regards to tall buildings.
- 9.9 Thirdly, as can be seen within the assessment of the Rushgroves development, the introduction of a 'marker' building to the A5 frontage was considered to be a benefit of the scheme in aiding the legibility of this part of Colindale. The application site in this case is located further to the south of the Rushgroves site and thus it can be seen as more of a 'gateway' site to the A5 corridor. Officers therefore consider that there is scope for a marker building of a high design quality to provide legibility to this part of Colindale and to punctuate the southern end of the A5 corridor. Block A of the scheme at 16 storeys in height would be located on the southern part of the site, directly adjacent to the A5 and would

have a distinctive design and appearance, fulfilling the role of the marker building which is considered to be appropriate by officers.

9.10 Having regard to all of the above, and notwithstanding the location of the application site outside of the strategic tall building locations identified in the Core Strategy, the principle of tall building development is considered to be acceptable in this case.

9.11 Having established the acceptability of the principle of tall buildings in this location, it is also necessary to carry out further assessment in respect of Policy DM05 of the Local Plan which identifies 5 criteria which tall buildings would adhere to. These criteria are set out below with an assessment of the application against each criterion.

i) An active street frontage

9.12 The scheme would be laid out in a largely linear form from east to west, with all of the tall buildings being located within Phases 1 and 2.

9.13 Block A, the tallest of the buildings at 16 storeys would be located adjacent to the site frontage with the A5 at the western end of the site, the building would incorporate an active ground floor with commercial frontage and residential cores providing activity to the street facing north and west elevations.

9.14 Blocks C and E, located within Phase 1 would be located to the south of the central landscaping spine which runs through the site and would also be located to the north of the vehicular access road which connects to the Hyde Estate Road and buffers the site from the Sainsburys site to the south. Following extensive dialogue with GLA and LBB officers, it was considered appropriate for Blocks B-E (inclusive of Blocks C and E) to provide activity to the south elevation so as to avoid constraining future development to the south and to avoid creating an inward looking, insular development. Following revisions, the relevant blocks now incorporate residential frontages to the southern façade in line with this advice and in line with this criterion of Policy DM05.

9.15 Blocks L and M, submitted in outline as part of Phase 2 would be located to the north of the central landscaping spine running through the site. Given that the blocks are submitted in outline, the layouts are at an indicative stage however the design guidelines submitted for Phase 2 outline that both of the tall buildings would have residential cores and frontages to the south elevation, providing an active frontage in line with policy. To the north, the layout of the emerging Rushgroves development and in particular the location of private amenity spaces adjoining the application site precludes any interaction between the two schemes.

ii) Successful integration into the urban fabric

9.16 The application site is laid out in a linear form from east to west, adjoining the strategic A5 corridor to the west. The tallest element of the development, Block A, is located adjacent to the A5 which is considered to be appropriate given that there is a semi regular pattern of tall

buildings located on the A5 corridor to the north, including the adjacent Rushgroves site. The site is located at a strategic location at the gateway to the A5 corridor and as such it is considered appropriate that a tall marker building to provide legibility to the urban fabric.

- 9.17 The height of the development, in both Phases 1 and 2, to the east of Block A would not project significantly higher than the existing 12 storeys of the telephone exchange building however the massing and the visual breaks introduced would help to dissipate the massing and ensure that the domination of the existing building within its context is somewhat reduced.
- 9.18 Whilst the overall height and scale of the development would therefore not be significantly greater than that which already exists on site, the variety in heights, massing and visual gaps would ensure a less monolithic form which officers consider would be of benefit to the surrounding urban fabric.
- iii) A regard to topography and no adverse impact on Local Viewing Corridors, local views and the skyline
- 9.19 There are no local viewing corridors or locally important views which would be adversely impacted by the development.
- 9.20 In a wider context, the London View Management Framework is important to consider. The framework identifies important linear views and panoramas in London which are important to preserve and protect from development which may adversely impact on the views. In this case, View 6A is located on Blackheath Point and is relevant to the consideration of this scheme. View 6A consists of a panorama of London from Blackheath Point with St Pauls as the focal point and in this case there is potential that the tall buildings proposed with the current application may present in the backdrop of the panorama.
- 9.21 In order to assess the potential impact, the applicant was requested by the GLA to undertake a view analysis inclusive of a high-resolution image of the panorama to gauge the impact of the development. In this case it is considered that the significant distance from the viewpoint to the application site, the number of buildings in the foreground of the application site and the relatively limited height of the development would ensure that there would be no discernible adverse impact on the view in accordance with the LVMF.
- iv) Not cause harm to heritage assets and their setting
- 9.22 There are no heritage assets within the vicinity of the site, with the closest conservation area being the Hendon - The Burroughs Conservation Area located 1km away to the north-east and the closest statutorily listed building being St Johns Church located 0.8km away to the south-east. The significant separation distances involved would ensure no impact on the setting of either heritage asset.

- v) That the potential microclimate effect does not adversely affect existing levels of comfort in the public realm

9.23 Following on from initial review of the application, it was noted that microclimate assessment had been submitted in support of the application. Accordingly, following a request from officers, a microclimate assessment was undertaken by XCO2 on behalf of the applicant in July 2018.

9.24 The report from XCO2 identifies that there would be no significant adverse effects for the receptor locations placed surrounding the site, within the proposed development and within the cumulative surrounding developments. All of the receptor locations used are considered to be appropriate. With this in mind, it is considered that the proposals should be considered acceptable on these grounds.

CABE/English Heritage Advice on Tall Buildings

9.25 As well as the Barnet DMP – DPD outlined above, the London Plan and CABE set out criteria which tall buildings should adhere to. Most of these criteria are consistent those of Policy DMO5 and in this case officers also consider that the scheme is compliant.

Design and Appearance

9.26 The architecture proposed is divided into distinct character areas where overarching design principles are applied. The A5 frontage and Block A is considered the more formal part as it is the gateway to the site and incorporates non-residential uses. The middle part is considered transitional where the architecture eases the experience between formal and informal. The final informal character area is predominantly residential with lower buildings.

9.27 it is considered that this approach would rationalise of the architectural composition of the development and would provide some coherence in the use of materials, building articulation. The resulting architectural approach allows for variety without becoming illegible and officers fully support the overarching rationale.

9.28 The formal architectural expression follows a very rational approach to the vertical character of the Tower. The bays which appear in consistent intervals, coupled with the fenestration strategy achieve a formal but not strict rhythm on this character area. The design principles and rational are acceptable as most structures of the kind along the A5 corridor are very civic in nature.

9.29 The transitional architecture expression achieves a good but not repetitive relationship with the formal character area. It is considered that the architects have expressed the top of the buildings in double height to mark the beginning of a different architectural language without losing the legibility of the overall rationale. Sharing some qualities with the formal character area yet achieving variation is considered to be an appropriate design response.

- 9.30 In terms of the informal character area, the most important element which would achieve informality is the lowered massing of the grouped buildings. This is a welcome move that allows for variation within the site and a clear demarcation of the residential lower rise quarters. These structures are lower in height but share some common features with the transitional structures with subtle differences commensurate with their lower scale. again, officers are supportive of the general approach to this character area.
- 9.31 In terms of the materiality of the scheme, the palette is considered to be complementary across all of the plots and would provide enough variation on site to relate to the architecture of buildings and landscape. The material palette is informed where possible from local analysis of materials used; and applied appropriately (particularly close to the Broadway where there is interface with existing built development). The range of proposed materials is considered to be acceptable however a condition is attached requiring the submission of the final external materials for approval by the LPA.

Conclusion

- 9.32 Having regard to all of the above, officers consider that the principle of a tall building in this location is acceptable. Officers also consider that the scheme is of a high design quality and would integrate well with its surrounding context in accordance with London Plan Policy 7.7 and Local Policies CS5 and DM01.

10.0 Amenity Impact on Neighbouring Properties

Daylight

- 10.1 The applicant has submitted a Daylight/Sunlight report from GL Hearn which is inclusive of a full daylight assessment. The standardised assessment methodology for daylighting is set out within the BRE document Site Layout Planning for Daylight and Sunlight (BRE, 2011). Within this document it is set out that the primary tool is the Vertical Sky Component (VSC) and that the target value for windows to retain the potential for good daylighting is 27% or more than 0.8 times its former value.
- 10.2 In line with BRE guidelines, it is only necessary to carry out the VSC assessment on a neighbouring window if a 25-degree line drawn from the centre of the window would subtend the facing elevation of the subject development. In this case, the GL Hearn report identifies the following neighbouring properties as necessitating the additional assessment:
- Geneva Court, Rookery Way
 - Development at former Homebase Site (The Rushgroves)
 - Hyde School
 - Alberrillery Court and Malvern Court
 - 63 – 65 Edgware Road
 - Rhodan Gordon Court, 69 The Hyde
 - 71-89 The Hyde, Edgware Roa

- 91 The Hyde, Edgeware Road

10.3 In light of the above, officers consider that both the scope and the methodology of the daylight assessment was appropriate. Having undertaken the assessment, the report demonstrates the following results. For the sake of brevity, those properties which achieve full compliance are not included.

Property	Daylight (VSC)
Development at former Homebase Site (The Rushgroves)	4/513 windows (3%) fail
Alberrillery Court and Malvern Court	8/29 windows (18%) fail
63 – 65 Edgeware Road (existing)	2/6 windows (34%) fail
63 – 65 Edgeware Road (consented scheme)	3/32 windows (9%) fail

10.4 The number of windows which fail the VSC assessment is relatively minor in the context of the number of windows assessed. With regards to the number of windows not in compliance at 63-65 Edgeware Road, expressed as a percentage of 34%, would appear to be high in the context of the other properties assessed. However it should be noted that the 2 windows which do not meet the target value retain a level of 0.77 times their former value, marginally below the target value and both serve bedrooms where there is a lesser expectation of high levels of daylighting as would be the case with a kitchen or living room.

10.5 Having regard to the above, officers consider that the level of non-compliance with BRE guidelines is not significant in the context of the scale of the development and is far outweighed by the other benefits that the scheme would deliver.

Sunlight

10.6 In relation to sunlight, the BRE recommends that the Annual Probable Sunlight Hours (APSH) received at a given window in the proposed case should be at least 25% of the total available including at least 5% in winter. Where the proposed values fall short of these, and the absolute loss is greater than 4%, then the proposed values should not be less than 0.8 times their previous value in each period.

10.7 The BRE guidelines state that “..all main living rooms of dwellings should be checked if they have a window facing within 90 degrees of due south. Kitchens and bedrooms are less important, although care should be taken not to block out too much sun”. In accordance with the BRE Guidelines the following properties were therefore assessed:

- Geneva Court, Rookery Way
- Development at former Homebase Site (The Rushgroves)

- Hyde School
- Alberrillery Court and Malvern Court
- 63 – 65 Edgware Road
- Rhodan Gordon Court, 69 The Hyde
- 71-89 The Hyde, Edgware Roa
- 91 The Hyde, Edgware Road

10.8 Of the properties assessed, all achieved full compliance with the exception of the Rushgroves development where 19 out of 335 windows would fail to achieve the requisite APSH levels which represents a compliance level of 94%. This level of compliance in such a large development is considered to be good and clearly demonstrates that the scheme has been designed to minimise such impacts.

Outlook

10.9 The most sensitive of the adjacencies of the application site is to the north, where the site adjoins the emerging scheme at the former Homebase site, The Rushgroves. The layout of the proposed development, specifically the indicative layout of Phase 2 has responded to the emerging layout of the Rushgroves scheme with breaks in the massing introduced in aligned with those in the adjacent development.

10.10 Blocks F, G, H and J of the emerging development are located to the south of the Rushgroves site directly opposite the north elevation of Blocks N, M, L and K of Phase 2 of the proposed scheme. Nevertheless, due to the location and the height of the existing BT Exchange building the detailed design of the Rushgroves development largely avoided habitable windows to the southern elevations. In respect of those windows that do face the application site (mostly non-habitable or secondary windows), it is considered that the relative impact of the development on their outlook would not be materially worse than the existing situation.

10.11 Blocks P, Q and R of the development adjacent to the A5 have taken a restrained approach to height with each proposed at 6 storeys and in this regard it is considered that there would be a negligible impact on the residential properties to the west of the A5.

Privacy

10.12 To the north of the site, it is considered that the ample separation distance and the lack of habitable windows to the south elevations of Blocks F, G, H and J of the Rushgroves development well help to ensure that there would be little in the way of potential for any mutual overlooking or loss of privacy.

10.13 To the west of the site, the significant separation distances and the buffer provided by the A5 between the application site and the properties would ensure that there would be no undue harm caused to the residential amenity of the neighbouring occupiers in terms of privacy and overlooking .

11.0 Sustainability

- 11.1 London Plan Policy 5.2 requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:
- Be lean: use less energy
 - Be clean: supply energy efficiently
 - Be green: use renewable energy
- 11.2 Policy 5.3 of the London Plan goes on to set out the sustainable design and construction measures required in new developments. Proposals should achieve the highest standards of sustainable design and construction and demonstrate that sustainable design standards are integral to the proposal, including its construction and operation.
- 11.3 Local Plan policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrate compliance with the Mayors targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy.
- 11.4 With regards to the energy hierarchy set out within London Plan Policy 5.2, it is considered that the application is broadly in accordance. The application is accompanied by an Energy Statement from Watkins Power which sets out that the energy efficiency measures and sustainable energy measures that would be incorporated within the scheme which are set out below in accordance with the hierarchy.

Be Lean

- 11.5 A range of passive design features and demand reduction measures are proposed to reduce the carbon emissions of the proposed development. Both air permeability and heat loss parameters will be improved beyond the minimum backstop values required by building regulations. Other features include low energy lighting and mechanical ventilation with heat recovery.
- 11.6 The demand for cooling in the commercial units would be minimised through solar control glazing. Following review from GLA Energy officers, further information was requested relating to the area weighted average actual and notional cooling demand for the non-domestic building (MJ/m²) and the actual building's cooling demand for comparative purposes. The information was subsequently submitted to the satisfaction of GLA Energy officers.
- 11.7 A Dynamic Overheating Analysis has been undertaken to assess the overheating risk within the dwellings using the CIBSE TM52 methodology and the London Design Summer Year 1 weather file: 1989. The applicant has also investigated the risk of overheating using the DSY 2 & 3 weather files which is welcomed and supported.
- 11.8 The results of the overheating analysis show that the design proposals are largely anticipated to meet the CIBSE recommendations for comfort under the DSY 1 weather file, assuming natural ventilation i.e. occupants can open the windows, with two living areas failing the CIBSE criteria out of the 16 units assessed. All bedrooms are anticipated to meet

the requirement under all three of the weather files. The majority of living areas under the DSY 2 & 3 weather files are not expected to meet the CIBSE criteria for comfort under these conditions. It is recommended that the applicant investigate additional passive design measures in order to further reduce the risk of overheating, particularly under warmer weather conditions. It is noted that the reduction of g-value will impact the CO₂ savings from lean measures, however additional energy efficiency measures could be adopted to compensate.

Be Clean

- 11.9 The applicant has identified the proposed Colindale district heating network on the London Heat Map, which is within the vicinity of the development. However, the applicant has not investigated connection due to the distance (circa 500m) the applicant is not proposing to connect. This approach is considered to be acceptable given the distance from the existing network subject to a capped connection to enable future connection should the network extend.
- 11.10 The applicant is proposing to install a site heat network connecting all buildings with the exception of Block H and the commercial units. The applicant has stated that the Block H (town houses) will not be connected due to land ownerships issues. Following extensive discussions with the GLA, the applicant has committed to providing a separate energy centre for the second phase.
- 11.11 Following extensive discussions with the GLA, the CHP unit was removed from the scheme at the request of sustainability officers and in line with GLA policy. It has been confirmed that the energy strategy will conform with relevant policies, however the final figures will be reported by addendum.

Be Green

- 11.14 The applicant has investigated the feasibility of a range of renewable energy technologies and is proposing to install 319 sqm of roof mounted solar photovoltaic panels. An indicative layout of the proposed locations of the panels has been provided.
- 11.15 The applicant is required to investigate the feasibility of renewable technologies for the whole application, not just the detailed element. Nevertheless, no such details are provided for the outline phases and as such further information is required to demonstrate the potential for PV across the whole site along supporting information including, PV size, drawings showing the PV location and CO₂ emission savings. The applicant subsequently investigated with renewable technologies for the entire site – with a commitment to delivery for the outline phases within the supporting Design Guidelines. Notably, the Applicant has also indicated indicative areas for PV on the roofs of buildings in Phases 2 and 3 (outline) to demonstrate that this could be feasibility provided.
- 11.16 A reduction in regulated CO₂ emissions of 28 tonnes per annum (13%) will be achieved through this third element of the energy hierarchy.

Conclusion

- 11.17 Based on the energy assessment submitted, subsequently submitted details and inclusive of the all the measure outlined above, the scheme would deliver the following overall carbon dioxide emissions:

	Total residual regulated CO ₂ emissions	Regulated CO ₂ emissions reductions	
	(tonnes per annum)	(tonnes per annum)	(per cent)
Baseline i.e. 2013 Building regulations	232		
Energy Efficiency	192	40	17%
CHP	174	18	9%
Renewable energy	149	25	14%
Total		83	36%

- 11.18 An on-site reduction of 83 tonnes of CO₂ per year in regulated emissions compared to a 2013 Building Regulations compliant development is expected for the domestic buildings, equivalent to an overall saving of 36%. The carbon dioxide savings exceed the on-site target set within Policy 5.2 of the London Plan. It should be noted that these figures are subject to minor change pending an updated energy report and referral to the mayor at Stage 2.
- 11.19 The domestic buildings are required to meet the zero-carbon target as the application was received by the Major on or after the 1st October 2016. The applicant is therefore required to mitigate the regulated CO₂ emissions, equivalent to 149 tonnes of CO₂ per annum, through a contribution to the borough's offset fund. This contribution would be predicated on the formula set out within GLA guidance and would which would be secured through the Section 106.
- 11.20 It should be noted that for Phases 2 and 3, as set out in the preceding paragraphs, the applicant has run a preliminary energy assessment for the outline phases (based on the indicative accommodation schedule and layouts and predicated on the fact that the full detailed design has not been progressed at this stage given the outline nature of the phases).
- 11.21 Resultantly, the emission figures for Phases 2 and 3 are estimates. However, revised indicative design principles which can potentially be incorporated into the future design of buildings on Phases 2 and 3 – in helping to reduce emissions have been identified and would be secured through conditions and future reserved matters applications. Such matters will be submitted to the GLA at Stage 2 for approval with conditions subsequently added or amended to any committee resolution accordingly and in line with Council governance procedure.

Other Sustainability Issues

- 11.22 With regards to the Code for Sustainable Homes (CSH), the government issued a Written Ministerial Statement which confirmed that the scheme has been withdrawn with

immediate effect. Therefore planning applications, other than those which have already been approved with a CSH condition, are no longer required to comply with the code.

- 11.23 In relation to the non-residential floorspace, the Council supports the use of Building Research Establishment Environmental Assessment Method (BREEAM) which is used to measure the environmental performance of non-residential buildings and a standard of 'Very Good' is required in all new non-residential developments. A BREEAM pre-assessment is appended to the Sustainability Statement which confirms that the office floorspace could achieve a standard of 'Very Good'. If permission were to be granted, a condition would be attached to ensure that the development achieved this standard on implementation.

12.0 Planning Obligations

- 12.1 Policy CS15 of the Barnet Local Plan states that where appropriate the Council will use planning obligations to support the delivery of infrastructure, facilities and services to meet the needs generated by development and mitigate the impact of development.

- 12.2 In accordance with development plan policies the following obligations are required to be secured through a legal agreement with the developer. If permission were granted it is considered that the package of planning obligations and conditions recommended would, when considered alongside the financial contributions that the development would be required to make under the Barnet CIL, mitigate the potential adverse impacts of the development and ensure the provision of the funding needed for the delivery of the infrastructure that is necessary to support the scheme.

Affordable Housing

- 12.3 In accordance with policy 3.12 of the London Plan and Policies CS4, CS15 and DM10 of the Barnet Local Plan, officers recommend that the following number and mix of affordable housing unit types and sizes are secured by S106 Agreement at the application site:
- 35% (by habitable room) with a split of 37% Affordable Rent and 64% Shared Ownership.
- 12.4 Officers also recommend that an early stage review mechanism should be included in the S106 agreement should permission be granted. This mechanism would ensure that if circumstances changed and the scheme became more economically viable, a correspondingly appropriate additional financial contribution and/or additional affordable housing would be made to the Council. In addition, triggers would be included to ensure timely delivery of the affordable housing and to ensure that the affordable housing is retained as such in perpetuity.

Employment and Training

- 12.5 In accordance with development plan policies which seek contributions to employment and training from schemes the proposal would be required to deliver employment and training opportunities through a Local Employment Agreement.
- 12.6 If permission were granted, the employment agreement would need secure the following minimum levels of employment output and would also set out specifically how the applicant would achieve this.

- Progression into employment, less than 6 months – 11
- Progression into employment, more than 6 months – 7
- Apprenticeships – 18
- Work experience – 24
- School / College / University site visits – 214
- School / College workshops – 118

12.7 The LEA would be subject to discussion with the Council and would be agreed prior to the commencement of development. Alternatively, the applicant may wish to make a financial contribution in lieu of the employment outcomes outlined above. Such a contribution would be commensurate with the number of outcomes secured and in line with SPD guidance.

Travel Plan and Travel Plan Monitoring

12.8 In accordance with policy DM17 of the Local Plan the applicant would be required to enter into a Strategic Level Travel Plan for the residential development which would seek to reduce reliance on the use of the private car and promote sustainable means of transport.

12.9 The Residential Travel Plan provided would be required to include the appointing of a Travel Plan Champion and the use of (financial) Travel Plan incentives (up to a maximum of £151,500) for the first occupier of each residential unit. These incentives are discussed in further detail in the relevant section of this report but would comprise of a voucher to a minimum value of £300 per dwelling to be spent on Car Club Membership, an Oyster Card with a pre-loaded amount and/or Cycle Scheme vouchers all designed to encourage the use of more sustainable modes of transport. A contribution of £20000 would be required towards the monitoring of the Residential Travel Plan.

12.10 A Commercial Travel Plan would also be required which would be required to be ATTrBuTE and itrace compliant to be submitted at least 3 months prior to occupation of all 3 phases that meets the TFL TP guidance. A monitoring fee of £10,000 would also be required for the commercial travel plan.

12.11 The monitoring contributions would enable the Local Planning Authority to continue to monitor the scheme to ensure the development is making reasonable endeavours to meet travel related sustainability objectives in accordance with policy DM17 of the Local Plan.

12.12 In line with the incentives above, the provision of a car club and the allocation of 2 car parking spaces within the site to be provided and retained for use by the car club would also be required along with a mechanism to add further vehicles if usage is recorded at 75% or above.

Traffic Management Order

12.12 The application would be required to provide £2000 funding towards Contributions towards the amendment of Traffic Management Order (TMO) to ensure that the new occupants are prevented from purchasing parking permits in the CPZ to be implemented pursuant to planning permission H/05828/14 or any other CPZ.

Transport and Highways

- 12.13 The transport assessment submitted in support of this application identifies that there would be a demonstrable impact on local bus services, specifically the 83 bus, as a result of the development. Accordingly – a contribution of £450,000 is required for the provision of an additional bus service (£90,000 per year over 5 years).
- 12.14 In terms of cycling accessibility, A Cycling Environment Review System (CERS) audit has been undertaken in support of the application and identifies that the cycling environment in vicinity of the site has poor / intermediate levels of provision. Following review of the CERS by TfL and LBB highways officers, it is considered appropriate that the development be required to contribute towards improving the cycling environment in the locality. In light of this, a S106 obligation is secured which would require a feasibility study to be undertaken in conjunction with TfL and LBB in order to establish the feasibility of the introduction of a cycle lane to the A5. An additional financial contribution of £250,000 is also secured towards the implementation of the cycle lane with a cascade clause allowing the monies to be spent on other healthy streets initiatives if the cycle lane is not found to be feasible.
- 12.15 It is also noted that highway works in respect of the Hyde Estate Road/A5 junction are proposed by the applicant required, including the introduction of a pedestrian crossing in a form and location to be agreed with LBB and TfL, to improve traffic conditions. Whilst Such details have not been agreed at this stage and as such would have to be agreed and implemented through a Section 278 Agreement which would be linked to the application through the S106, LBB / TfL confirm that this can be satisfactorily addressed through further work and discussions.

Carbon Offset Contribution

- 12.16 As set out within paragraph 11.19 of this report, domestic buildings are required to meet the zero-carbon target and the applicant is therefore required to mitigate the regulated CO2 emissions, equivalent to 149 tonnes of CO2 per annum, through a contribution to the borough's offset fund.
- 12.17 Based on the formula set out within GLA guidance (149 tonnes x 60 x 30 years), and based on the currently reported figures this contribution would be £268,200 which would be secured through the Section 106. It should be noted that this figure may increase or decrease depending on the final CO2 reduction figures arising from the amended energy report and referral to the mayor.

Commercial Floorspace

- 12.18 As set out within the land use section of this report, there is an existing community use on site which would be lost through the proposed development. In order to ensure compliance with Policy DM17 it is considered that part of the flexible use floorspace shall be made available for occupation as a community use. In order to ensure that the extent of this floorspace is viable, it is considered that at least 100sqm should be initially safeguarded for a community use.
- 12.19 In order to ensure that this obligation is not commercially restrictive, a cascade clause would be drafted in order to enable the floorspace in question to revert back to full flexible use after a suitable period of marketing to be agreed with the LPA.

Community Infrastructure Levy

- 12.20 The proposed development is liable for charge under the Barnet Community Infrastructure Levy (CIL) at a rate of £135 per square metre. Because of the nature of the way in which CIL is calculated it is only possible to estimate the contribution which will finally be made through the Barnet CIL at the time planning applications are determined.
- 12.21 The Barnet CIL liability of the scheme is determined by the amount of new floorspace being provided, deducting both the social housing element which is exempt from CIL liability. The scheme would also be liable to pay the Mayoral CIL.

13.0 Flood Risk / SUDS

- 13.1 Policy CS13 of the Barnet Core Strategy states that “we will make Barnet a water efficient borough and minimise the potential for fluvial and surface water flooding by ensuring development does no cause harm to the water environment, water quality and drainage systems. Development should utilise Sustainable Urban Drainage Systems (SUDS) in order to reduce surface water run-off and ensure such run-off is managed as close to its source as possible subject to local geology and groundwater levels”.
- 13.2 Given that the site partly lies in Flood Zone 2, by virtue of its proximity to the Silkstream - the application was accompanied by a Flood Risk Assessment undertaken by Ramboll. The FRA was reviewed by the Environment Agency who raised some concern with the methodology used within the document.
- 13.3 The most pertinent of the concerns raised by the Environment Agency relates to the lack of on assessment undertaken for a 1 in 100-year flood event. The development as currently proposed, did not account for this 1 in 100-year event which is contrary to paragraph 94 of the National Planning Policy Framework which requires a proactive strategy with regards to climate change. Consequently, the development made inadequate allowance for the following:
- Flood storage compensation
 - Finished floor levels
 - Resistance and resilience measures
- 13.4 The concern relates specifically to Blocks F, G, H and J located to the east of the site adjacent to the Silkstream and within Flood Zone 2. Following the initial response from the Environment Agency, the applicant’s flood consultants Ramboll entered into discussions with the Environment Agency with a view to addressing the concern and providing the necessary mitigation for the 1 in 100-year event.
- 13.5 Following extensive discussions between the applicant and the Environment Agency, a scheme of mitigation in respect of geo-cellular flood storage has been agreed which would adequately address and overcome the concerns previously raised. Development would be subject to a pre-commencement condition requiring the submission of full details of the flood mitigation for detailed approval.
- 13.6 In terms of Sustainable Urban Drainage Systems (SUDS), the applicant submitted a SUDS Assessment which was reviewed by LBB drainage officers.

13.7 In terms of Phase 1, it was outlined that in order to adhere to Policies S4 and S5 in the Non-statutory technical standards for sustainable drainage systems (March 2015), some revisions were requested in relation to the post-development run off volume for a 1 in 100 year/6 hour rainfall event and details on the maintenance and management of the SUDS. Further details were subsequently submitted including SuDS Management and Maintenance Plan along with revised details addressing all points raised by LBB officers. Appropriate conditions would be attached to ensure that the SUDS measures are implemented and maintained in line with the plan.

13.8 In terms of Phases 2 and 3, given that these phases are outline in nature, no detailed SUDS assessment has been submitted. It is the intention that a full SUDS assessment will be submitted as part of reserved matters application in line with the approach taken on other hybrid schemes in the borough.

14.0 Contaminated Land

14.1 Given the historical commercial and industrial land use, the Council's Environmental Health officers have requested a condition requiring site investigation works to be carried out prior to the commencement of development and subsequent mitigation should it be required. Such a condition would be attached if permission were granted.

15.0 Air Quality

15.1 The application site is located adjacent to the A5 and a Borough-wide Air Quality Management Area (AQMA) declared by LBB. The site is also located near to an air quality Focus Area in West Hendon; these are locations identified by the Greater London Authority that not only exceed the EU annual mean limit value for nitrogen dioxide, but also have high levels of human exposure. Accordingly, air quality was scoped into the Environmental Statement and a chapter of the statement has been submitted in respect of Air Quality.

15.2 The assessment also shows that the development is not air quality neutral in terms of transport emissions. The assessment also shows that the development itself will have a negative impact on already poor air quality in the area and two nearby air quality focus areas (areas where the GLA has highlighted air quality is particularly poor and that there are sensitive receptors and where action should be focused to make improvements). The design and access statement acknowledges that this development will result in delays in improving air quality – it will take longer for Barnet Council to achieve the air quality objectives. It will make (along with the cumulative impact of other development in the area) it harder for the Council to improve air quality due to extra traffic movements. This is contrary to the Council's Air Quality Action Plan.

15.3 Chapter 5 of the Environment Statement states that mitigation in the form of Mechanical Ventilation will be needed so that residents do not need to open their windows for ventilation. However the noise report states that windows will need to be opened for purge ventilation or overheating. Due to the potential harm to internal air quality arising from opening windows, alternative purge ventilation in the form of mechanical ventilation should be implemented in those properties adjacent to the A5. Accordingly, a condition is attached requiring the submission of amended plans incorporating mechanical ventilation.

15.4 Air quality has predicted to exceed the relevant legal requirements at ground and first floor levels and higher levels at different existing receptors without the scheme. The predicted

baseline levels for 2016 show that there are receptors where the more stringent one-hour mean for nitrogen dioxide is being exceeded. The report models to the future scenario in 2020, and it says air quality will improve. However the nearby monitoring location at the corner of Edgware Road and Kingsbury Road is not showing a decline in concentrations.

- 15.5 London Plan Policy 7.14 Improving Air Quality states that developments should be at least air quality neutral and not lead to further deterioration of existing poor air quality. In this regard, it is considered that mitigation is required and it should be noted that none have been proposed in the application documents.
- 15.6 Whilst there is no clear trend in the annual mean concentration at the site, there is evidence that the new vehicle standards are beginning to have a real effect on emissions and these are reducing. It is therefore anticipated that the sensitivity test carried out within the assessment (which assumes limited reduction in emissions into the future) is a realistic worst-case and is more pessimistic than the official Defra forecasts. The assessment therefore is a fair representation of the predictions in the future. This is discussed in detail in the submitted ES (air quality chapter)
- 15.7 Environmental Health officers have outlined that Marginal Abatement Costs should therefore be secured through the S106. Marginal Abatement Costs can take the form of a financial contribution or wider, holistic initiatives which would serve to reduce air quality impacts. At this stage, it is important to note that S106 obligations such as the bus contribution and the cycle lane feasibility study will help to mitigate the air quality impacts through promoting sustainable modes of travel and reducing the dependence on the car. These contributions taken together would total £700,000 and would make a valuable contribution towards reducing air quality impacts. A financial contribution based on the DEFRA recommended formula of £100 per unit would entail a contribution of £50,500 which would be spent on the implementation of an air quality improvement scheme. In this case, officers consider that the holistic measures aimed at reducing car dependence would better mitigate the air quality impacts of the development.
- 15.7 Notwithstanding the location of the site within a AQMA, subject to the mitigation outlined, it is considered that the scheme would be acceptable in terms of air quality.

16.0 Cumulative Impacts

- 16.1 The EIA Regulations 2017 require an Environmental Statement to describe the likely effects of development on the environment when taken cumulatively with other environmental effects and any current or prospective ('reasonably foreseeable') development in the vicinity. Accordingly, the cumulative impacts of the development were scoped into the ES in this case.
- 16.2 The submitted ES sets out that there are two types of cumulative effect, which are commonly known as 'Type 1' and 'Type 2' effects, respectively. These are generally defined as follows: Type 1 Cumulative Effects: The combined (or interactive) effects of individual effects resultant from the development upon a set of defined sensitive receptors, for example noise, dust and visual effects; and Type 2 Cumulative Effects: The combined effects arising from another development site or sites, which individually might be insignificant, but when considered together could create a significant cumulative effect.

16.3 In agreeing the scope of the assessment and the developments which should be considered as part of the cumulative impacts chapter, the following sites were agreed with the applicant:

- Homebase (Rookery Way) (LPA Ref: H/05828/14) for 386 residential flats and up to 1,424m² of commercial uses;
- West Hendon Estate (LPA Ref: H/01054/13) for 2,000 residential dwellings, and new 2 form entry primary school, community building and 1,635m² commercial uses;
- Oriental City, 399 Edgware Road (LPA Ref: H/00036/12/CAN) for a mixed-use development comprising 578 new residential units and 13024.2m² of mixed uses over all phases;
- Grahame Park - Phase 1 & 2 (Part of the Colindale Area Action Plan) (LPA Ref: 17_2840_OUT) for up to 2,161 homes and 1,770m² of commercial uses; and
- Colindale Gardens (Peel Gardens) application (ref: H/04753/14) for circa 2,900 dwellings (LPA Ref: H/04753/14) for up to 10,000m² of non-residential floorspace including a school, and 4 ha of open space.

16.4 In terms of transport and highways, the cumulative impacts have been fully assessed and show that there would be a negligible impact on the surrounding highway network. It should also be noted that mitigation is secured in the form of bus and cycling contributions.

16.5 In terms of air quality, the site is located in an AQMA and would have a demonstrable additional impact. This is fully acknowledged and discussed in the preceding section of this report. Nevertheless, mitigation in the form of bus and cycling contributions would be secured through the S106.

16.6 In terms of the construction phase of development, the cumulative effects would occur through dust associated with the construction phase of the developments. Conditions are attached which would address construction management, inclusive of dust suppression and indeed in discharging such a condition, the LPA would have the ability to minimise cumulative impacts with the adjacent development.

17.0 Crime Prevention / Community Safety

17.1 Development plan policies require new developments to provide a safe and secure environment for people to live and work in and reduce opportunities for crime and fear of crime.

17.2 The Metropolitan Police Crime Prevention Design Advisors were consulted on the application and were largely satisfied that the scheme adhered to Secured by Design principles. Some concern was raised in respect of the isolated location of the car park adjacent to Blocks H and J which could have the potential to attract vehicle crime. It was suggested that security fencing and access control could be introduced to the car park to mitigate this risk. However, officers consider that the introduction of such hostile security fencing would be contrary to achieving a welcoming environment. A condition requiring the submission of details of a scheme of CCTV to cover this area is therefore attached.

18.0 Transport / Highways

18.1 Policy CS9 of the Barnet Core Strategy (Providing safe, effective and efficient travel) identifies that the Council will seek to ensure more efficient use of the local road network

and more environmentally friendly transport networks, require that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 (Travel impact and parking standards) of the Barnet Development Management Plan document sets out the parking standards that the Council will apply when assessing new developments. Other sections of Policies DM17 and CS9 seek that proposals ensure the safety of all road users and make travel safer, reduce congestion, minimise increases in road traffic, provide suitable and safe access for all users of developments, ensure roads within the borough are used appropriately, require acceptable facilities for pedestrians and cyclists and reduce the need to travel.

Car Parking

18.2 The London Plan sets out maximum parking standards which are outlined in Table 1.4 below.

Suburban	150-200 hr/ha	Parking provision	150-250 hr/ha	Parking provision	200-350 hr/ha	Parking provision
Parking for residential development			35-65 u/ha		45-90 u/ha	
3.1-3.7 hr/unit	40-65 u/ha	Up to 2 spaces per unit	40-80 u/ha	Up to 1.5 spaces per unit	55-115 u/ha	Up to one space per unit
2.7-3.0 hr/unit	50-75 u/ha		50-95 u/ha		70-130 u/ha	
Urban	150-250 hr/ha		200-450 hr/ha		200-700 hr/ha	
3.8-4.6 hr/unit	35-65 u/ha		45-120 u/ha	Up to 1.5 spaces per unit	45-185 u/ha	Up to one space per unit
3.1-3.7 hr/unit	40-80 u/ha	Up to 1.5 spaces per unit	55-145 u/ha		55-225 u/ha	
2.7-3.0 hr/unit	50-95 u/ha		70-170 u/ha	Up to one space per unit	70-260 u/ha	
Central	150-300 hr/ha		300-650 hr/ha		650-1100 hr/ha	
3.8-4.6 hr/unit	35-80 u/ha	Up to 1.5 spaces per unit	65-170 u/ha		140-290 u/ha	Up to one space per unit
3.1-3.7 hr/unit	40-100 u/ha		80-210 u/ha	Up to one space per unit	175-355 u/ha	
2.7-3.0 hr/unit	50-110 u/hr	Up to one space per unit	100-240 u/ha		215-405 u/ha	

18.3 Explanatory text provided in the parking addendum sets out that all developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit.

18.4 Car parking standards for residential development are also set out in the Barnet Local Plan and recommend a range of parking provision for new dwellings based on the on a sites Public Transport Accessibility Level (PTAL) and the type of unit proposed. Policy DM17 of the Local Plan sets out the parking requirements for different types of units with the range of provision is as follows:

- Four or more bedroom units - 2.0 to 1.5 parking spaces per unit
- Two and three bedroom units - 1.5 to 1.0 parking spaces per unit
- One bedroom units - 1.0 to less than 1.0 parking space per unit

18.5 The development proposes 251 parking spaces across all 3 phases at a ratio of 0.50 spaces per unit. 101 spaces would be provided within Phase 1 at grade level and within building undercrofts whilst Phases 2 and 3 would utilise the existing basement of the telephone exchange to provide 150 spaces across the 2 phases. It should be noted, that the Prior Approval at the main BT Towers permitted a car parking ratio of 0.36 spaces per unit.

18.6 The level of parking being provided is therefore below what would be expected through local planning policy. The transport assessment submitted in support of the application sets out justification in respect of the reduced levels of parking through presenting data in respect of local levels of car ownership.

- 18.7 The data presented suggests that 92.5% of flats within the Colindale Ward have access to no vehicles or 1 vehicle which equates to 0.58 vehicles per flat, significantly lower than the borough average. It should also be noted that the London Plan outlines maximum car parking standards for residential developments. It sets out that developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit based on the majority of the development being one and two bedroom flats. With 87% of the flats being developed as either studio, one or two bedroom flats, this process is wholly consistent with applying a lower parking ratio. Accordingly, in the Stage 1 response from the GLA – TfL officers were fully supportive of the restrained approach to parking and the 0.5 spaces per unit ratio.
- 18.8 The site has a PTAL of 3 with Hendon Station located an approximate 10 minute walk away along with 24 hour bus services running past the site on the A5 and a S106 obligation would require the implementation of a new wayfinding strategy to boost accessibility to this public transport network. The scheme is also providing £450,000 funding for an additional bus service through the Section 106 and providing funding towards a feasibility study for the introduction of a cycle lane to the A5 with the potential to link to the northern part of the cycling infrastructure being implemented through the Brent Cross masterplan. All of these measures are designed to provide attractive alternative transport measures and reduce reliance on the car for future residents. This is consistent with overarching sustainable transport strategy at local, regional and national level.
- 18.9 Furthermore, looking at the development holistically – any increase in the current level of parking could likely only be achieved through additional ground level parking, at the expense of landscaping and amenity space, or additional basement parking – the significant cost of which would have a detrimental impact on the viability of the scheme and the level of affordable housing secured. The 35% level of affordable housing secured is considered to be a significant benefit to the scheme and officers consider that any dilution of this benefit through the construction of a new basement parking area would be a retrograde step.
- 18.10 The Rushgroves site to the north was approved with a Section 106 obligation for the implementation of a Controlled Parking Zone which would be implemented prior to the first occupation of the development. The implementation of such a CPZ combined with a restriction on residents of the current development applying for parking permits would help to ensure that no overspill parking would detrimentally impact surrounding streets.
- 18.11 In light of the factors outlined above and on balance, officers consider that the level of car parking provided is acceptable.

Vehicular Access

- 18.12 The main vehicular access to the site would be from the rear of the existing site via the Hyde Estate Road which joins the A5 at a signal controlled junction. It is envisaged that residents wishing to access Phase 1 development will do so by the proposed new access to the south of the existing access off Hyde Estate Road. Vehicles will utilise the primary route on the southern side of Phase 1 into the site before taking secondary routes to access each individual core, with parking comprising under-croft and at grade level parking.
- 18.13 In terms of the Phase 2 proposals, vehicles will again utilise the proposed new access from Hyde Estate Road and use the primary southern route before taking a secondary route north to access the double basement under the existing BT Telephone Exchange building. The

current proposals provide for a separate ingress and egress route to the basement. Given the proportion of traffic movements resulting from the Phase 2 proposals it is expected that the distribution of traffic of primary and secondary internal routes will provide less trafficked areas within the development.

- 18.14 Any works necessary to the highway, including potential junction remodelling at the Hyde Estate Road/A5 junction would be secured through Section 278 in agreement with LBB and TfL.

Cycle Parking and Cycling Accessibility

- 18.15 The transport assessment submitted in support of the application establishes that 807 residential cycle parking spaces would be required to ensure full compliance with London Plan standards however goes on to state that the standards may not be met for phases 2 and 3 with the level of provision in the latter phases predicated on the uptake of spaces within Phase 1. It is also indicated that cycle hire spaces in lieu of physical spaces may be provided in latter phases.
- 18.16 Having been subject to review by LBB and TfL officers, the applicant was advised that such a reactive approach basing the level of provision within the latter phases on the take up in Phase 1 was unacceptable and that all phases should accord with London plan standards. It should also be noted that the provision of hire cycles in lieu of permanent storage for residents is not considered acceptable. Cycle parking standards are progressive and as such should be provided on the basis of future significant modal shifts away from the car in line with strategic sustainable transport strategies. All phases would therefore be expected to be London Plan compliant in terms of cycle parking with further details of the location and type of storage to be submitted for approval through condition and Reserved Matters Applications where appropriate.
- 18.17 Subsequently, the applicant confirmed that the cycle parking would be in accordance with both current and draft London plan requirements with the following breakdown:
- Phase 1 – 370 cycle spaces;
 - Phase 2 – 396 cycle spaces (outline application); and
 - Phase 3 – 56 cycle spaces (outline application).
 - **Total = 822 cycle spaces**
- 18.18 A Cycling Environment Review System (CERS) audit has been undertaken in support of the application and identifies that the cycling environment in vicinity of the site has poor / intermediate levels of provision. Following review of the CERS by TfL and LBB highways officers, it is considered appropriate that the development be required to contribute towards improving the cycling environment in the locality. In light of this, a S106 obligation is secured which would require a feasibility study to be undertaken in conjunction with TfL and LBB in order to establish the feasibility of the introduction of a cycle lane to the A5. An additional financial contribution of £250,000 is also secured towards the implementation of the cycle lane with a cascade clause allowing the monies to be spent on other healthy streets initiatives if the cycle lane is not found to be feasible.

Vehicular Trip Generation

18.19 Following review of the trip generation data within the Transport Assessment by TfL and LBB highways officers, the applicant was advised that the methodology used was not in accordance with best practice and was not acceptable. Specifically the following revisions were required:

- Details of the sites selected from the TRICS database should be identified;
- Site surveys should be undertaken to inform baseline figures;
- Further information required on existing use and number of employees;
- Census data should be used to calculate modal shares;
- Vehicular modal share for the commercial element should be adjusted down to reflect the car free nature of this element of the scheme;
- Clarification required on AM and PM peaks as discrepancies are evident.

18.20 Following the initial review and the applicant being advised of the issues identified above, revisions were made and further responses provided addressing the outstanding points to the satisfaction of TfL and LBB highways officers.

Public Transport Impact:

18.21 A bus impact assessment was undertaken in support of the application and included as part of the Transport Assessment. Following some discourse with TfL and LBB highways officers, it was identified that the development would have a demonstrable impact on the local bus network, specifically the 83 bus route which runs adjacent to the site.

18.22 The impact on the 83 bus route is especially pertinent given that TfL outlined in comments that consultation carried out on a Colindale bus strategy in response to the Colindale Area Action Plan has identified that a substantial growth in bus trips is expected in the area.

18.23 Given the identified impact on the 83 bus route, a £450,000 contribution towards the provision of an additional bus service is considered to be necessary in order to mitigate the impact. The contribution would equate to £90,000 per annum over 5 years. Such an obligation is therefore included as part of the Section 106 requirements.

18.24 It should be noted that other major developments in the area where impacts on the local public transport network were identified made S106 contributions commensurate with that which is being sought in this case. These include the adjacent Rushgroves development (386 residential units) which contributed £275,000 towards bus services as well as the Peel Centre development (2900 residential units and 10,000 sqm of commercial floorspace) which contributed £250,000 towards bus services and £11.25m towards underground station enhancements.

PERS Audit:

18.25 A Pedestrian Environment Review System (PERS) audit has been undertaken and submitted as part of the Transport Assessment. The PERS provides an assessment of links, crossings and public transport waiting areas in vicinity of the site and has identified some improvements required.

18.26 One of the measures identified was the need for an improved wayfinding strategy and it is considered that the introduction of improved wayfinding would provide significant benefit

to pedestrian legibility within the locality. A wayfinding strategy is therefore secured through the Section 106.

- 18.27 In terms of other potential improvements identified was a staggered pedestrian crossing adjacent to the Hyde Estate Road/A5 junction. The proposals put forward by the applicant would require further detailed junction assessment work and negotiation with TfL and LBB in order to deliver the optimal solution in terms of pedestrian safety and traffic flow. A S106 obligation is therefore secured which would ensure that this improvement would be delivered through Section 278 following discussions with TfL and LBB to determine the best possible solution of the highway improvements agreed by all parties.

Refuse Collection

- 18.28 Refuse storage is proposed for each element of the development in accessible locations with the refuse strategy indicating that adequate storage capacity will also be provided for the quantum of each element of the development.
- 18.29 Swept Path Analysis tracking a refuse vehicle in and out of the refuse areas has been submitted as part of the transport assessment which adequately shows that such a vehicle could carry out the necessary operations safely in forward gear which is welcomed by officers.
- 18.30 The refuse strategy sets out that all waste will be compacted on site and collected by a private refuse company and there will be separate storage arrangements for the residential and commercial elements of the development with the movement of bins being the responsibility of the site's management company, who will ensure that bins are moved to collection points from the storage points on the appropriate days. Vehicles would access the site from Hyde Estate Road before exiting onto the A5 where all refuse vehicles would turn left with right turns to travel north on the A5 prohibited to ensure no blockage to the traffic flow.
- 18.31 The overall refuse strategy is considered to be acceptable however it is considered prudent that a strategy is secured by condition.

Deliveries and Servicing

- 18.32 In terms of residential deliveries and servicing, the applicant has set out within the submitted transport statement that most of these are expected to be ad hoc with the exception of the regular deliveries via Royal Mail. All residential deliveries and servicing would be managed by the on-site management team. Officers consider that a more robust strategy should be in place with regards to residential deliveries as it is considered that these would occur with more regularity than the 'ad hoc' approach outlined in the transport assessment would suggest. A delivery and servicing management plan for the residential element is therefore required by condition. Albeit it is acknowledged that a draft document has been submitted by the Applicant as part of the planning application submission (alongside a draft Construction Management Plan, Car Park Management Plan and Residential Travel Plan).
- 18.33 The application seeks permission for a flexible use for the commercial floorspace and as such at this stage, the final occupiers are not known and it would not be possible to make reasonable assumptions on the specific servicing requirements of these units. On this basis a

condition is attached requiring the submission of a delivery and servicing management plan for the commercial units. Albeit, it is noted that a draft document was submitted as part of the planning application package to LBB.

19.0 Conclusion

- 19.1 In conclusion officers consider that, on balance, the development is acceptable having regard to the relevant local, regional and national policies. The principle of the redevelopment of the site and the provision of a residential-led mixed use scheme is acceptable.
- 19.2 The Site lies in a prominent position along the A5 Edgware Road “key corridor of change” and in-between both the Colindale/Burnt Oak and Brent Cross and Cricklewood Opportunity Areas. As such, the local area surrounding the Site is currently subject to significant change – in seeking to deliver a mixed-use, residential-led development corridor with improved public realm. As such, redevelopment of the Site for principally residential use with a complementary commercial frontage onto the A5 is considered highly appropriate; making use of a site which is already part vacant and soon to be an under-utilised key site fronting Edgware Road – enhancing the vitality of the area whilst maximising the sustainable re-use of a key brownfield site. The proposals will also be supported by additional jobs and services (when combined with the L&Q scheme to the north) and will go towards ensuring the holistic, comprehensive regeneration of this area of Colindale as a whole
- 19.3 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the development plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. It is concluded that the proposed development generally and taken overall accords with the relevant development plan policies. It is therefore considered that there are material planning considerations which justify the grant of planning permission. Accordingly, subject to a Stage 2 referral to the Mayor of London and subject to the satisfactory completion of the Section 106 Agreement, **APPROVAL** is recommended subject to conditions as set out in Appendix 2 of this report.

Appendix 2: Conditions

Definitions Relating to Phase 1 (Full Permission)

- **Detailed Element of the scheme** – relates to the grey hatched area indicated on approved plan (00)_002 comprising the Full Planning Permission Boundary for the detailed Phase 1 element.
- **Commencement:** means the date upon which any material operation in connection with the development has begun to be carried out under Section 56 of the Act with exception to:
 - Site Clearance and Site Preparation Works (including demolition)
 - Ground Works and Investigations – for the purpose of addressing ground conditions;
 - Erection of any temporary means of enclosure; and
 - Ecological surveys, investigations or assessments.

Detailed Phase Conditions -Relating to Phase 1 (Full Permission)

1. The development hereby permitted comprising the detailed element of the scheme as highlighted on drawing no: (00_002) shall be carried out in accordance with the following approved plans:

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(00)_002
(00)_008
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Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with policies DM01 of the adopted Barnet Development Management Policies DPD (2012) and NPPF and CS1 of the adopted Barnet Core Strategy DPD (2012);

2. The detailed element of the development hereby permitted shall begin no later than 3 years from the date of this permission.

Reason: To comply with the provisions of Section 92 of the Town & Country Planning Act 1990 (as amended).

3. Prior to Ground Works and Site Preparation Works, no development shall commence within the detailed element of the scheme until a Construction Environmental Management Plan, setting out the construction and environmental management measures associated with the detailed phase, has been submitted to and approved in writing by the Local Planning Authority. The details shall be in accordance with the ES and shall include:

Construction site and works

- i. Site information (including a site plan and management structure);

- ii. Description of works, equipment and storage;
- iii. Programme of works;
- iv. Temporary hoarding and fencing;
- v. Temporary works;
- vi. Interim drainage strategy;
- vii. Intrusive site investigation works and monitoring (the scope to be agreed in writing with the Local Planning Authority);

Construction management and procedures

- viii. Code of Construction Practice;
- ix. Consultation and neighbourhood liaison;
- x. Staff training and briefing procedures;
- xi. Schedule of environmental legislation and good practice;
- xii. Register of permissions and consents required;
- xiii. Environmental Audit Programme;
- xiv. Environmental Risk Register;
- xv. Piling Works Risk Assessment;
- xvi. Health and safety measures;
- xvii. Complaints procedures;
- xviii. Monitoring and reporting procedures;

Demolition and waste management

- xix. Demolition audit;
- xx. Site clearance and waste management plan;
- xxi. Asbestos survey and disposal strategy;

Construction traffic

- xxii. Construction traffic routes;
- xxiii. Construction traffic management (including access to the site; the parking of vehicles for site operatives and visitors; hours of construction, including deliveries, loading and unloading of plant and materials; the storage of plant and materials used in the construction of the development; the erection of any means of temporary enclosure or security hoarding and measures to prevent mud and debris being carried on to the public highway and ways to minimise pollution)

Environmental Management

- xxiv. Ecology surveys and management plan in relation to any existing ecological features that may be affected by works in that Development Phase.
- xxv. Measures to minimise visual impact during construction

- xxvi. Measures to minimise noise and vibration levels during construction;
- xxvii. Measures to minimise dust levels during construction;
- xxviii. Measures to control pollution during construction (including a Pollution Response Plan);
- xxix. Construction lighting strategy, including measures to minimise light spill;
- xxx. Measures to reduce water usage during construction;
- xxxi. Measures to reduce energy usage during construction;
- xxxii. Any other precautionary and mitigatory measures in relation to demolition and construction as identified in the ES and the EIA Mitigation Register;

The detailed element of the scheme shall thereafter be implemented in accordance with the measure detailed within the statement.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties, in the interests of highways and pedestrian safety and in the interests of protecting the environment and trees in accordance with policies CS9, CS13, CS14, DM01, DM04 and DM17 of the Barnet Local Plan and policies 5.3, 5.18, 7.14, 7.15, 7.21 and 5.21 of the London Plan 2015.

4. Prior to demolition of existing buildings associated with the detailed element of the scheme (as indicated on approved plan (00)_002):

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

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

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

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

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

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 5.21 of the London Plan 2011.

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

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 5.21 of the London Plan 2011.

6. No construction works shall occur outside of the following times:

08:00 - 18:00 hours weekdays;
08:00 - 13:00 hours Saturdays.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policies DM01 and DM04 of the Barnet Local Plan

7. No development within the detailed element of the scheme shall commence (with the exception of Site Preparation Works, Site Investigation Works and Ground Works) until a scheme of Advanced Infrastructure Works associated with this phase is submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- i. Underground drainage details;

- ii. Below ground energy infrastructure;
- iii. Below ground services and utilities;
- iv. Ground Works, earthworks, contouring and levels;

Development of the detailed element of the scheme shall be carried out in accordance with the approved details.

Reason: To ensure appropriate arrangements are made for servicing, utilities and infrastructure and to avoid potential conflicts between any impacts upon the development as proposed and its servicing, utilities and infrastructure, in the interests of a sustainable development in accordance with the NPPF.

8. Notwithstanding the details submitted with the planning application, and prior to the occupation of buildings in the detailed element of the scheme, a scheme of Landscaping Works for the first phase shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- i. Design and location of any electricity infrastructure, including surface treatment and means of enclosure;
- ii. Surface materials and finishes;
- iii. Highways details (e.g. crossing and kerb heights);
- iv. Access and wayfinding strategy;
- v. Materials, types and siting of all fencing, boundary treatments, gates or other enclosures (including temporary arrangements to be in place until the site is completed in full);
- vi. Street furniture, lighting and signage;
- vii. Details of all proposed trees, hedge, shrub and other planting and all planting proposed for green walls and other soft landscaped structures, including proposed species, plant sizing, density and arrangement;
- viii. Ecological enhancements;
- ix. The position of any existing trees and hedges to be retained or removed and the crown spread of each retained tree;
- x. Details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the site;
- xi. The position of any proposed excavation within the recommended protective distance referred to in BS5837:2012;
- xii. Means of planting, staking and tying of trees, including tree guards, and a detailed landscape maintenance schedule for regular pruning, watering and fertiliser use.
- xiii. Details and specifications of all play, sport and recreational features to be included within the landscaped areas;
- xiv. Details of all proposed hard landscape works, including proposed materials, samples and details of special techniques to minimise damage to retained trees and details of techniques to be used to provide conditions appropriate for new plantings.

xv. Timing of planting.

The detailed phase of the development shall be carried out in accordance with the approved details.

9. All work comprised in the approved scheme of hard and soft landscaping be shall be carried out before the end of the first planting and seeding season following the first occupation of any part of the building on the detailed element of the scheme.

Reason: To ensure a satisfactory appearance to the development and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

10. Any trees, hedges or shrubs to be planted as part of the approved landscaping scheme (including any planting associated with the decked car park) which are removed, die, become severely damaged or diseased within five years of the completion of the detailed element of the scheme shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason: To ensure a satisfactory appearance to the development and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

11. Prior to the construction of buildings on the detailed element of the scheme, revised SUDS assessment shall be submitted to and approved in writing by the Local Planning Authority. The document shall include the following:

- i. identification the party(ies) who will adopt / own the proposed SuDS post-construction;
- ii. in respect of the proposed green roofs:
 - An operation and maintenance plan for the SuDS features;
 - Justification for why below ground storage has been proposed instead of above ground storage;
 - Confirmation on how surface water flows are to be restricted (assume via a hydrobrake); and
 - Confirmation that the proposed surface water drainage system will be gravity fed.

Reason: To ensure that surface water runoff is managed effectively to mitigate flood risk and to ensure that SuDS are designed appropriately using industry best practice to be cost-effective to operate and maintain over the design life of the development in accordance with Policy CS13 of the Barnet Local Plan, Policies 5.13 and 5.14 of the London Plan, and changes to SuDS planning policy in force as of 6

April (including the Written Ministerial Statement of 18 December 2014, Planning Practice Guidance and the Non-Statutory Technical Standards for Sustainable Drainage Systems) and best practice design guidance (such as the SuDS Manual, C753).

12. Prior to the construction of any residential building in the detailed element of the scheme, a rainwater and grey water feasibility study, investigating the potential for incorporating rainwater or grey water recycling into building across the detailed phase, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development is sustainable and complies with the requirements of London Plan Policies 5.13, 5.14 and 5.15.

13. A Car Parking Management Strategy for the detailed element of the scheme shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the detailed phase of development.

Reason: to ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.8 and 7.2 of the London Plan and also, to ensure that the development does not over-provide car parking spaces and to encourage sustainable travel in accordance with Barnet Local Plan Policy CS9 of Core Strategy (adopted) and Policy DM17 of Development Management Policies (adopted).

14. Prior to the first occupation of the detailed element of the scheme, full details of the electric vehicle charging points to be installed in the detailed element of the development shall be submitted to the Local Planning Authority and approved in writing. These details shall include for the provision of 20% active and 20% passive parking spaces with electric vehicle charging facilities. The development shall thereafter be implemented in full accordance with the approved details and permanently retained as such thereafter.

Reason: To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with policy 6.13 of the London Plan.

15. Private parking provision for residential units shall be used for the purpose of residential parking and servicing only.

Reason: to ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.8 and 7.2 of the London Plan.

16. The development shall provide a total of 10% of units across the detailed element of the scheme, designed to be fully wheelchair accessible or easily adaptable for residents who are wheelchair users.

Reason: to ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.8 and 7.2 of the London Plan and to ensure that parking is provided and managed in line with the Council's standards in the interest of highway and pedestrian safety in accordance with Barnet's Local Plan Policy CS9 of the Core Strategy and DM17 of Development Management Policies Document.

17. Prior to the construction of the buildings in the detailed element of the scheme, the following details for each building in the detailed phase shall be submitted to and approved in writing by the Local Planning Authority:

- i. Full details (including samples, where appropriate) of the materials and finishes to be used on all external surfaces;
- ii. Doors, entrances, windows (including glazing specifications) and balconies (including drawings and sections showing thresholds to adjacent internal spaces and drawings and sections of privacy screens);
- iii. Details of the design and access controls for the car park gate(s);
- iv. Building lighting;
- v. Podium details (including hard and soft landscaping, planting species, furniture and play provision);
- vi. Details of bio diverse roofs;
- vii. Details of any building security measures including CCTV;

Thereafter the features hereby approved shall be installed prior to occupation of the first phase and thereafter maintained in secure and good working order for the lifetime of the development.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS5 and DM01 of the Barnet Local Plan and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan.

18. Notwithstanding the details submitted with the application, prior to the construction of any building within the detailed element of the scheme, the following details for Phase 1 shall be submitted to and approved in writing by the Local Planning Authority:

- i. Enclosures, screened facilities and / or internal areas of the proposed buildings to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable;
- ii. Satisfactory points of collection; and,
- iii. Details of the refuse and recycling collection arrangements.

The development shall be implemented and the refuse and recycling facilities provided fully in accordance with the approved details before the detailed elements of the scheme are occupied and the development shall be managed in accordance with the approved details.

Reason: To ensure a satisfactory refuse and recycling facilities are provided at the development in accordance with Policies CS5, CS9, CS14, DM01, DM04 and DM17 of the Local Plan.

19. Prior to the construction of any building within the detailed element of the scheme, details of all extraction and ventilation equipment to be installed for that building shall be submitted to and approved in writing by the Local Planning Authority. This shall be accompanied by a report carried out by a competent acoustic consultant that assesses the likely noise impacts from the development of the ventilation / extraction plant, and proposes mitigation measures for the development if necessary to reduce these noise impacts to acceptable levels (as defined in the relevant British Standard). The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

The development shall be implemented in accordance with details approved under this condition before first occupation of the relevant building within the detailed element of the scheme.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 7.15 of the London Plan.

20. The level of noise emitted from any plant within the detailed element of the scheme, including ventilation equipment hereby approved shall be at least 5dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

If the noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and / or distinct impulse (bangs, clicks, clatters, thumps), then it shall

be at least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policies DM04 of the Development Management Policies DPD and 7.15 of the London Plan.

21. Prior to demolition of existing buildings associated with the detailed element of the scheme (as indicated on approved plan (00)_002 details of mitigation measures to show how the development will be constructed/adapted so as to provide sufficient air borne and structure borne sound insulation against internally/externally generated noise and vibration has been submitted to and approved in writing by the Local Planning Authority.

This sound insulation shall ensure that the levels of noise generated as measured within habitable rooms of the development shall be no higher than 35dB(A) from 7am to 11pm and 30dB(A) in bedrooms from 11pm to 7am.

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

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of the residential properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD, and 7.15 of the London Plan 2015.

22. Notwithstanding the details of the application, hereby approved, all windows of single aspect units facing the A5 within the detailed element of the scheme shall be non-openable. Prior to construction of buildings on the detailed element of the scheme, details of mitigation measures to show the development will be constructed/adapted so as to provide sufficient air borne and structure borne sound insulation against internally/externally generated noise and vibrations has been submitted to and approved in writing with the LPA

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of the residential properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD, and 7.15 of the London Plan 2015.

23. Part A:

Energy Provision for the detailed element of the scheme shall be in accordance with the Revised Energy Statement (Planning Issue 2)

Part B:

Prior to the occupation of the detailed element of the scheme, details of the energy supply network shall be submitted to and approved by the Local Planning Authority. Details shall be in accordance with the Energy Statement and Addendum and shall include:

- i. Details of connections available for each building;
- ii. Proposals for the staged installation of plant within the energy centre and any temporary energy provision required;
- iii. Details of safeguarded connections to an area wide heat network if found to be feasible following further engagement with the LPA and GLA;
- iv. Details of any potential future connections and safeguarding of space to accommodate a site wide energy centre in agreement with the LPA and GLA.

Reason: to ensure that the development is sustainable and complies with the requirements of London Plan Policies 5.2 and 5.6

24. CHP and / or biomass boilers must not exceed the Band B Emission Standards for Solid Biomass Boilers and CHP Plant as listed in Appendix 7 of the London's Plan Sustainable Design and Construction SPG document.

Reason: To comply with the London Plan's SPG on Sustainable Design and Construction and Policy 7.14 of the London Plan in relation to air quality.

25. Prior to the first occupation of the detailed element of the scheme, full details of the Solar Photovoltaic panels to be installed shall be submitted to and approved in writing by the LPA and shall thereafter be installed prior to the first occupation of the detailed element of the development.

Reason: to ensure that the development is sustainable and complies with the requirements of London Plan Policies 5.2 and 5.6

26. Prior to the first occupation of the detailed element of the scheme, an External Lighting Assessment of lighting proposed within the detailed phase, shall be submitted to and approved in writing by the Local Planning Authority. The external lighting assessment submitted shall detail the existing average night time luminance and light spread levels across the phase at night, identify the levels of light pollution received at the windows to residential properties within the

development and, where appropriate, identify the measures to be used to mitigate any impacts to species including bats. Any light pollution mitigation identified in the external lighting assessment shall be implemented in full prior to occupation of the detailed elements of the scheme.

Reason: to ensure the development provides adequate amenities of the future occupiers of the proposed dwellings and to accord with Policy DM01 of the Local Plan and to mitigate the impact to species including bats in accordance with Policies CS7 and DM16.

27. No building within the detailed element of the scheme shall be occupied until a Delivery and Servicing Management Plan has been submitted to, and approved in writing by the Local Planning Authority. This shall be in accordance with the draft strategy set out in the Transport Assessment and Addendum and the detailed phase of the development shall be carried out in accordance with the approved Plan.

Reason: in the interest of highway safety in accordance with Barnet's Local Plan Policy CS9 and DM17 of the Development Management Policies Document.

28. No residential unit within the detailed element of the scheme shall be occupied until the access roads and highways works associated with the first phase are made available for use.

Reason: To ensure there is adequate access available for all residential units.

29. No residential unit within each block of the detailed phase of the scheme shall be occupied until the private and / or communal amenity space provision (excluding public open space) associated with that block of the detailed phase is available in accordance with the approved plans.

Reason: To ensure there is adequate amenity space available for all residential units.

30. Prior to residential occupation within each block of the detailed phase of the scheme, a scheme for the provision of communal / centralised satellite and television reception equipment for that block of the detailed phase shall be installed and thereafter be retained and made available for use by all occupiers of the detailed phase.

Reason: To ensure that the development makes appropriate provision for such equipment, so as to not impact adversely on the character of the area, in accordance with Policies CS5 and DM01 of the Local Plan.

31. Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any Order revoking and re-enacting that Order), the following operations shall not be undertaken without the receipt of prior specific express planning permission in writing from the Local Planning Authority on the buildings hereby approved:

The installation of any structures or apparatus for purposes relating to telecommunications or any part of the development hereby approved, including any structures or development otherwise permitted under Part 24 and Part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) or any equivalent Order revoking and re-enacting that order.

Reason: To ensure that the development does not impact adversely on the character of the area and to ensure the Local Planning Authority can control the development in the area so that it accords with Policies CS5 and DM01 of the Local Plan.

32. No impact piling within the detailed element of the scheme shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) for the detailed phase has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: To prevent any damage to nearby underground sewerage utility infrastructure.

33. Notwithstanding the content of plans hereby approved, prior to the commencement of the detailed element of the scheme (except for Site Preparation Works, Ground Works, and Site Investigation Works) details comprising a scheme of measures to enhance and promote biodiversity within the detailed phase shall be submitted to the Local Planning Authority and approved in writing. The approved scheme of measures shall be implemented in full accordance with the approved details before the detailed phase is first occupied.

Reason: to ensure that the development represents high quality design and meets the objectives of development plan policy as it relates to biodiversity in accordance with Policies DM01 and DM16 of the Local Plan and 5.11 and 7.19 of the London Plan.

34. Cycle parking for the detailed element of the scheme shall be provided in accordance with the approved plans and in accordance with the Transport Assessment.

Reason: In the interests of promoting cycling as a mode of transport in accordance with Barnet's Local Plan Policies CS9 and DM17.

35. Prior to the construction of any buildings on the detailed element of the scheme (the detailed design and a maintenance plan of the geo-cellular storage to provide flood storage on site must be submitted to, and approved in writing by the local planning authority. The maintenance plan should ensure that the geo-cellular storage is managed and maintained for the lifetime of the development. The detailed design and maintenance plan shall be fully implemented and subsequently maintained in accordance with the timing arrangements embodied within the maintenance plan, or within any other period as may subsequently be agreed in writing by the local planning authority.

Reason: To prevent flooding by ensuring the satisfactory storage of fluvial and surface water from the site, and reduce the risk of flood to the proposed development and future users. This is in accordance with Policy CS13 of Barnet's Core Strategy and Policy 5.12 of the London Plan.

Outline Phases Conditions

Definitions

- **Outline element of the scheme** – relating to Phases 2 and 3 as shown on the approved Phasing Plan (00_008) and Hybrid Application Boundary Plan (00_002).
36. The development hereby permitted comprising the outline element of the scheme shall be carried out in accordance with the following approved plans and documents:

(00)_002

(00)_003

(00)_004

(00)_005

(00)_006

(00)_007

(00)_008

(00)_009

Phase II and Phase III Design Code Document

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with policies DM01 of the adopted Barnet Development

Management Policies DPD (2012) and NPPF and CS1 of the adopted Barnet Core Strategy DPD (2012);

37. The development hereby permitted comprising the outline element of scheme shall begin no later than 2 years from:

- i. The final approval of the last Reserved Matters Application pursuant to Condition 2, or;
- ii. The final approval of any pre-commencement condition associated with that Development Phase.

Reason: To comply with the provisions of Section 92 of the Town & Country Planning Act 1990 (as amended).

38. Applications for the approval of the reserved matters (being scale, layout, appearance, landscaping and siting) for the outline element of the scheme shall be made to the Local Planning Authority before the expiration of five years from the date of this permission.

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

39. The development shall be undertaken in accordance with the approved Phasing Plan (drawing ref: (00)_008).

Reason: To ensure that the development is carried out in appropriate phases and to allow the phasing plan to be amended to reflect changes to the phasing of the development that were not foreseen at the date when the phasing plan was approved.

40. A detailed Energy Statement for Development Phases 2 and 3 shall be submitted and approved by the Local Planning Authority with each Reserved Matters Application.

Reason: to ensure that the development is sustainable and complies with the requirements of London Plan Policies 5.2 and 5.6