

LOCATION: Former Parcel Force Depot, Geron Way, London, NW2

REFERENCE: F/01932/11

Received: 02/05/2011

Accepted: 02/06/2011

WARD: Golders Green

Expiry: 31/08/2011

APPLICANT: A2 Dominion

PROPOSAL: Redevelopment of site to provide for 230 residential units (use class C3) and 888 square metres of commercial accommodation (use classes B1, D1 and D2) in buildings up to seven storeys in height, along with associated car parking, amenity space and new vehicular access from Edgware Road.

SUMMARY OF THE PROPOSAL

Full planning permission is sought by A2Dominion for the redevelopment of the former Parcelforce Depot on Geron Way to provide a mixed use development of residential and commercial uses with associated car parking and amenity space. The development proposes three new buildings of between four and seven storeys in height comprising:

- 230 apartments each with their own private balcony, winter garden or terrace;
- A mix of units comprising:
 - 4 studio apartments;
 - 50 one-bedroom apartments;
 - 119 two-bedroom apartments;
 - 52 three-bedrooms apartments; and
 - 5 four-bedroom apartments
- 62 affordable homes (27% based on units), comprising 13 shared ownership units (21% of the affordable) and 49 affordable rent (79% of the affordable).
- 888 square metres of commercial floorspace falling within the B1, D1 and D2 Use Classes including:
 - 727.5 square metres of B1 office floorspace;
 - 80.8 square metres of D1 crèche; and
 - 80 square metres of D2 gym
- A total of 241 car parking spaces including 23 accessible parking bays and 299 cycle parking spaces;
- Communal amenity space totalling some 1,824 square metres provided within the central courtyards and a roof terrace;

BACKGROUND

The current application was submitted in May 2011 and originally sought full planning permission for the redevelopment of the site to provide 262 residential

units and 812 square metres of commercial accommodation falling within Use Classes B1, D1 and D2 with associated car parking and amenity space.

Since the submission of the original application there have been changes to planning policy at national, regional and local level. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the application to be determined in accordance with the development plan unless material considerations indicate otherwise. The development plan for Barnet comprises the London Plan 2011, Barnet's Local Plan (Core Strategy) 2012, Development Management Policies DPD 2012 and saved policies of the Unitary Development Plan 2006. National policy guidance is provided in the National Planning Policy Framework 2012.

In addition to the changes to planning policy, a number of consultation responses have been received from statutory and internal consultees and local residents. The development has been amended in response to the changes in planning policy and consultation comments received with addendums lodged in September 2012, December 2012 and February 2013. The amendments have resulted in a reduction in the number of residential units from 262 to 230, an increase in the size of the units to meet London Plan internal space standards, provision of balconies or roof terraces or winter gardens to all units and alterations to the commercial accommodation to provide 888 square metres of floorspace with associated revisions to the car park and modifications to private and communal amenity space.

SUMMARY OF ASSESSMENT

The previous use of the site as a depot ceased in 2005 and the site has remained vacant since. The site is located within the Brent Cross – Cricklewood Regeneration Area and is allocated for a mix of residential and employment uses through the Regeneration Area Development Framework (RADF). The proposed mixed use development of the site is in line with the land use aspirations of the RADF and is compatible with the wider Brent Cross-Cricklewood regeneration proposals.

The design and layout of the development has been influenced by the need to create a scheme that provides an acceptable response to the existing site context whilst being compatible with the wider regeneration proposals and mitigating the impacts of surrounding uses to provide a suitable residential environment for future occupants.

The scheme includes the provision of 62 affordable housing units (equivalent to 27%) with a split of 13 shared ownership (21% of the affordable) and 49 affordable rent (79% of the affordable). The proposed mix of private and affordable residential accommodation has been agreed with the Housing Officers and meets identified needs. All of the proposed new homes meet the Mayor's internal space standards, benefit from daylight and sunlight that accords with the BRE guidelines and good outlook. All units benefit from private amenity space in the form of balconies, terraces or winter gardens that meet the Mayor's standards. Communal amenity space is provided within the courtyards and through roof gardens to meet Barnet's quantum standards. The playspace needs of the scheme are met on site in accordance with the Mayor's standards. The current scheme is considered to have overcome the reasons for refusing the previous application at the site (in 2007). The application is found to propose a positive development that would comply with

the relevant policies in the development plan and provides high quality new residential dwellings.

The proposed access arrangements and highway impact have been subject to review and assessment by the Council's Traffic and Development Team and relevant statutory authorities who have confirmed no objection. The resultant vehicles trips will be satisfactorily accommodated within the existing transport network independently and with the traffic flows associated with the BXC regeneration scheme. The access arrangements for the development have also been designed to ensure that the future bridge link across the railway tracks and access scheme associated with the BXC development is not fettered or prejudiced. The proposed car parking provision is 1:1 for the residential units in accordance is considered to be acceptable based on the PTAL rating of 3 and 4 for the site and is supported by a draft Travel Plan which includes financial incentives and measures.

The scheme meets the prevailing policies regarding climate change and sustainability, achieving Code for Sustainable Homes Level 4 and BREEAM Excellent. The development includes the provision of a Combined Heat and Power unit, with the potential to connect to a District Heating Network should one come forward in the future, such as that proposed as part of the BXC outline planning permission. In addition the proposal provides a contribution towards renewable energy with the provision of Photovoltaics. Overall, through a range of energy efficient design measures ('Be lean') and low and zero carbon technologies the application is shown to achieve a reduction of 33% against the 2010 Building Regulations, exceeding the minimum 25% requirement of the London Plan.

A number of conditions and planning obligations have been recommended to ensure that the development achieves a suitable quality of residential environment, does not cause any unacceptable harm to the amenities of neighbouring occupiers, achieves the benefits that the submission advances in support of the scheme and mitigates any potential adverse impacts from the proposal.

RECOMMENDATION

Approve subject to:

Recommendation 1

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:

- (a) Legal Professional Costs Recovery
Paying the Council's legal and professional costs of preparing the Agreement and any other enabling arrangements.
- (b) Enforceability
All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority.
- (c) Affordable Housing
The provision of 62 affordable units in total on site comprising:

49 affordable rented units comprising:
10 x one bedroom two person flats
2 x two bedroom three person flats
17 x two bedroom four person flats
7 x three bedroom five person flats
8 x three bedroom six person flats
5 x four bedroom seven person flats

13 intermediate (Shared Ownership) units comprising:-
7 x one bedroom two person flats
5 x two bedroom three person flats
1 x two bedroom four person flat
- (d) Healthcare
A contribution of **£213,023** towards improvements to health facilities within the borough as identified by the Local Health Authority.
- (e) Education
A contribution of **£755,654** index linked towards education provision in the borough.
- (f) Libraries
A contribution of **£34,140** index linked towards the provision of library facilities within the borough.
- (g) Travel Plan
The applicant shall enter into a Travel Plan that seeks to facilitate modal shift in the choice of transport mode available to occupiers of the residential units, reduce reliance on the use of the private car, promotes sustainable means of transport and appoint an appropriately qualified Travel Plan Coordinator. The Travel Plan shall include the following incentives to a value of **£69,000** (equivalent to £300 per unit):

- (i) Upon first occupation of each new residential unit, regardless of tenure, the occupier will be given a voucher to a minimum value of £300 per dwelling. The voucher shall allow the occupier to purchase two of the following travel plan incentives up to a limit of £150 per incentive: subsidised membership to the Car Club; and/or credit on an Oyster Card travel pass; and/or a bike voucher.

- (h) Provision of Two car club parking spaces and associated priming funding:
The provision of 2no. Car Club parking spaces within the development and a contribution of **£40,000** towards priming funding for the car club.

- (i) Travel Plan Monitoring
A contribution of **£10,000** index linked towards the monitoring of the implementation of the Travel Plan for the development.

- (j) Bus Stop Enhancements
A contribution of **£40,000** index linked towards the improvement of bus stops within 400m of the site.

- (k) Step free access at Cricklewood Station
A contribution of **£200,000** towards the provision of step free access at Cricklewood Station.

- (l) Public Realm Enhancements
A contribution of **£40,000** index linked towards the provision of enhancements and improvements to the public realm within 400m of the site.

- (m) Highways Land Safeguarding
Land along the Edgware Road frontage of the site shall be safeguarded to allow the implementation of road widening works and the new vehicular bridge link associated with the approved Brent Cross Cricklewood development.

- (n) Monitoring of the Section 106 Agreement
A contribution of **£10,028** (as 1% of the financial contributions above) index linked towards the monitoring and management of the S106 planning obligations.

Recommendation 2:

That upon completion of the agreement specified in Recommendation 1, the Acting Assistant Director of Planning and Development Management approve the planning application reference H/02796/11 under delegated powers subject to the following conditions and any changes to the wording of the conditions considered necessary by the Acting Assistant Director for Planning and Development Management:

COMMENCEMENT

1. This development must be commenced within three years from the date of this permission.

Reason:

To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.

PLANS OF THE DEVELOPEMNT

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

1224/010 K	Ground Floor Site Plan
1224/011 K	First Floor Site Plan
1224/012 J	Second Floor Site Plan
1224/013 J	Third Floor Site Plan
1224/014 J	Fourth Floor Site Plan
1224/015 J	Fifth Floor Site Plan
1224/016 J	Sixth Floor Site Plan
1224-120 J	Elevations as Proposed (Sheet 1)
1224-121 K	Elevations as Proposed (Sheet 2)
1224-122 J	Elevations as Proposed (Sheet 3)
1224-123 H	Elevations as Proposed (Sheet 4)
1224-130 H	Sections
1224/A/100 K	Block A Ground Floor Plan
1224/A/101 K	Block A First Floor Plan
1224/A/102 J	Block A Second Floor Plan
1224/A/103 J	Block A Third Floor Plan
1224/A/104 J	Block A Fourth Floor Plan
1224/A/105 H	Block A Fifth Floor Plan
1224/A/106 B	Block A Roof Plan
1224/B/100 G	Block B Ground Floor Plan
1224/B/101 H	Block B First Floor Plan
1224/B/102 H	Block B Second Floor Plan
1224/B/103 H	Block B Third Floor Plan
1224/B/104 H	Block B Fourth Floor Plan
1224/B/105 G	Block B Fifth Floor Plan

1224/C/099 E	Block C Ground Floor Plan (sheet 1)
1224/C/100 G	Block C Ground Floor Plan (sheet 2)
1224/C/101 G	Block C Ground Floor Plan (sheet 3)
1224/C/102 J	Blocks B1 & C 1st Floor Plan
1224/C/103 H	Blocks B1 & C 1st Floor Plan
1224/C/104 J	Blocks B1 & C 2nd Floor Plan
1224/C/105 J	Blocks B1 & C 2nd Floor Plan
1224/C/106 H	Blocks B1 & C 3rd Floor Plan
1224/C/107 H	Blocks B1 & C 3rd Floor Plan
1224/C/108 H	Blocks B1 & C 4th Floor Plan
1224/C/109 H	Blocks B1 & C 4th Floor Plan
1224/C/110 H	Blocks B1 & C 5th Floor Plan
1224/C/111 H	Blocks B1 & C 5th Floor Plan
1224/C/112 H	Block C Sixth Floor Plan
1224/C/113 H	Block C Roof Plan

Reason:

For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the application as assessed in accordance with policies CS1, CS4, CS5, DM01 and DM02 of the Barnet Local Plan and policy 1.1 of the London Plan.

MATERIALS

3. Notwithstanding the details shown on the plans otherwise hereby approved, no development shall commence, other than ground works, site preparation or remediation, unless and until details and appropriate samples of the materials to be used for the external surfaces of the buildings and hard surfaced areas shall have been submitted to and approved in writing by the Local Planning Authority. The Development shall thereafter be implemented in accordance with such details as so approved before the dwellings approved are occupied.

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.

SITE LEVELS

4. Notwithstanding the details submitted in the drawings otherwise hereby approved the development is not to commence unless and until details of the levels of the proposed buildings, roads, footpaths and other landscaped areas relative to adjoining land and any other changes proposed in the levels of the site associated with the works permitted by this permission shall have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with such details as so approved before the dwellings approved are occupied.

Reason:

To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the amenities of the area and neighbouring occupiers and the health of any trees or vegetation in accordance with policies DM01, DM04 and DM17 of the Barnet Local Plan and policies 7.2, 7.3, 7.4, 7.5, 7.6, 7.13 and 7.21 of the London Plan.

ACCESSIBILITY

5. All 230 of the new residential units (use class C3) within the development hereby approved shall be constructed to meet and achieve the 'Lifetime Homes' standard and retained thereafter. A minimum of 10% of the 230 residential units within the development shall be built to wheelchair housing standard or accessible to this standard, as shown on the approved plans.

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.

SUSTAINABILITY

6. Prior to commencement of development, details of compliance with the approved Energy Strategy for the development shall be submitted to and approved in writing by the Council. Development shall proceed in accordance with the details as approved.

Reason:

To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 5.2 and 5.3 of the London Plan (2011).

7. The 230 residential units (use class C3) in the development hereby permitted shall all be constructed to achieve not less than Code Level 4 in accordance with the Code for Sustainable Homes (or the equivalent standard in such measure of sustainability for house design which may replace that scheme). No dwelling shall be occupied until formal certification has been issued confirming that not less than a Code Level 4 has been achieved and this certification has been submitted to the Local Planning Authority.

Reason:

To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 5.2 and 5.3 of the London Plan.

8. The non-residential floorspace within the development hereby approved shall all be constructed to achieve not less than BREEAM rating of Excellent (or the equivalent standard in such measure of sustainability for commercial

floorspace which may replace that scheme). The non-residential floorspace shall not be occupied until formal certification has been issued confirming that BREEAM Excellent has been achieved and this certification has been submitted to the Local Planning Authority.

Reason:

To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 5.2 and 5.3 of the London Plan.

BIODIVERSITY

9. Prior to the commencement of the development hereby approved, details comprising a scheme of measures to enhance and promote biodiversity at the site as redeveloped shall be submitted the Local Planning Authority and approved in writing. The approved scheme of measures shall be implemented in full in accordance with the approved details before the first occupation of the development.

Reason:

To ensure that the development represent 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 Barnet Local Plan and policies 5.11 and 7.19 of the London Plan.

CONTAMINATED LAND

10. Part 1

Before development commences other than for investigative work:

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

to the commencement of the development.

- 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 to be carried out shall be submitted to and approved in writing by the Local Planning Authority prior to that remediation being carried out on site.

Part 2

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

Reason:

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety and to comply with policy DM04 of the Barnet Local Plan.

WATER AND DRAINAGE

11. The development hereby approved shall not commence until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 100 year critical storm will not exceed 50% of the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason:

To ensure that the development provides appropriate drainage infrastructure and to comply with policy CS13 of the Barnet Local Plan and policies 5.13 and 5.14 of the London Plan.

12. The development hereby permitted shall not commence until a drainage strategy detailing all on and off site drainage works to be carried out in respect of the development hereby approved has been submitted to and approved in writing by the Local Planning Authority. No foul, surface or ground water shall be discharged from the development hereby approved into the public sewer system until the drainage works referred to in the strategy have been completed in their entirety.

Reason:

To ensure that the development provides appropriate drainage infrastructure and to comply with policy CS13 of the Barnet Local Plan and policies 5.13 and 5.14 of the London Plan.

13. The dwellings hereby approved shall have 100% of the water supplied to them by the mains water infrastructure provided through a water meter or water meters.

Reason:

To encourage the efficient use of water in accordance with policy CS13 of the Barnet Local Plan and policy 5.15 of the London Plan.

14. The only toilets to be installed in the development hereby approved shall be dual flush (6 to 4 litres) toilets and all taps fitted in the development shall be spray or flow restricted taps.

Reason:

To encourage the efficient use of water in accordance with policy CS13 of the Barnet Local Plan and policy 5.15 of the London Plan.

ARCHAEOLOGY

15. No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.

Reason:

To ensure that the archaeological heritage of the application site is properly investigated and any potential archaeological remains are recorded.

LANDSCAPING

16. No site works or other works associated with this development shall be commenced before temporary tree protection measures to safeguard trees on the site and trees adjacent the application site have been erected in accordance with details that have been previously submitted to and approved in writing by the Local Planning Authority. The tree protection measures approved shall remain in place until after the development works are completed and no material or soil shall be stored within any of the protected areas during the works associated with this development.

Reason:

To safeguard the health of existing trees off site which represent an important amenity feature and ensure a satisfactory appearance to the development in accordance with DM01 of the Barnet Local Plan and policy 7.21 of the London Plan 2011.

17. Notwithstanding the details submitted and otherwise hereby approved, prior to the commencement of the development or any site works a detailed scheme of hard and soft landscaping and means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The details of landscaping and means of enclosure submitted shall include but not be limited to the following:

- the position of any existing trees and hedges to be retained or removed;

- details of all tree, hedge, shrub and other planting proposed as part of the scheme and all planting proposed for green walls and other soft landscaped structures, including proposed species, plant sizes and planting densities;
- means of planting, staking and tying of trees, including tree guards, and a detailed landscape maintenance schedule for regular pruning, watering and fertiliser use;
- existing site contours and any proposed alterations to these such as earth mounding;
- Details and specifications of all play features to be included within the landscaped areas.
- 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;
- timing of planting;
- details of all proposed boundary treatments, fencing, gates or other means of enclosure to be erected at the site.

Reason:

To ensure a satisfactory appearance to the development and protect the amenities of the area and future and neighbouring occupiers in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 3.6 and 7.21 of the London Plan.

18. All work comprised in the approved scheme of hard and soft landscaping (submitted under condition 17) shall be carried out before the end of the first planting and seeding season following the first occupation of any part of the building or completion of the construction of the development, whichever is sooner.

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.

19. Any existing tree or hedge shown to be retained or trees, hedges or shrubs to be planted as part of the approved landscaping scheme (submitted under condition 17) which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason:

To ensure a satisfactory appearance to the development 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.

20. The development hereby approved shall not be occupied unless and until a Landscape Management Plan, including details of the long term design objectives, management responsibilities and maintenance schedules for all areas of the site (other than for small privately owned domestic gardens), shall have been submitted to the Local Planning Authority and approved in writing. The management of the landscaping at the site shall be carried out in accordance with the details in the approved Landscape Management Plan.

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.

PLAY SPACE DETAILS

21. Notwithstanding the details shown on the plans otherwise hereby approved, prior to the first occupation of the development a scheme detailing all play equipment to be installed in the communal amenity space on the site shall be submitted to the Local Planning Authority and approved in writing. The development shall be implemented in full accordance with the details as approved prior to the first occupation of the development.

Reason:

To ensure that the development represents high quality design and to accord with policies DM01 and MM04 of the Barnet Local Plan and policy 3.6 of the London Plan.

NOISE AND AIR QUALITY MANAGEMENT AND MITIGATION

22. No construction work in relation to the development hereby approved shall be carried out on the site at any time on Sundays, Bank or Public Holidays, before 8.00am or after 1.00pm on Saturdays, or before 8.00am or after 6.00pm on any other days.

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.

23. Before development commences, an air quality assessment report, written in accordance with the relevant current guidance, for the existing site and proposed development shall be submitted to and approved by the Local Planning Authority. It should also have regard to the air quality predictions and monitoring results from the Stage Four of the Authority's Review and Assessment, the London Air Quality Network and London Atmospheric Emissions Inventory.

Prior to the commencement of the development hereby permitted a scheme of the air pollution mitigation measures to be provided in the development to

protect the amenities of future occupiers shall have been submitted to the Local Planning Authority and approved in writing. The approved scheme of air pollution mitigation measures shall be implemented in its entirety in the development constructed before the first occupation of the development.

Reason:

To ensure that the amenities of future occupiers are protected from the poor air quality in the vicinity and in accordance with policy DM04 of the Barnet Local Plan and policy 5.3 of the London Plan.

24. Prior to the commencement of the development a full scheme of the measures to be incorporated in the development to mitigate the impact of noise from road and rail traffic and any other relevant sources of noise on the occupiers of the development shall be submitted to the Local Planning Authority and approved in writing. The scheme of measures submitted shall ensure that the levels of noise as measured within habitable rooms of the new dwellings hereby approved shall be no higher than 35dB(A) from 7am to 11pm and 30dB(A) in bedrooms from 11pm to 7am and the submission made shall include sufficient details and information to adequately demonstrate how these standards would be met. The development shall be implemented in full accordance with the approved scheme of noise mitigation measures in its entirety before the first occupation of the development.

Reason:

To ensure that the amenities of the occupiers of the development are not prejudiced by noise and to accord with policies DM04 of the Barnet Local Plan and 7.15 of the London Plan.

25. Prior to occupation of the development hereby approved, a detailed specification of the acoustic fencing identified on the approved plans shall be submitted in writing and approved by the Local Planning Authority prior to development. This scheme shall be fully implemented before the development hereby permitted is brought into use.

Reason:

To ensure that the proposed development does not prejudice the enjoyment of the occupiers of their home(s) in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011

26. Before the development hereby permitted commences on site, details of all extraction and ventilation equipment to be installed in the development shall be submitted to and approved by the Local Planning Authority. The approved details shall be implemented in accordance with the approved details before the first occupation of the site.

Reason:

To ensure that the proposed development does not prejudice the enjoyment or amenities of occupiers of adjoining residential properties in accordance with policies DM04 of the Barnet Local Plan and 7.15 of the London Plan.

27. The level of noise emitted from the plant installed as part of the development hereby approved shall meet a Rating level of at least 5dB(A) below the background level (in accordance with BS4142), as measured from any point 1 metre outside the window of any room of any noise sensitive 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 noise sensitive room of any 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 Barnet Local Plan and 7.15 of the London Plan.

28. Before development commences, a report should be carried out by a competent acoustic consultant and submitted to the Local Planning Authority for approval in writing that assesses the likely noise impacts from the ventilation and extraction plant to be installed as part of the development. The report shall also clearly outline mitigation measures for the development to reduce these noise impacts to the levels identified in condition 27 above.

It should include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the contents and recommendations. The approved mitigation measures shall be implemented in their entirety before any of the units are occupied or the use commences.

Reason:

To ensure that the amenities of neighbouring premises are protected from noise from the development in accordance with policies DM04 of the Barnet Local Plan and 7.15 of the London Plan.

29. The development shall be constructed so as to provide sufficient air borne and structure borne sound insulation against internally generated noise and vibration. This sound insulation shall ensure that the levels of noise generated from the proposed B1, D1 and D2 uses 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.

A scheme for mitigation measures shall be submitted to and approved by the Local Planning Authority prior to development. The approved mitigation scheme shall be implemented in its entirety before (any of the units are occupied/the use commences).

Reason:

To ensure that the proposed development does not prejudice the amenities of potential future occupiers of the residential properties in accordance with policies DM04 of the Barnet Local Plan and 7.15 of the London Plan.

PRIVACY MEASURES

30. Prior to the occupation of the development hereby approved, details of the windows within the flank elevations of Blocks A and B that are to be permanently glazed with obscured glass shall be submitted to the Local Planning Authority and approved in writing. Thereafter the development shall be implemented in full accordance with the approved details and specifications and shall be permanently retained as such thereafter.

Reason:

To safeguard the privacy and amenities of occupiers of neighbouring residential properties and the future occupiers of the proposed residential dwellings in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012).

TRANSPORT

31. Before the development hereby permitted is occupied the car parking spaces shown on Drawing No. 1224/010 Rev. K and 1224/011 Rev. K shall be installed prior to occupation of the relevant phase and shall not be used for any purpose other than parking of vehicles in connection with the approved development.

Reason:

To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with policies CS9 and DM17 of the Barnet Local Plan.

32. Before the development hereby permitted is occupied a Car Parking Management Plan detailing the allocation of car parking spaces, all on site parking controls and charges and enforcement measures to be put in place to deal with any unauthorised parking shall be submitted to and approved in writing by the Local Planning Authority. The development shall be managed in accordance with the approved Car Parking Management Plan from the first occupation of the building and thereafter.

Reason:

To ensure that parking is provided and managed at the development in the interests of highway and pedestrian safety and the free flow of traffic in the area and in accordance with policies CS9 and DM17 of the Barnet Local Plan.

33. Before the first occupation of the development hereby approved details showing suitable on-site parking and storage facilities for not less than 299 bicycles shall be submitted to the Local Planning Authority and approved in writing. The development shall be implemented in full accordance with the details as approved before the development is occupied and be permanently retained as such thereafter.

Reason:

In the interests of promoting cycling as a mode of transport in accordance with Policies CS9 and DM17 of the Barnet Local Plan and Policy 6.13 of the London Plan.

34. No site works or works on this development including demolition or construction work shall commence until a Demolition and Construction Management and Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with the details approved under this plan. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following information:
- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
 - ii. site preparation and construction stages of the development;
 - iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;
 - iv. details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
 - v. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
 - vi. a suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;
 - vii. noise mitigation measures for all plant and processors;
 - viii. details of contractors compound and car parking arrangements;
 - ix. Details of interim car parking management arrangements for the duration of construction;
 - x. Details of a community liaison contact for the duration of all works associated with the development.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13, CS14, DM01, DM04 and DM17 of the Barnet Local Plan and policies 5.3, 5.18, 7.14 and 7.15 of the London Plan.

35. Before the relevant residential or non-residential phase of the permitted development is occupied a full Delivery and Servicing Plan (DSP) shall be submitted to and agreed by the Local Planning Authority. The development shall accord with the details approved unless previously agreed in writing by the local planning authority.

Reason:

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

36. 3 months prior to occupation of the Class C3 residential units a strategic level residential Travel Plan that has been prepared in accordance with all relevant technical and good practice guidance and that meets the requirements of the Transport for London document 'Travel planning for new development in London' and is ATTrBuTE and TRAVL compliant shall be submitted and approved by the Local Planning Authority. This should include the appointment of a Travel Plan Champion. The development shall be fully implemented and managed in accordance with the approved plan. The Travel Plan approved shall be implemented and enforceable in accordance with the agreement completed under section 106 of the Town and Country Planning Act (as amended) which accompanies this application should be reviewed in accordance with Transport for London's 'standardised approach to monitoring'.

Reason:

To encourage the use of sustainable forms of transport to the site and minimise transport impacts of the development in accordance with policies DM17 and CS9 of the Barnet Local Plan.

37. 3 months prior to occupation of each respective non-residential unit, a local level commercial Travel Plan that has been prepared in accordance with all relevant technical and good practice guidance and that meets the requirements of the Transport for London document 'Travel planning for new development in London' and is ATTrBuTE and TRAVL compliant shall be submitted and approved by the Local Planning Authority. This should include the appointment of a Travel Plan Champion. The development shall be fully implemented and managed in accordance with the approved plan. The Travel Plan approved shall be implemented and enforceable in accordance with the agreement completed under section 106 of the Town and Country Planning Act (as amended) which accompanies this application should be reviewed in accordance with Transport for London's 'standardised approach to monitoring'.

Reason:

To encourage the use of sustainable forms of transport to the site and minimise transport impacts of the development in accordance with policies DM17 and CS9 of the Barnet Local Plan.

38. Before the development hereby permitted is occupied full details of the electric vehicle charging points to be installed in the development shall have been submitted to the Local Planning Authority and approved in writing. These details shall include provision for not less than 20% of the approved parking spaces to be provided with electric vehicle charging facilities. The development shall be implemented in full accordance with the approved details prior to first occupation and thereafter be maintained as such.

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.

39. Before the development hereby permitted is occupied full details of the disabled standard parking spaces to be provided as part of the development shall have been submitted to the Local Planning Authority and approved in writing. These details shall include provision for not less than four of the approved parking spaces to be provided as disabled standard parking spaces. The development shall be implemented in full accordance with the approved details prior to first occupation and thereafter be maintained as such.

Reason:

To ensure that parking is provided so as to create an accessible environment for all and in accordance with policy 6.13 of the London Plan.

40. Details of the proposed Highway works at the junction of Edgware Road and Dollis Hill lane including the access to the development shall be submitted to and approved by the Local Planning Authority for approval prior to commencing any highway works. The approved works shall be completed before the development is occupied.

Reason:

In the interest of highway safety in accordance with policies C59 and DM17 of the Barnet Local Plan.

REFUSE AND RECYCLING

41. Notwithstanding the details submitted with the application, before the development hereby permitted is brought into use or occupied details of the:
- 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
- shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented and the refuse and recycling facilities provided fully in accordance with the approved details before the development is 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 Barnet Local Plan.

LIGHTING

42. Prior to the first occupation of the dwellings hereby approved full plans, details and specifications of all external lighting to be installed as part of the development shall be submitted to the Local Planning Authority and approved in writing. The development shall be implemented in full accordance with the approved details prior to the first occupation of the development and thereafter be maintained as such.

Reason:

To ensure that appropriate lighting is provided as part of the development in accordance with policy DM01 of the Barnet Local Plan and 5.3 of the London Plan.

OFFICE FLOORSPACE – RESTRICTED USE

43. Unit 1, 2 and 3 on the ground floor of Block A and Unit 5 on the ground floor of Block B hereby approved shall only be occupied by uses falling within Class B1 of Town and Country Planning (Use Classes) Order 1987 (as amended) and shall be used for no other purpose.

Reason:

In the interests of the amenities of occupiers of future and adjoining residential occupiers. The application has been assessed on the basis of the provision of this B1 floorspace within the development to re-provide employment floorspace. Therefore the Local Planning Authority requires the ability to exercise control over the use of these units.

CRECHE – RESTRICTED USE

44. Unit 6 on the ground floor of Block B hereby approved shall only be occupied for the purposes of a crèche within Class D1 of the Town and Country Planning (Use Classes) Order 1987 (as amended) and no other purpose.

Reason:

To ensure the Local Planning Authority can retain control of the use of the unit within the use class specified and to ensure that use of the premises does not prejudice the amenities of the future and neighbouring residential occupiers.

GYM – RESTRICTED USE

45. Unit 4 on the ground floor of Block A hereby approved shall only be occupied for the purposes of a gym within Class D2 of the Town and Country Planning (Use Classes) Order 1987 (as amended) and no other purpose.

Reason:

To ensure the Local Planning Authority can retain control of the use of the unit within the use class specified and to ensure that use of the premises does not prejudice the amenities of the future and neighbouring residential occupiers.

CRECHE – HOURS OF OPENING

46. The crèche within Unit 6 on the ground floor of Block B hereby approved shall not be open to customers before 7:30am or after 7pm from Monday to Friday, or before 10am or after 6pm on Saturdays and not at all on Sundays.

Reason:

To safeguard the amenities of future and neighbouring occupiers of residential properties.

INFORMATIVES

The informatives that it is recommended be included on the decision notice in respect of this application are set out in **Appendix 4** of this report. These include (as the first informative) a summary of the reasons for granting planning permission for this development and the relevant development plan policies taken into account in making this decision.

1. MATERIAL CONSIDERATIONS

1.1 Key Relevant Planning Policy

Introduction

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals shall be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the development plan comprises The London Plan (published July 2011), Barnet's Local Plan (Core Strategy) 2012, Development Management Policies DPD 2012 and saved policies of the Unitary Development Plan 2006 relating specifically to Brent Cross – Cricklewood.

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

The officers have considered the development proposals very carefully against the relevant policy criteria and, for the reasons set out in this report, have concluded that that the development will fulfil them to a satisfactory level, subject to the conditions and planning obligations recommended. The proposed development is considered to comply with the requirements of the development plan.

Appendix 3 contains a detailed review of the London Plan, Barnet Local Plan (Core Strategy), Development Management Policies DPD and saved UDP policies of most relevance to this planning application and appraises the proposal against these policies. These documents contain a very large number of policies which are to a limited degree relevant and the analysis in Appendix 3 focuses on those which are considered to be particularly relevant to the determination of this application. In order to present the analysis of the policies in a readily readable form it is set out in a table format. The tables list the policies, describe them and then provide a brief commentary to assess how the proposed development conforms to the requirements of the specific policies. Where appropriate, some policies are combined in order to avoid unnecessary repetition or disjointed discussion.

The general policy context is summarised below:

The London Plan

The London Plan (adopted July 2011) is the development plan in terms of strategic planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). An appraisal of the application against relevant London Plan policies is provided in Table 1 in Appendix 3.

The London Plan, Barnet Local Plan and Saved UDP Policies

Barnet's Core Strategy and Development Management Policies DPD were adopted in September 2012. Para 1.2.1 of the DM Policies DPD advises that this document sets out the planning policies that implement the Core Strategy and will be used in the determination of planning applications within the borough. With regard to developments within the Brent Cross – Cricklewood Regeneration Area, the DM Policies DPD states that the Saved Policies of the UPD that specifically relate to the comprehensive redevelopment of Brent Cross Cricklewood will continue to apply and therefore the policies in the DM Policies DPD will not apply to the development of the Brent Cross Cricklewood Regeneration Scheme. The

document is clear in stating that any other planning applications not directly related to the comprehensive redevelopment of Brent Cross Cricklewood Regeneration area will be considered against relevant policies in this DPD and any other material planning considerations. The application for the Parcellfore site is not part of the comprehensive BXC regeneration scheme which has been dealt with under a separate outline planning consent. Therefore the DM policies are considered to apply to this application.

Strategic Supplementary Planning Guidance and Best Practice Guidance:

- Housing SPG (November 2012);
- Shaping Neighbourhoods: Play and Informal Recreation SPG (September 2012);
- All London Green Grid SPG (March 2012);
- Planning for Equality and Diversity in London SPG (October 2007);
- Wheelchair Accessible Housing BPG (September 2007);
- Health Issues in Planning BPG (June 2007);
- Sustainable Design and Construction SPG (May 2006);
- Accessible London: Achieving an Inclusive Environment SPG (April 2004).

Local Supplementary Planning Documents:

- Contributions to Health Facilities (July 2009);
- Contributions to Education (February 2008);
- Contributions to Libraries (February 2008);
- Sustainable Design and Construction (June 2007);
- Affordable Housing (February 2007);
- Planning Obligations (September 2006);
- Brent Cross, Cricklewood and West Hendon Regeneration Area Framework (2005).

National Planning Guidance

The National Planning Policy Framework (NPPF), published in March 2012, provides national planning guidance and replaces the majority of the Planning Policy Guidance Notes (PPG) and Planning Policy Statements (PPS). The NPPF identifies that the purpose of the planning system is to contribute to the achievement of sustainable development (paragraph 6) and identifies the three key dimensions of sustainable development as economic, social and environmental (paragraph 7).

The NPPF introduces a presumption in favour of sustainable development whereby development proposals that accord with the development plan, such as this application, should be approved (paragraph 14).

The Community Infrastructure Levy Regulations 2010 (as amended 2011)

The Community Infrastructure Levy Regulations 2010 (as amended 2011) set in law the circumstances under which planning obligations can be sought from a development. A package of obligations have been sought which seek to mitigate the impact of the development and assist the delivery of the infrastructure necessary to support the proposal. Officers have concluded that the planning obligations recommended are legitimate and appropriate under these regulations. The applicant has agreed the obligations set out in Recommendation 2.

Whilst the Council has reached an advance stage in preparation of their local CIL charging schedule, it has not yet been formally adopted. Planning impacts and mitigation and therefore still secured through S106 Agreements.

1.2 Relevant Planning History

A full summary of the relevant, recent planning history of this site is set out in **Appendix 1**. Of note are the previous applications which sought to redevelop the site C03021DP/07, C03021DQ/07 and F/01956/08. These applications sought permission for mixed use development of the site. The 2007 applications proposed 474 residential units in addition to approximately 2,000 square metres of commercial floorspace. The 2008 application sought permission for 394 residential units with approximately 1,300 square metres of commercial floorspace. These applications were either refused (2007) or withdrawn (2008) for a variety of reasons including inter alia non-compliance with the RADF, failure to demonstrate comprehensiveness with the wider Regeneration Area, overdevelopment, height, scale, bulk and mass, insufficient parking provision and highways impact.

A large part of the Brent Cross – Cricklewood Regeneration Area benefits from an extant outline planning permission for redevelopment: C/17559/08 ('the BXC planning permission'). The Parcelforce application site does not fall within the area covered by the BXC planning permission. However, it does fall within the wider Regeneration Area and as such the BXC permission is of relevance to the determination of this proposal in terms of comprehensiveness and ensuring the proposed development does not fetter or prejudice the delivery of the extant outline planning permission for BXC.

1.3 Public Consultations and Views Expressed

Public Consultation

A total of 702 local properties were consulted on the original application by letter and email in June 2011. The application was also advertised on site and in the local press at that time. Following revisions to the scheme and submission documents two further rounds of consultation were carried out in October 2012 and February 2013.

Number of Responses from Residents

15 responses objecting to the proposal were received. **1** of the objectors has requested to speak at committee. **1** response was received in support of the application.

The section below provides a summary of the comments received on the application and a brief response. Full responses to the comments and assessment of the issues raised is provided in the relevant sections of the Planning Appraisal of this report.

Comments from Residents

The representations received have been grouped by topic and are summarised and clarified below.

Highways and Parking

- The development will result in a large impact on local traffic and impact on highway safety.
- A new access to Edgware Road should not be proposed in the context of the wider BXC proposals.
- Parking is insufficient at less than 1:1 car parking spaces.
- Neighbouring Roads will be subject to overspill car parking.

Response:

- *To test the worst case scenario on highway impact the Transport Assessment assesses the impact of the scheme in combination with the approved BXC scheme. It demonstrates that the impact of the proposed development is unlikely to result in any significant detrimental impact on the flow of traffic to the local highway network or highway safety. The access arrangements are found by the Council's Highways officers to be acceptable either independently or in combination with the BXC permission.*
- *Car parking is provided at a ratio of 1:1 and is considered to fall within the range of parking provision required by the Local Plan. Planning obligations including a Travel Plan are also proposed that seek to encourage the use of non-private car modes of transport and financial contributions to improve access to public transport. It is not considered that the proposal would result in unacceptable impact to surrounding roads through overspill car parking.*

Local Facilities

- Local facilities are already at near capacity, such as schools and doctors.

Response:

- *Planning obligations in accordance with the Council's adopted Supplementary Planning Documents will be secured including financial contributions towards health facilities and education. The impact of the development is considered to be satisfactorily mitigated.*

Neighbouring Amenities

- The construction of the scheme will cause noise disturbance, pollution and vibration damage to surrounding residential properties.
- The development will be overbearing on surrounding residential properties and will result in a loss of privacy.
- The development will result in noise and disturbance and an increased risk of crime to existing residential properties.

Response:

- *Conditions are recommended as set out in this report which include the requirement for a Demolition and Construction Management and Logistics Plan that will manage and control the disruption from the construction phase of the development to ensure that the amenities of surrounding residential properties are protected.*
- *The proposed height of the scheme is considered to be consistent with the existing and emerging character of the area. The application*

includes a Daylight and Sunlight Assessment which demonstrates that the amenities of existing properties opposite the site on Edgware Road will not be adversely affected. The distance of circa 40m between the development and neighbouring properties is considered sufficient to ensure that the privacy of neighbouring occupiers is not unacceptably impacted upon. The scale and separation are also considered sufficient to ensure that the proposed development is not overbearing in relation to outlook from the existing properties.

- *The proposed uses are compatible with the land use character of the area and are not considered to be uses that will result in increased noise and disturbance to existing properties. The application has been reviewed by the Council's Environmental Health Department in this regard and, subject to the imposition of conditions relating to noise from plant and equipment, are satisfied with the proposals.*

Non-residential units

- *The proposed retail/business units will not have sufficient car parking and in any event will compete with existing businesses in the area, such as Gladstone Parade.*

Response:

- *In addition to the residential parking, 10 parking spaces will be provided for the proposed offices, gym, crèche, concierge and visitors. The level of parking proposed is in line with Barnet's adopted standards.*
- *The application was accompanied by a Sequential Assessment demonstrating that the location of the site is suitable for the non-residential land uses and that they will not adversely affect the viability or vitality of existing centres.*

Design

- *The proposed height is out of keeping with the character of the surrounding area.*
- *The existing trees should be retained.*
- *A playground should be provided as part of the scheme.*

Response:

- *The proposed heights are designed to provide an appropriate response to the local area and existing context and have also been developed to be compatible with the wider regeneration proposals for the BXC area.*
- *A tree survey has been submitted with the application and found that all trees within the site are low quality or are dead/ dying and require removal. Replacement tree planting is proposed as part of the landscaping scheme for the site and are considered to adequately mitigate the loss of the existing trees and will represent an improvement on the current situation. Full landscaping details will be secured by way of conditions recommended in this report.*
- *The playspace needs of the development are met on site within the communal amenity areas. The indicative landscape proposals show a range of man-made and landscape features appropriate for children's doorstep play meeting policy requirements in this regard.*

Responses from Elected Members

Responses have been received from the following Elected Members within the London Borough of Brent:

Councillor Javaid Ashraf

- Environmental impacts and increased noise, pollution and waste.
- Increased traffic, congestion, parking problems, risk of accidents and impacts to public transport.
- Impacts on community facilities such as schools, surgeries, libraries and parks.
- Inconvenience the development would cause local residents.
- Inappropriate design and scale of development proposed.
- Insufficient family dwellings.
- Insufficient consideration of the impacts of the scheme on Dollis Hill and lack of understanding of the local community.
- Inadequate consultation on the application.

Councillor Alison Hopkins

- Environmental impacts and increased noise, pollution and waste.
- Increased traffic, congestion, parking problems, risk of accidents and impacts to public transport.
- Impacts on community facilities such as schools, surgeries, libraries and parks.
- Inconvenience the development would cause local residents.
- Inappropriate design and scale of development proposed.
- Insufficient family dwellings.
- Insufficient consideration of the impacts of the scheme on Dollis Hill and lack of understanding of the local community.
- Inadequate consultation on the application.

Responses from Local Societies, Businesses and Organisations

Dollis Hill Residents' Association:

Object to the proposals as follows:

Living Conditions

- The density of development will result in cramped living conditions.
- Concern that not all homes will have terraces/ balconies.

Response:

- *The proposed density falls within the range specified in the London Plan Density Matrix and is considered acceptable for a site with a PTAL of 3 / 4. All of the homes will meet the London Plan internal space standards and are considered to provide acceptable living conditions for potential future occupiers.*
- *The development has been amended so that each unit is provided with a balcony, roof terrace or winter garden and is considered to comply with*

London Plan policy in this regard.

Highways and Parking

- Concern regarding highway safety, specifically access and drop off arrangements which may result in vehicles stopping on Edgware Road causing a hazard. Bollards sought to prevent this.
- Concern that traffic modelling does not reflect the worst case scenario and in reality it will be worse.
- Concern regarding access arrangements to Dollis Hill Lane and Oxgate Gardens in the event that the BXC scheme does not come forward.
- Incorrect use of bus routes shown in the application.
- Concern regarding overspill of parking by residents and visitors.
- Concern regarding safety and security, including the car park.

Response:

- *To test the worst case scenario on highway impact the Transport Assessment assesses the impact of the scheme in combination with the approved BXC scheme. It demonstrates that the impact of the proposed development is unlikely to result in any significant detrimental impact on the flow of traffic to the local highway network or highway safety. The access arrangements are found by the Council's Highways officers to be acceptable either independently or in combination with the BXC permission.*
- *Car parking is provided at a ratio of 1:1 and is considered to fall within the range of parking provision required by the Local Plan. Planning obligations including a Travel Plan are also proposed that seek to encourage the use of non-private car modes of transport and financial contributions to improve access to public transport. It is not considered that the proposal would result in unacceptable impact to surrounding roads through overspill car parking.*
- *The design and layout of the development proposed is considered to be such that, as controlled through the use of the conditions recommended it would provide a safe and secure environment. The Secure By Design officer has reviewed the application and has raised no objections.*

Outdoor Playspace / Amenity

- Concern regarding the amount of playspace, particularly for children over 5 and teenagers resulting in misuse of space for under 5s.
- The triangular section of land adjacent MS building should be used for amenity space or a community building.
- A need for landscaping to encourage adult exercise, such as stretching or stepping.

Response:

- *The playspace needs of the development are met on site within the communal amenity areas. The indicative landscape proposals show a range of man-made and landscape features appropriate for children's doorstep play meeting policy requirements in this regard.*

- *The scheme has been amended to include the provision of a roof top terrace which is accessible to all. The scheme is found to provide a sufficient level of private and communal amenity space to meet the needs of the future residential occupiers.*

Our Lady of Grace Catholic Infants School:

Our Lady of Grace Catholic Infants School has responded to the consultation and have objected to the application on the grounds that it would significantly increase traffic and congestion, potentially to the detriment of pedestrian (child) safety, that the proposal could adversely impact on the character of the area, that the mix of homes proposed is not correct for this location and that the development would exacerbate the existing shortage of school places in the area. They also expressed concerns that if the site is developed separately from the plans for the wider area, before appropriate changes to the road network and the provision of access to schools and other facilities are provided, there is the potential for major disruption.

Our Lady of Grace Catholic Junior School:

Our Lady of Grace Catholic Junior School has expressed concern regarding the increase in traffic flow, risk to highway safety, potential for overspill parking and resultant reduced accessibility to the school for pupils during drop off and pick up. The school has also expressed concern regarding the capacity of the school.

Selco Builders Merchant:

Selco have expressed concern that the application includes land within their landownership and sought clarification. They also request confirmation that the proposals will not impact on the ability of the builders warehouse to continue to operate.

Brent Cross Cricklewood Partners:

The BXC Partners confirm that they have no objection to the scheme in principle, but recommend that the Council satisfy themselves that the proposals will not have a prejudicial impact on the BXC scheme, specifically in relation to the proposed access arrangements. Moreover that the application makes appropriate financial contributions towards physical and social infrastructure in the area.

Bestway Holdings Limited:

Bestway have submitted a letter in support of the proposals.

Consultation Responses from Statutory Consultees and Other Bodies

CABE (5 December 2012):

Confirm support for the block layout and design. They identify that the quality of the architecture shown on the plans will be dependent upon careful detailing and should be conditioned. They have raised some concerns relating to the quality of some of the residential accommodation, the visibility and viability of the commercial uses and access to the refuse holding area.

Environment Agency (24 January 2013):

Confirm that they do not raise any objections to the proposals. They have requested that conditions be imposed requiring the submission of a surface water drainage scheme prior to the commencement of development.

Greater London Authority (including Transport for London):

The Mayor issued his Stage 1 response through letter dated 13 July 2011 and identifies that the application complied with some but not all London Plan policies. It recommended that the application could become compliant with the London Plan through the following:

- **Affordable Housing:** The need for independent scrutiny of the submitted viability appraisal and a review of how the resultant impact on housing related matters.
- **Urban Design and Access:** The need to reconsider arrangements of step free access, relationship to the bridge and other surrounding sites, the ramp to the northwest of the site, courtyard and landscaping layouts, designated play space, meeting lifetime homes standards, elevation detail, size of windows and provision of winter gardens and ground floor arrangements to the railway line (secured by design).
- **Noise:** The layout and ventilation arrangements of the north only facing flats needs to be reconsidered.
- **Climate change mitigation:** Full investigation into the connection potential to the Brent Cross Cricklewood Masterplan.
- **Transport:** The need to respond to the technical matters raised by Transport for London.

Since the Stage 1 response was submitted, the applicant has been in regular dialog with the GLA and Council officers which has resulted in a number of amendments to the scheme to respond to the GLA's comments. The GLA has provided a officer letter (dated 15 March 2013) responding to the amendments and updating their position in relation to the comments above. The letter provides an update and comments under the following headings to allow the Council to take the application forward following consultation on the amendments:

Affordable Housing

The affordable housing offer at the consultation stage was 25% by unit (split as 79/21 social/intermediate). The initial appraisal work undertaken by BNP on behalf of the Council confirmed the offer at 26.5% (split as 80/20 affordable rent/shared ownership). This has now been increased to approximately 27% (80/20 split). GLA officers understand the affordable housing position is now generally agreed. Subject to confirmation through the final advice from the Council's consultant, GLA officers are satisfied the proposal will provide the maximum reasonable amount of affordable housing, consistent with the London Plan.

Urban design and access

The design team has been through various iterations of the scheme and amendments have been submitted which respond broadly to the concerns being raised by the Mayor. In particular the design team has responded to create and inclusive environment, improved relationship to the BXC masterplan Bridge, improved elevations and introduction of winter gardens and balconies. Play space and internal space standards will also be met. Whilst some north facing units remain, the majority of the scheme layout maximises double aspect provision. The design changes are welcomed and the scheme is generally supported.

Noise

The applicant has responded to the concern regarding noise exposure to units with balconies facing the A5 through the introduction of winter gardens and terrace screening to reduce levels to acceptable limits.

Climate change

Further to the amendments submitted, the applicant's energy consultants confirm there will be limited impact on the proposed energy strategy overall. The strategy remains compliant with the London Plan 25% target reduction in carbon dioxide. The communal heating led approach (CHP led) and provision of PV is supported. Conditions should require future proofing the development to connect to the larger CHP and district heat network at Brent Cross.

Transport

Parking

TfL maintains that parking for residential units should be at no higher than 0.8 given the site has a moderate to good public transport accessibility level. Barnet Council's justification for 1:1 parking due to the site being developed in line with the earlier BXC phase is not robust for a development along a congested corridor (A5) with high parking provision.

Cycling

TfL acknowledge from previous correspondence that the applicant has agreed to provide shower and changing facilities to the commercial use space. This should be secured by condition by Barnet Council.

Modelling

TfL confirms that the modelling for the junction of A5/Dollis Hill Lane is acceptable for planning purpose only. The implementation of the final scheme design will be subject to further approval under Traffic Management Act 2004 as well as the necessary technical approvals by TfL Traffic Directorate signal section.

Bus Stops

The relocation of bus stops resulting from the development of the proposal is agreed in principal. TfL is satisfied with the swept paths submitted by the applicant demonstrating that buses can approach and depart the stop safely from the new junction. Final approval will be subject to detailed design agreed by TfL.

Contribution

The recommendation by Barnet Council for the provision of at least two car club spaces is welcomed. The provision of car club space would reduce the need of car ownership, therefore lower parking provision should be considered.

A contribution of £200,000 towards the BXC scheme, in particular for the provision of step free access at Cricklewood Station is welcomed by TfL. A contribution of £40,000 is required towards general transport improvements by TfL. However, wording in the section 106 agreement will need to establish that TfL carry out improvements.

Summary

Subject to ongoing transport matters, officers are broadly satisfied that the application has responded to the Mayor's comments raised at the consultation stage.

London Borough of Brent (4 February and 26 February 2013):

Comments can be summarised as:

- Concern has been expressed regarding the proximity of the site to LB Brent and that the impact that this may have on infrastructure such as education, health, community facilities and transport.
- Financial contributions towards the above facilities are sought.
- Concern regarding the air quality impact of the proposals.
- No highway objection is maintained save for a request that the loading bay in the access road be extended.
- Car parking would meet Brent's own standards and minimises concerns regarding overspill into roads within Brent.
- No objection raised to pedestrian access arrangements.

Highway Agency (24 June 2011):

Confirm no objection to the proposals.

Metropolitan Police Services (17th January 2013):

Confirm that they have no objection in principle to the development proposals.

London Fire and Emergency Planning Authority (14th June 2011):

Expressed concern regarding deficiencies relating to public safety. An Addendum was lodged in September 2012 which included improved access and turning facilities within the site for emergency vehicles as requested. The LFEPA are now satisfied with the proposals.

Natural England (30 October 2012):

Confirm that they do not raise any objections to the proposal or request that any conditions are imposed on any grant of planning permission.

Network Rail (21 June 2011):

Confirm no objection to the principle of development. The response raised a number of separate issues relating to proximity to the railway in relation to drainage, construction, boundary treatment, landscaping and lighting which are recommended are addressed by way of conditions or informatives as appropriate.

Thames Water (25th February 2013):

Request that conditions and / or informatives be attached to any grant of planning permission relating to a drainage and foundation design / construction.

English Heritage (21st July 2011):

Confirm no objection to the proposals, subject to the imposition of appropriately worded conditions relating to further archaeological work.

National Grid (16th June 2011):

The response relates to operational matters relating to the future construction of the site offering the applicant technical advice and guidance.

Internal Consultation responses

Environmental Health (28th January 2013):

Confirm no objection to the proposals subject to the imposition of conditions. The Environmental Health Service response is set out in greater detail in the relevant sections of the report below.

Education Services (14th July 2011):

Request financial contributions towards education provision in the borough.

Traffic and Development (27th February 2013):

Confirm that subject to the imposition of appropriate conditions and planning obligations that they have no objections to the development and find the application to be acceptable in respect of traffic, parking and highways related matters. The Traffic and Development Team response is set out in greater detail in the relevant sections of the report below.

2. DESCRIPTION OF THE SITE, SURROUNDINGS AND PROPOSAL

2.1 Site Description and Surroundings

The site is broadly rectangular in shape and covers an area of approximately 1.275 hectares at the southern edge of the Golders Green Ward immediately adjacent to the A5/Edgware Road which forms the borough boundary with Brent.

This site and the adjoining land to the north were formerly occupied by the Parcelforce depot with access taken from Geron Way. Parcelforce ceased use of the site in December 2005. The northern section of the site is now occupied by Selco and is utilised as a builders warehouse. The site to which this planning application relates has been vacant since Parcelforce vacated in 2005.

The site has been cleared of buildings and currently comprises an area of hardstanding bounded on Edgware Road by hoardings. A number of trees are present within the site along the Edgware Road frontage in addition to low level vegetation. Along the eastern boundary of the site with the railway there are additional trees which fall outside of the site boundary.

To the east, the site abuts an expanse of railway sidings and the Midland Mainline Railway and to the west is Edgware Road. Immediately to the south of the site lies a four storey office building currently occupied as the headquarters for the Multiple Sclerosis Society.

On the opposite side of Edgware Road, within the London Borough of Brent, is a residential area known as Dollis Hill. The area is suburban in character and predominantly comprises two-storey semi-detached houses. Directly opposite the site is the junction of Edgware Road with Dollis Hill Lane. Our Lady of Grace Catholic Infant and Nursery School is located on the south side of this junction.

The A406 North Circular and M1 Motorway are located approximately 0.5 miles north of the site. Cricklewood town centre and train station are located approximately 0.7 miles south of the site with Willesden Green tube station located further to the southwest. Bus stops, served by frequent bus services, are located immediately adjacent to the site on Edgware Road. The site has a Public Transport Accessibility Level (PTAL) of 3 increasing to 4 at the southern edge.

The site is located within the Brent Cross – Cricklewood Opportunity Area (BXC) immediately to the south of the bridge proposed as part of the BXC outline planning permission (Ref. C/17559/08) that will eventually link Edgware Road to the wider Opportunity Area on the other side of the railway lines.

2.2 Description of the Proposed Development

Full, detailed planning permission is sought by A2Dominion for the redevelopment of the site to provide 230 apartments and 888 square metres of commercial floorspace falling within the B1, D1 and D2 Use Classes with associated parking and amenity space.

The development comprises three blocks: Block A, Block B and Block C, which are between three and six storeys in height above a podium (four and seven storeys in total). Beneath the podium is a car park providing 230 parking spaces for the apartments in addition to cycle storage (equivalent to one space per one / two-bedroom unit and two spaces for units with three or more bedrooms) and refuse storage. Parking for the commercial units is provided at podium level alongside a loading / refuse collection bay. The blocks are set back from the Edgware Road boundary and the boundary with the Selco builders warehouse (and therefore the location of the proposed future BXC railway bridge) and are separated from both by landscaping. Block A is set down at a lower level to Edgware Road.

Vehicular access to the development would be taken from Edgware Road via a proposed new access located opposite the Edgware Road/ Dollis Hill Lane junction. Pedestrian access would also be taken from Edgware Road with three paths proposed from the public footway to the front of Blocks A and B. A ramp is proposed to address the drop in land levels from Edgware Road to the ground level of Block A and provide step-free access to this part of the site.

The buildings are arranged as perimeter blocks that provide frontage to the new access road in to the site, Edgware Road to the west, the railway line to the east and the proposed BXC railway bridge to the north. The arrangement of the blocks creates internal courtyards that are proposed as communal amenity and playspace for the scheme.

Block A is a U-shaped block located towards the west of the site adjacent to Edgware Road and the Selco builders warehouse / future BXC railway bridge. Four commercial units totalling some 611.6 square metres of floorspace are proposed at ground floor level fronting Edgware Road. These comprise a gym (Use Class D2) of 80 square metres and three office units (Use Class B1) of 123.6 square metres, 202.2 square metres and 205.8 square metres. The southern wing of this Block runs parallel to the access road into the site providing up to five storeys of residential accommodation above the podium. The northern wing runs parallel to the boundary with Selco builders warehouse/ proposed BXC railway bridge providing up to six storeys of residential accommodation (five storeys above the podium). This block provides 103 residential units.

Block B is an L-shaped building with one wing running parallel to Edgware Road and the other running along the access road into the site. This block is located in the southern section of the site adjacent to the Multiple Sclerosis Headquarters. The ground floor of this block is occupied by an office unit (Use Class B1) of 195.9 square metres and a crèche (Use Class D1) of 80.8 square metres with up to five storeys of residential accommodation above. There are 43 residential units located within this block.

Block C is a linear block that follows the slight curve of the east boundary of the site with the railway line. This block varies in height between four and six storeys

above the podium level (five and seven storeys in total) and comprises 84 residential units.

A variety of dwelling types are proposed as follows:

	1P	1B2P	2B3P	2B4P	3B5P	3B6P	4B7P	TOTAL	
Private Sale	4	33	55	39	9	28	0	168	73%
Shared Ownership	0	7	5	1	0	0	0	13	6%
Affordable Rent	0	10	2	17	7	8	5	49	21%
TOTAL	4	50	62	57	16	36	5	230	
	1%	22%	52%		23%		2%		

The scheme provides 27% of the units as affordable homes as a split of 79% affordable rent and 21% shared ownership. The affordable rent units comprise 21% of the units proposed on site and are predominantly located in Block B. The shared ownership units are located within the southern part of Block C (denoted on the plans as Block B1) and make up 6% of the total number of units.

The residential units have been designed to Lifetime Homes standards. Three of the affordable rent units are to be provided as fully wheelchair accessible and there are a further 20 units that have been identified as capable of easy adaptation for wheelchair use, providing 10% of the units as wheelchair accessible or capable of easy adaptation. Step-free access is provided across the site.

Communal amenity space and playspace is provided within the courtyards of Blocks A and B and on the roof of Block C. A number of trees along the Edgware Road frontage are to be removed as a result of the proposals. These have been identified as low grade and / or dead or dangerous and will be replaced with additional tree planting as part of the landscaping proposals. Amenity planting is proposed throughout the development.

The development has been designed to achieve Code for Sustainable Homes Level 4 for the residential and BREEAM 'excellent' for the commercial.

In addition to the application drawings, the submission is accompanied by a suite of documents and technical assessments including:

- Design and Access Statement December 2012, prepared by Stanford Eatwell;
- Planning Statement May 2011, prepared by Barton Willmore;
- Addendum Planning Statement September 2012, prepared by Barton Willmore;
- Transport Assessment September 2012, prepared by Savell Bird Axon;
- Transport Addendum Report December 2012, prepared by Savell Bird Axon;
- Full Travel Plan September 2012, prepared by Savell Bird Axon;
- Servicing Management Plan September 2012, prepared by Savell Bird Axon;

- Ecology Letter 11 April 2011, prepared by Greengage Environmental.
- Ecology Update Letter 10 December 2012, prepared by Greengage Environmental;
- Arboricultural Development Report June 2011, prepared by Tree Fabrik;
- Arboricultural Statement (Addendum) December 2012, prepared by Tree Fabrik;
- Housing Strategy Statement December 2012, prepared by A2Dominion;
- Addendum Daylight and Sunlight Report 14 December 2012, prepared by Brooke Vincent and Partners;
- Flood Risk Assessment and Drainage Strategy September 2012, prepared by Robert West;
- Flood Risk Assessment/ Drainage Strategy Letter 14 December 2012, prepared by Robert West Consulting;
- Noise and Vibration Assessment Updated December 2012, prepared by ERM;
- Air Quality Assessment September 2012, prepared by WSP;
- Air Quality Addendum Letter 17 December 2012, prepared by WSP;
- Sustainability Statement September 2012, prepared by Greengage (formerly Environmental Perspectives);
- Energy Statement September 2012, prepared by Greengage (formerly Environmental Perspectives);
- Code for Sustainable Homes and BREEAM update Letter September 2012, prepared by Greengage (formerly Environmental Perspectives);
- Code for Sustainable Homes Pre-Certification Framework Report September 2012, prepared by Greengage (formerly Environmental Perspectives);
- BREEAM Pre-Certification Framework Report September 2012, prepared by Greengage (formerly Environmental Perspectives);
- Sustainability/ Energy Letter 14 December 2012, prepared by Greengage Environmental;
- Sequential Assessment September 2012, prepared by Barton Willmore;
- Supplementary Sequential Assessment 17 December 2012, prepared by Barton Willmore.

3. PLANNING CONSIDERATIONS

3.1 Comprehensiveness in relation to the BXC regeneration area

The application site is located within the Brent Cross – Cricklewood Regeneration Area but falls outside of the area that benefits from outline planning permission C/17559/08 ('the BXC planning permission'). The London Plan 2011, Barnet's Local Plan 2012, the saved policies of the UDP 2006 and the Brent Cross, Cricklewood and West Hendon Regeneration Area Development Framework (the

'RADF') 2005 all highlight Brent Cross – Cricklewood as a location for significant growth and development. Barnet's Local Plan 2012 sets targets for the number of new homes and jobs to be delivered in Brent Cross – Cricklewood, identifying a requirement of 5,510 new homes and 20,000 new jobs to be delivered by 2026.

Saved UDP Policy C1 seeks the comprehensive redevelopment of the Brent Cross, Cricklewood and West Hendon Regeneration Area in accordance with the RADF. The key consideration in this respect is whether the proposed development fetters or prejudices the delivery of the approved BXC planning permission or the regeneration of the wider area. The application documentation demonstrates that the proposals have been developed to take full account of the extant BXC planning permission demonstrating that the proposals will not fetter or prejudice its implementation. In particular the road bridge over the railway lines connecting Edgware Road with Brent Terrace proposed as part of the BXC permission can be fully accommodated on the land to the north of the site and a landscaped buffer has been included within the scheme along Edgware Road to allow for the proposed road widening works and junction with the proposed bridge. In response to the comments of Selco, the applicant has confirmed that the application as amended does not include any third party land to the north of the site.

Whilst the comprehensive development of the Regeneration Area is a key consideration, it is understood that the BXC development has not commenced thus the proposed development must function effectively as a stand-alone development in the short-term and as part of the wider proposals in the longer-term. The scale and density of the proposed development are appropriate to the local context and current transport accessibility and are not reliant on the delivery of the public transport and other infrastructure proposed as part of the BXC development. The modest height of the proposals, when considered against the wider BXC proposals, allows the development to sit comfortably within the existing context, whilst the high quality design will integrate well with the wider Regeneration Area. The proposal incorporates a Combined Heat and Power (CHP) system which will provide energy for the proposed development but which is also capable of connecting to a District Heating Network, such as that proposed as part of the BXC development, providing a satisfactory arrangement in terms of energy generation in the short-term and the potential to connect to a District Network should one become available in the future. Pipe work to facilitate connection is to be provided from the CHP system to the boundary of the site adjacent to the proposed BXC railway bridge which it is envisaged will provide the conduit for connection to the District Network.

The design of the proposed development has been carefully considered to ensure an acceptable response to the existing context and the wider regeneration proposals. Additionally, the measures proposed to integrate the development into the regeneration proposals in terms of inter alia highways and energy will ensure the optimum arrangement for future residents of the site and the regeneration of this area as a whole. In short, the proposal will not undermine the comprehensive redevelopment of Brent Cross – Cricklewood, nor will it fetter or prejudice the regeneration of the wider area or the implementation of the extant BXC outline planning permission.

3.2 Principle of Use

The Regeneration Area Development Framework (RADF) for Brent Cross – Cricklewood designates the application site, in Figure 17, for a mix of residential

and employment uses. At present the site is vacant but was previously used by Parcellforce as a depot / warehouse. The redevelopment of the site to provide a mixed use scheme of commercial (Use Classes B1, D1 and D2) and residential (Use Class C3) would constitute a change of use from the established use of the site. However, the proposed mix of commercial and residential uses is consistent with the land use aspirations of the RADF for this site and compatible with the wider BXC proposals.

Residential

The area surrounding the site comprises a mix of uses including residential, offices and warehousing. Residential housing exists opposite the site and along streets extending to the west. Immediately to the north of the site is a builders warehouse and to the south is an office building. The future bridge and road link proposed as part of the BXC permission will be located immediately to the north of the site running through part of the current builders warehouse. The waste and recycling facility for the BXC development is proposed to be located on the north side of the new road.

Both the existing and future scenarios have been considered in the design development of the scheme. The existing office use to the south is relatively modest and is considered to be compatible with the proposed residential use. The relationship to the existing builders yard, and thereby the future road link/bridge, has been carefully considered in the design of the scheme. The development proposes a range of innovative design measures to ensure any noise emitted from the builders warehouse is adequately mitigated. These include acoustic glazing, winter gardens to private amenity areas and parapets with an increased height that will act as a buffer to noise on the communal roof terraces. Information has been submitted with the application to demonstrate that these measures will create an acceptable residential environment. These measures will also enable the site to respond to the future setting of the proposed road link. Conditions have been recommended which require the development to be constructed and managed in ways that provide future occupiers of the proposed dwellings with an acceptable noise and air quality environment, as far as is practicable, taking account of the environment surrounding the application site. The proposed use of the site for residential purposes is considered to be acceptable.

In response to the concerns of Selco, the scheme does not fetter or prejudice the continued operation of the builders warehouse.

In summary, the intention for this part of the Brent Cross - Cricklewood Regeneration Area is for a mix of residential and employment uses. The principle of providing residential accommodation on the site is considered to be in accordance with the specific guidance for the BXC area and is acceptable subject to compliance with other relevant policies in relation to ensuring adequate residential amenities, design and environment.

Commercial Uses

The site is vacant and cleared but was previously used by Parcellforce as a depot / warehouse. The previous warehouse on the site had been vacant since 2005 before it was demolished.

Barnet Local Plan policies seek to safeguard existing employment sites that meet the needs of modern business and only permit the loss of B Class uses (such as

warehouses) where it can be demonstrated that a site is not suitable or viable for its existing or an alternative business use and a adequate marketing has been undertaken. However, given that the site has been cleared and the significant period of time for which it has been vacant (over 10 years) it is considered that the loss of the previous employment generating use to provide a residential mixed use development is acceptable.

The ground floors of Blocks A and B that front Edgware Road are proposed for commercial use and include offices (B1), a crèche (D1) and a gym (D2). The provision of commercial uses at ground floor satisfies the land use aspirations of the RADF (i.e. for a mix of residential and employment uses on the site), provides a range of facilities for future residents of the development and existing local residents and creates activity and animation at street level to contribute to the character of Edgware Road. Ordinarily office and gym floorspace would be targeted to town centre locations to prevent new out-of-centre development from undermining the vitality of existing centres. However, in this instance, the commercial floorspace is a requirement of adopted policy. Notwithstanding the policy requirement for commercial uses on this site, a Sequential Test has been undertaken and submitted with the application to ensure that the uses proposed could not be better accommodated in an existing town centre. The Sequential Test has reviewed a number of nearby commercial centres and has not found any alternative locations whereby the proposed uses could be accommodated. Thus the development would not undermine the vitality of Barnet's existing centres and is compliant with policy.

New employment floorspace will be provided as part of this mixed use scheme which will enable new job opportunities to be created. It is considered that the factors outlined adequately justify the loss of the former employment floorspace and its replacement with a mixed use development including commercial floorspace that will generate new jobs and will help provide activity at ground floor level of the site. The application is considered to be acceptable in terms of employment matters and the proposed mix of non-residential uses is considered to constitute a sustainable form of development that is in accord with the type of uses sought in the RADF for the site.

Density of Development

London Plan policy 3.4 seeks to optimise the housing potential of sites through developments that take account of local context and character, and transport accessibility in the determination of appropriate density. Table 3.2 of the London Plan (copied below) sets out a range of densities based on the character of the site setting and Public Transport Accessibility Levels (PTAL) which are provided as a guide to determining the appropriate density for a development.

London Plan Table 3.2

Table 3.2 Sustainable residential quality (SRQ) density matrix (habitable rooms and dwellings per hectare)

Setting	Public Transport Accessibility Level (PTAL)		
	0 to 1	2 to 3	4 to 6
Suburban	150-200 hr/ha	150-250 hr/ha	200-350 hr/ha
3.8-4.6 hr/unit	35-55 u/ha	35-65 u/ha	45-90 u/ha
3.1-3.7 hr/unit	40-65 u/ha	40-80 u/ha	55-115 u/ha
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	45-185 u/ha
3.1-3.7 hr/unit	40-80 u/ha	55-145 u/ha	55-225 u/ha
2.7-3.0 hr/unit	50-95 u/ha	70-170 u/ha	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	65-170 u/ha	140-290 u/ha
3.1-3.7 hr/unit	40-100 u/ha	80-210 u/ha	175-355 u/ha
2.7-3.0 hr/unit	50-110 u/hr	100-240 u/ha	215-405 u/ha

The application site is in a location where PTAL varies from 4 at the southern edge of the site to 3 at the northern edge. The character of the immediate site setting falls within the London Plan definition of 'urban' with suburban development on the opposite side of Edgware Road within the London Borough of Brent. In locations with a PTAL of 3, Table 3.2 suggests an appropriate density range of between 70 and 170 units per hectare and between 200 and 450 habitable rooms per hectare. For PTAL 4, these would increase to between 70 and 260 units per hectare and 200 and 700 habitable rooms per hectare.

Based on the site area of 1.275 hectares and a total of 230 residential units, the application proposes residential density of 180 units per hectare or 544 habitable rooms per hectare based on the proposed mix. The proposed density is slightly above the suggested density for locations with PTAL 3 but well within the range for PTAL 4.

In assessing density, the London Plan advises that (Para 3.28):

“A rigorous appreciation of housing density is crucial to realising the optimum potential of sites, but it is only the start of planning housing development, not the end. It is not appropriate to apply Table 3.2 mechanistically.”

The London Plan identifies that the assessment of density should be informed by a review of local context and character and the design quality of the proposed development, with Table 3.2 provided as a guide to assist in this process. As set out in this committee report, the proposed development has been shown to comply with the development plan in respect of design and local context and character, and provides a high standard of amenity for future residents whilst protecting the amenity of existing residents. The application site is located in an area of varied PTAL and has been designed with a density that falls below the upper threshold of the suggested density range for this location whilst ensuring an efficient use of land. The design quality of the development and appropriate response to local context, in addition to the high standard of residential accommodation proposed, demonstrate that this is a development with an appropriate density for the current site setting and PTAL.

The infrastructure works and improved accessibility of the site proposed through the BXC proposals are estimated to enhance the PTAL of the site to the highest level of 6 and change the setting to urban/ central. Under these circumstances, based on London Plan Table 3.2, the site could be considered to accommodate a density of up to 405 units and 1100 habitable rooms per hectare. However, the infrastructure improvements are not expected until the latter phases of the BXC development and therefore the site has to be assessed on the current situation. In light of this, the density of the proposal ensures that the development functions effectively and integrates with the local area now and will benefit from, but not rely on, the infrastructure works proposed in the future.

Taking account of the factors outlined above officers consider that the density of development proposed is acceptable in this instance and the development optimises the density of the site in accordance with planning policy.

3.3 Dwelling Mix

Development plan policies aim for developments to provide a range of dwellings, including family homes, that take into account the borough's dwelling priorities. The council's Local Plan documents (Core Strategy and Development Management Policies DPD) identify a need for family accommodation across all tenures with family accommodation defined as dwellings with at least two bedrooms. Three and four-bedroom homes are identified as the highest priority for private market sale, with four-beds the priority for intermediate affordable (shared ownership) and three-beds for social rent.

The proposed development provides a broad range of dwellings from studios to four-bedroom apartments. The development originally proposed a high number of one and two bedroom apartments. Following discussion with Officers the mix has been revised to provide a better mix of units appropriate to the local context and identified needs of the borough. Approximately 77% of the proposed apartments have two or more bedrooms and would be considered appropriate for families. This includes a number of three-bedroom apartments for private market sale and three and four bedroom apartments that would be provided as affordable rent.

The shared ownership units have been provided as one and two bedroom apartments. Whilst this is not strictly in line with the dwelling priorities for 4 bedroom units, the mix is considered to be appropriate for a flatted scheme and having regard to the need for these units to meet affordability levels on the basis that shared ownership units are likely to be more attractive to first-time buyers. Thus the provision of one and two-bedroom shared ownership units is considered appropriate in this instance. The mix has been agreed with the Council's Housing Department and it is considered that, in this instance, the dwelling mix proposed is acceptable and compliant with planning policy.

3.4 Affordable Housing

London Plan policy 3.12 requires that the maximum reasonable amount of affordable housing is sought on residential developments taking in to account the individual circumstances of the site including viability, the availability of public subsidy and other scheme requirements. The adopted Core Strategy provides a borough-wide target of 40% affordable on sites capable of accommodating 10 or more dwellings (Policy CS4).

Of the 230 apartments proposed, 62 (equivalent to 27%) are to be provided as affordable with a split of 13 shared ownership (21% of the affordable) and 49 affordable rent (79% of the affordable).

The development is accompanied by a viability appraisal which has been independently assessed by BNP Paribas. BNP have found that the proposed provision of 27% of the residential units as affordable as a mix of shared ownership and affordable rent is the maximum the development can deliver when taken into account alongside inter alia development costs, planning obligations and an acceptable level of developer profit.

As detailed above, the affordable units are to be provided across a range of dwellings types which will make a valuable contribution to the borough's local housing needs and priorities. In light of the above, the affordable housing quantum

and mix are considered to be compliant with planning policy and has been agreed with the Council's Housing Officer.

3.5 Standards of Accommodation and Amenities of Future Occupant

Local Plan policies require high quality design in all new development that creates attractive places which are welcoming, accessible and inviting. Policy DM01 states that proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for potential occupiers. Policy DM02 identifies standards that development will be expected to meet in relation to a number of matters, including the internal floorspace of new dwellings, outdoor amenity space and play space. Policy DM04 states that buildings should be designed to minimise exposure to air pollutants. The same policy states that proposals to locate noise sensitive development in areas with high levels of noise will not normally be permitted and also that the mitigation of any noise impacts will be expected where appropriate.

The saved policies of the UDP for Brent Cross – Cricklewood identify the aim for new development in the area to be of the highest quality that improves the amenities of residents.

The London Plan sets out the Mayor's aim for high quality housing development in Policy 3.5. This policy is supported by the Mayor's Housing SPG which was published in November 2012. The SPG identifies a range of 'baseline' and 'good practice' standards against which to review proposals for residential development. The SPG advises that the baseline standards should be achieved on all residential developments, aspiring to the good practice standards. A range of standards are provided in the SPG including in relation to inter alia daylight, privacy, noise and outlook. The London Plan sets out, in Table 3.3, minimum internal space standard for new developments which are repeated in the Housing SPG. Minimum space for private external amenity areas is set out in standard 4.10.1 of the SPG and requires 5m² for 1 person or 2 person dwellings with an extra 1m² expected for each additional bed space proposed.

Detailed guidance on amenity space standards for development in Barnet is also provided in the Sustainable Design and Construction SPD 2007. A draft updated version of the SPD was published November 2012.

Dwelling Size

Table 3.3 of the London Plan provides minimum internal floor areas for different types of dwellings:

Dwelling Type (bedroom (B)/ person (P))	Gross Internal Area (m ²)
1B	37
1B2P	50
2B3P	61
2B4P	70
3B5P	86
3B6P	95
4B7P	109

All of the proposed units meet the minimum floor areas of Table 3.3 with a number of units exceeding the minimum area. This will ensure appropriate residential accommodation that delivers an acceptable level of internal amenity.

External Amenity Provision

The adopted Sustainable Design and Construction SPD (2007) requires 3m² of private amenity space for one/ two person units with an additional 1m² per additional occupant. The Mayor's recently published Housing SPG 2012 advises an enhanced figure for private amenity space of 5m² for one/ two person units with an additional 1m² per additional occupant. The proposed development provides each unit with direct access to private amenity space in the form of a balcony, winter garden or terrace. The original proposals were designed to achieve the Council's standard of 3m² for one/ two person units with an additional 1m² per additional occupant. However, following the publication of the Mayor's standards, the development has been amended with each unit now provided with an area of usable private amenity space equivalent to 5m² for one/ two person units with an additional 1m² per additional occupant, providing an enhanced standard of amenity for future occupants.

Whilst the Barnet UDP standard of 5m² of usable amenity space per habitable room (including kitchens over 13m² and with rooms over 20m² counting as two rooms) is no longer saved, this guidance is carried forward as guidance in the draft replacement Sustainable Design and Construction SPD. This would result in the development being required to provide approximately 1,711m² of private and/ or communal amenity space. To meet this standard and ensure that future occupants benefit from sufficient amenity space, the development provides two communal amenity areas within the courtyards of Blocks A and B that provide some 729m² of external amenity space. Additionally, the roof of Block C and part of Block A are provided as communal roof terraces totalling approximately 1,094.9m². These communal areas alone provide approximately 1,823.9m² of amenity space, in excess of the minimum requirement. When taken with the private amenity space for each flat, the scheme complies and exceeds the policy requirements of the London Plan and guidance within the Mayor's SPG and Barnet's SPDs.

The communal amenity areas have been designed to deliver high quality, well overlooked spaces that are screened from adjacent uses where necessary. The arrangement of the residential blocks around the perimeter of the site creates internal courtyards that experience appropriate noise levels and provide quiet areas for use by residents. The communal roof terraces of Block C are elevated above noise sources. However, to ensure an appropriate noise environment the height of the parapet has been increased and this will act as a buffer to reduce

noise levels to an appropriate level. These measures have been reviewed and agreed by the Council's Environmental Health Officer.

Barnet Local Plan policy DM02 and London Plan policy 3.6 state that proposals for residential dwellings should make provision for on-site play and informal recreation based on the expected child population generated and equivalent to 10m² per child. The child yield of this development has been estimated using the Mayor's child yield calculator and is based on the quantum and mix of dwellings. The estimated child yield for 230 apartments is 90 which the calculator equates to a requirement for 903m² of play space. Play space has been accommodated on site within the communal amenity areas which provide easily accessible and well overlooked spaces to ensure that they are safe and prevent misuse. The indicative landscape proposals show a range of man-made and landscape features appropriate for children's play such that the policy requirements in this respect are satisfied. Moreover, trees are proposed within and around the edge of the amenity areas which will provide natural shade in the summer months as encouraged by the Mayor's Play and Informal Recreation SPG 2012.

In addition to the on-site provision of play and amenity space, the site is located within 800 metres of Gladstone Park which provides a range of play, informal recreation and sporting facilities suitable for all residents. Gladstone Park is located on the opposite side of Edgware Road from the site. The existing signalised pedestrian crossing immediately adjacent to the site provides a safe means of crossing Edgware Road to the adjacent residential area within which the Park is located.

The application proposes private and communal amenity space provision in excess of the policy and supplementary guidance requirements and includes facilities for informal play. The proposal is considered to be compliant with the objectives of planning policy on the provision of outdoor amenity space. The application is therefore considered to be acceptable in this regard.

Dwelling Outlook

Development plan policy requires that new dwellings are provided with adequate outlook and this is a factor of ensuring future residents are provided with acceptable amenity. By virtue of the nature of a flatted development the units face in a range of directions and will experience a variety of differing outlooks. The Mayor's Housing SPG aims for single aspect units that are north facing, contain three or more bedrooms or face noise exposure category C or above to be kept to a minimum. The proposal does not include any single aspect units that face north or contain three or more bedrooms. There are a small number of south facing units that are single aspect and face towards Edgware Road. However, the buildings are set back from the Edgware Road and a landscape buffer zone including new trees is provided along this part of the site. Furthermore noise levels to these units will be adequately mitigated through design solutions such as acoustic glazing and winter gardens to amenity spaces. This is discussed in further detail below. As such the development is considered to provide all apartments with an acceptable outlook.

Privacy and Overlooking

In the main the distance between facing windows within the development will be sufficient to ensure satisfactory privacy for future occupants. Where separation falls short of the desired distance set out in the emerging SPD guidance, the shortfall is marginal and the affected windows are either secondary windows to habitable

rooms or are to non-habitable rooms. In such instances, the windows have been provided as high level and/ or will be conditioned to be obscure glazed.

Daylight and Sunlight

The application (as amended) is accompanied by an Addendum Daylight and Sunlight Report 2012 prepared by Brooke Vincent and Partners. This report assesses the development using the methodology found in the latest Building Research Establishment (BRE) guidance. The assessment finds that all windows to habitable rooms will receive adequate levels of daylight. The report also finds that the development would satisfy the recommendations of the BRE in respect of sunlight. The scheme is considered to be compliant with the objectives of development plan policy and provides an acceptable approach in terms of designing developments to maximise daylight and sunlight to new properties.

Noise and Air Quality

The application site is bounded on its three main sides by the railway, Edgware Road and a builder's yard, all of which are identified as sources of noise and impacting on air quality. The railway bridge proposed as part of the BXC proposals would run along the north side of the site (currently occupied by the builder's yard which would be demolished to make way for the bridge) and this has the potential to also generate noise and impact on air quality through road traffic in the future. The design and layout of the buildings and spaces on site has therefore been informed by the need to create an acceptable noise environment with appropriate air quality for future occupants. This has been achieved through the provision of perimeter blocks that shelter the communal amenity spaces within the courtyards from unacceptable noise levels whilst providing active frontages to the railway, Edgware Road and the proposed railway bridge. Acoustic glazing is to be installed where necessary to units on the noisier facades and those where air quality is reduced have been provided with winter gardens to their private amenity spaces to ensure appropriate noise levels and air quality are achieved throughout the development. Mechanical ventilation with appropriate filtration technologies is proposed to provide air of an acceptable quality to the buildings.

The application documentation demonstrates that the design solutions proposed would successfully deliver a development where residents would not be adversely affected by noise and air quality. The measures have been reviewed and confirmed by the Council's Environmental Health Officer and will be secured through conditions. When account is taken of the mitigation that the design of the scheme and the conditions recommended would allow, the proposal is found to be acceptable in respect of the noise and air quality environment that it would provide for the occupiers of the dwellings proposed.

As such the proposals comply with the relevant policies of the development plan in this respect.

Conclusions on the amenities of future occupiers

The scheme is found to be compliant with development plan policy as it relates to the amenities of the future occupiers of the dwellings proposed and the design approach is considered, for the reasons outlined above, to provide future occupiers with acceptable amenities. The development is therefore found to be satisfactory in this regard.

3.6 Impact on Amenities of Neighbouring and Surrounding Occupiers

Local Plan policies seek broadly to promote quality environments and protect the amenity of neighbouring occupiers and users through requiring a high standard of design in new development. More specifically policy DM01 states that proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers and users. The saved policies of the UDP in respect of Brent Cross – Cricklewood aim for development in this area to protect and, where possible, improve the amenities of residents (Policy C3).

Barnet's Draft Residential Design Guidance Supplementary Planning Document (published November 2012) provides further guidance on safeguarding the amenities of neighbouring and surrounding occupiers and users.

Outlook

The proposed development is located in excess of 40 metres from the nearest residential properties on the west side of Edgware Road. The site is currently cleared but was previously occupied by a warehouse equivalent to approximately two residential storeys. There are a number of trees located along the frontage with Edgware Road. The proposed development would provide buildings of between five and six storeys fronting Edgware Road. This would be higher than the building previously on the site. However, the proposed building has been set back from Edgware Road and provides a landscape buffer between the new buildings and the highway. Moreover, the fourth and fifth floors have been set back from the façade to reduce the apparent mass of the buildings when viewed from the opposite side of Edgware Road. When considered with the ample separation distance from existing residential properties, the proposed building is not considered to unacceptably impact the outlook from neighbouring properties. The improvements to the Edgware Road frontage through high quality landscaping will improve on the current situation in terms of the visual amenity of the streetscene thus improving the current outlook.

The office building to the south of the site has a number of windows facing over the application site towards the railway and a limited number which face north across the main body of the site. The development has been designed to take account of the outlook from the windows of the office building with no development proposed between the existing office building and the railway. The development to the north of the office building has been set in from the boundary so that continued outlook is provided to these windows.

Daylight, Sunlight and Overshadowing

The nearest residential properties are located at least 40 metres from the application site. Taking this distance into account and having regard to the scale of the building with the set back upper floors, the impact on daylight and sunlight of the neighbouring residential properties and the potential for overshadowing is considered to be limited. The Addendum Daylight and Sunlight Report 2012, that accompanies this application, demonstrates that the proposed development would not subtend an angle of 25° taken from the ground floor windows of the dwellings opposite and as such would satisfy BRE guidance.

Privacy and Overlooking

As detailed above, the proposed buildings are set a minimum of 40 metres from the nearest residential properties and Our Lady of Grace School within the London

Borough of Brent. This distance is considered to be adequate to ensure privacy of these adjacent properties is not adversely affected.

Noise

The mix of uses proposed on the site are compatible with a residential area and would not be expected to generate unacceptable noise levels in the course of their normal operation. The proposed vehicular access and pedestrian accesses from Edgware Road will introduce new elements to the streetscene with associated activity. However, the scale of the development is not sufficient to give rise to significant concerns in this respect when the existing noise conditions of the Edgware Road are taken into consideration.

Conclusions on the amenities of future occupiers

It is noted that a number of comments of objection have been submitted from residents in relation to overlooking, overbearing and noise. However, as set out above, the proposed development is considered to be acceptable and compliant with the relevant development plan policies as they relate to the protection of the amenities of neighbouring and surrounding occupiers and users.

3.7 Design and Character

The NPPF advises that good design is indivisible from good planning and a key element in achieving sustainable development (Para 56). The Framework advises that permission should be refused for development which is of a poor design that fails to take opportunities available for improving the character and quality of an area and the way it functions (Para 64). It identifies that visual appearance and architecture are important but that securing high quality, inclusive design goes beyond aesthetic considerations (Para 61).

The London Plan contains a number of policies that are relevant to character and design. Policies 7.4 (Local Character) and 7.6 (Architecture) are particularly relevant. Policy 7.4 aims for buildings to provide a high quality design response that has regard to existing street patterns, ensures buildings have a positive relationship with street level activity and, in areas of poor or ill-defined character, builds on positive elements that can contribute to character. Policy 7.6 aspires to high quality architecture that is appropriate to its context and delivers inclusive, energy efficient developments with well designed indoor and outdoor spaces.

The London Plan aspirations are echoed in the saved UDP policies for Brent Cross – Cricklewood (Policy C2) and the Local Plan (Policy C5) which aim for the highest quality urban design that is safe and attractive and respects local character. The local policy documents also indicate that proposals should be consistent with the RADF. The RADF identifies the site as partly suitable for buildings of between four and eight storeys, with the area immediately adjacent to the proposed railway bridge as appropriate for between 10 and 20 storeys (Figure 19).

Local Plan policy DM01 states that all development should represent high quality design that is based on an understanding of local characteristics, preserves or enhances local character, provides attractive streets and respects the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets. Policy DM15 notes that development adjacent the green belt should not have a detrimental impact on visual amenity and respect the character of its surroundings.

The previous proposals for the site proposed buildings rising to between 15 and 20 storeys. These were either refused or withdrawn, partly due to Officers concerns that buildings of this height, whilst in accordance with the aspirations of the RADF, would appear isolated and premature in the context of the wider regeneration proposals. The approach to the development proposed through this application has been to provide a high quality development that is compatible in all respects, including design, with the wider regeneration proposals but that also provides an appropriate response to the local area and existing context. This has been achieved by limiting building heights to no more than seven storeys adjacent to the railway and six storeys elsewhere. The majority of buildings are between four and five storeys with the additional storeys added in key locations to provide interest and articulation at roof level.

The layout of the site, whilst not representative of the large warehouse footprints of the immediate area or smaller-scale suburban character on the opposite side of Edgware Road within Brent, provides an appropriate response to the specific constraints of this site which include the railway, Edgware Road and the proposed future BXC bridge. The ground floor of the building fronting Edgware Road and the corner with the proposed BXC bridge have been provided as commercial units to create active frontages and provide animation and interest at street level where residential accommodation would not be suitable. The facades of the building fronting Edgware Road, the railway and the proposed future BXC bridge all have high proportions of glazing including winter gardens, balconies and terraces which articulate the facades, providing visual interest to these future possible viewpoints.

A range of high quality materials are proposed, full details of which will be subject to condition. The facades will be predominantly constructed from brickwork in recognition of the suburban characteristics of the borough. The set back upper floors are to be clad in an alternative material, such as standing seam copper, to differentiate the top of the building and assist in reducing the perceived mass of the structure. This cladding will also feature on the corners of the building and access cores to break up the facades, providing a high quality, contemporary finish appropriate to the existing context and aspirations for the wider Regeneration Area.

The indicative landscaping proposals provide for substantial tree planting along Edgware Road and within the site. Full details of the hard and soft landscaping will be required by condition. However, the indicative proposals provide for a high quality public realm and notable contribution to improving the streetscape along Edgware Road and to the north adjacent to the proposed BXC railway bridge and new road junction.

In summary, the development has been significantly altered from the previously refused and withdrawn schemes and the application is considered to satisfactorily overcome the previous reasons for refusal in respect of design and scale. The proposal is considered to provide a high quality design response that is appropriate to the existing local context and will complement and be compatible with the wider regeneration proposals.

3.8 Trees and Landscaping

A tree survey has been undertaken which assesses the relative health and value of the trees present within the site. The majority of trees within the site boundary are located along the Edgware Road frontage. There are also a number of trees

immediately to the east of the site on land that forms part of the railway. Non of the trees on the site are covered by Tree Preservation Orders.

The survey has found that all trees within the site are low quality or are classed as dead / dying or dangerous and require removal. The majority of the trees appear to be self set and many have grown with multiple stems with tight forks that impact on their structural quality and longevity. Whilst the trees visible from Edgware Road have some amenity value in the context of the streetscene, their limited lifespan and poor quality place limitations on their long and even medium-term value.

Significant planting is proposed as part of the indicative landscaping proposal with trees proposed along the length of the Edgware Road frontage and within the site. It is considered that given the quality of the existing trees on site, the replacement tree planting shown in the submission is considered to adequately mitigate the loss of the existing trees and will represent an improvement on the current situation. The number, size and species of trees will be secured by condition.

3.9 Creating Inclusive Environments for All

The development plan requires new developments to be accessible, usable and permeable for all users, with particular emphasis on the needs of disabled users, the elderly and children (see London Plan Policies 3.5 and 7.2).

This application is accompanied by documentation which identifies the measures that have been taken to ensure the development provides a fully inclusive environment. The Design and Access Statement confirms that all new residential units have been designed to Lifetime Homes standards which require new homes to be designed to be accessible and adaptable to meet the needs of occupants for their lifetime. 10%, or 23 of the proposed residential units have been identified as capable of easy adaptation to be wheelchair accessible and three of these units are to be provided as wheelchair accessible as part of the affordable rent offer. In association with the 23 wheelchair accessible units, 23 accessible parking bays are to be provided. These are located in close proximity to the access cores for the respective wheelchair accessible units to provide easy and convenient access.

The application site has a number of level changes. Of particular note is the drop in levels from Edgware Road to the ground level of the site. For the most part these levels have been addressed through the provision of a podium level which elevates the ground level of the development and provides level access to the ground floor and cores within the buildings. Where level changes remain, ramps have been integrated in to the layout and landscaping, in some instances as an alternative to steps, to provide legible and easy access for all residents, users and visitors of the development. The development has been amended to ensure that the communal roof terrace is accessible by lift.

3.10 Safety and Security

Providing for a safe and secure environment within new developments is a factor to be considered as part of the overall design. The development plan aims for new development to be safe and secure and to reduce opportunities for criminal behaviour and crime.

The proposed development has been designed to provide natural surveillance to all communal amenity areas and access routes in to the site. All ground floor units have direct access via front doors which will provide activity and additional surveillance at podium level. The ground floor commercial units have fully glazed facades which overlook the landscaped area to the front of Blocks A and B and the adjacent access cores. The northern-most commercial unit of Block A has been modified to include glazing along the north elevation to provide natural surveillance of the access along the northern side of the building. These features all accord with good urban design and Secure By Design principles.

To the rear of Block C, between the building and the railway, is a strip of land providing respite between the development and site boundary. This area will be used for maintenance and in the event of emergencies. Access to this strip will be limited to those purposes and to ensure it is effectively monitored CCTV surveillance is proposed. These measures are adequate to ensure a safe and secure environment.

The London Fire and Emergency Planning Authority have been consulted on the proposals and initially expressed concern about the distance from the highway to the rear of Block A and Block C. The development has been modified in response and access and turning facilities for fire and emergency vehicles have been provided within the site to reduce the distance from the vehicle to any part of the building to the appropriate distance. They have since confirmed no objection to the proposals. The Metropolitan Police have also been consulted and have confirmed that they have no objection to the application.

3.11 Transport, Parking and Highways

UDP saved policies C7 and C8 set out transport improvements and parking standards for the Brent Cross – Cricklewood Regeneration Area. Borough-wide policy on transport and travel is found in Local Plan policy CS9 which aims to provide safe, effective and efficient travel by reducing the need to travel, encouraging non-car modes of transport and ensuring the existing road network is used appropriately and efficiently.

It is noted that the main concern of local residents related to transport impact and highway safety. 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, seek more environmentally friendly transport networks, ensure 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. Policy DM17 seeks 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.

Major development proposals with the potential for significant trip generation will be expected to be in locations which are, or will be made, highly accessible by a range of modes of transport and supported by a Transport Assessment that fully assesses the transport implications of the development across all modes. Schemes

are also required to implement and maintain a satisfactory Travel Plan to minimise increases in road traffic and meet mode split targets.

Parking Provision

The car parking standards for residential development, as set out in the Barnet Local Plan, 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. For the different types of unit 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 parking space per unit

For higher PTAL scores the parking requirement would be expected to be at the lower end of the range and for a lower PTAL scores parking provision at the higher end of the range would be required.

Saved policy C8 of the UDP sets out the following parking standards for developments within the Brent Cross – Cricklewood Regeneration Area:

Housing – one space per unit;

Business (use class B1 or B2) – one space per 300 square metres

The policy specifies that parking standards for development outside of the uses cited is to be provided in line with the London Plan. In this respect the London Plan does not provide specific parking standards for D Class Uses rather it refers to their PTAL and advises that for sites with a PTAL of 4 or more, parking should be limited to operational needs and for PTAL 3 or below, the level of parking should be consistent with the objective to reduce congestion and traffic levels and should not undermine walking, cycling or public transport use.

The development proposes 230 spaces for the residential development providing parking at a ratio of one space per unit. This is in accordance with saved UDP policy C8 and would be at the lower end of the range set out in policy Development Management Policies.

An additional 10 spaces are provided for the office space, gym, crèche, concierge and visitors. A loading bay is also proposed on the access road in to the site to provide facilities for deliveries, servicing and refuse collection. The level of parking proposed is in accordance with saved UDP policy C8 and is considered to be acceptable having regard to the PTAL of 3 and 4 for the site when assessed against the adopted standards. The level of parking is supported by a draft Travel Plan that has been submitted with the application. This is discussed in more detail below. The application is considered to accord with the Local Development plan in respect of the provision of on site car parking.

The London Borough of Brent's consultation response confirmed that the parking levels proposed reflect their own locally adopted standards and this minimises concern in relation to overspill parking onto neighbouring roads.

The development provides for 10% of the parking bays to be provided as wheelchair accessible which equates to 23 bays in line with adopted policy.

Additionally not less than 20% of the parking spaces will be provided with electric vehicle charging points to satisfy the requirements of the London Plan.

The development provides a number of secure bicycle storage areas within the car park for residents of the scheme in addition to cycle stands at the front of the building for use by visitors and employees of the commercial units. A total of 299 cycle parking spaces are proposed which is equivalent to one space for one / two bedroom units and two spaces for units with three or more bedrooms and 12 spaces for the commercial elements and visitors. This is in line with policy.

Trip Generation

To understand the likely trip generation of the development the submitted Transport Assessment utilises the TRAVL database to identify comparable sites. This is an established means of estimating vehicle trips associated with a development. To ensure a robust assessment the figures were based on a previous iteration of the scheme which proposed 249 residential units. This has since been revised to 230 units. However, use of the higher figure for the assessment will ensure the reduced development can be comfortably accommodated. In this regard the estimated impact of the development on Edgware Road is not expected to be significant in the context of existing traffic flows. For the peak morning and evening hours the impact of the development is estimated as follows:

Percentage impact of development trips 2012			
Peak Hour	Two-way Flow Edgware Road	Two-way Development Flow	Percentage Impact
AM	1633	72	4%
PM	1831	62	3%
SAT	1469	38	3%

Traffic surveys were undertaken in 2012 which recorded the existing number of vehicle trips on the local highway network. The estimated vehicle trips generated by the development proposals were added to existing surveyed trips and committed development flows. Several traffic flow scenarios were calculated, which included but not solely, with and without the development trips and with and without the BXC scheme trips. The resultant flows were used to test the local junctions around the site and the results were presented in the transport assessment. This confirmed that the development proposals could be satisfactorily accommodated within the existing transport network, and that the proposals would not create a material impact once the BXC proposals are in place. The Council's Traffic and Development Team have confirmed no objection to the application on highways grounds. The Highways Agency have also confirmed that they have no objection to the application.

Access

Access to the site is currently taken from Geron Way. The development proposes a new access from Edgware Road opposite the existing 3-arm signalised junction with Edgware Road and Dollis Hill Lane. The access will be slightly different in design depending on if the future BXC bridge link is built. Whilst both layouts will provide cycle and pedestrian facilities across Edgware Road with some localised widening, the junction layout with the BXC bridge link includes three lanes in both directions on Edgware Road, without the BXC bridge link the junction is proposed to have two lanes in both directions.

The new junction has been tested and designed to ensure that it can accommodate existing, committed and proposed development traffic and also traffic likely to be generated by the wider Brent Cross – Cricklewood regeneration proposals including the proposed bridge. Thus the proposed development will not prejudice the delivery of the wider proposals due to highway capacity. The Council's Traffic and Development Team have confirmed no objection to the proposed access arrangements.

Travel Plan

A draft Travel Plan has been submitted with this application which provides for a range of measures and incentives to encourage modal shift. A full Travel Plan will be required by condition and will be monitored and enforced through the Section 106 agreement with a financial contribution towards monitoring the Travel Plan together with monies towards the incentives to implement the objectives of the Travel Plan. These include a voucher of £300 per unit towards Oyster cards, a bike voucher or monies towards car club use hire.

In addition to the above financial contributions are to be made towards improving bus stops within the vicinity of the site and the provision of step free access to Cricklewood Station. These measures are designed to encourage modal shift away from the private car.

3.12 Energy, Climate Change, Biodiversity and Sustainable Construction

London Plan policy 5.2 requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the Energy Hierarchy:

Be lean: use less energy;
Be clean: supply energy efficiently;
Be green: use renewable energy

Developments are required through policy 5.2 to achieve a 25% reduction in carbon dioxide emissions when compared to the 2010 Building Regulations which is equivalent to Code for Sustainable Homes (CfSH) Level 4 for residential developments.

With regard to sustainable design and construction, the London Plan aspires to the highest standards to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime (Policy 5.3).

Development Management 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 Mayor's targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy. Proposals are also expected to comply with the guidance set out in the council's Supplementary Planning Documents (SPD) in respect of the requirements of the Code for Sustainable Homes. The council's adopted Sustainable Design and Construction SPD provides that where applicants commit to a Code Level 4 or above against the Code for Sustainable Homes there will be no further specific requirements for the provision of a set minimum level of on-site renewable energy

generation for residential developments. A revised version of this council guidance, published in November 2012, identifies that schemes such as this should achieve Code Level 4. For commercial floorspace the SPD aims for BREEAM 'excellent' where sites are within 500 metres of a public transport node and for those more than 500 metres, the objective is for developments to achieve the 'very good' standard.

Carbon Dioxide Emissions

The application is accompanied by a number of assessments relating to energy and sustainability including an Energy Statement, a Sustainability Statement and Code for Sustainable Homes and BREEAM Pre-Certification Frameworks. These provide a commitment to achieving Code for Sustainable Homes Level 4 for the residential element of the proposals and BREEAM 'excellent' for the commercial in line with regional and local planning policy requirements. The submitted documents set out the means by which the development will successfully achieve the target levels and the requisite reduction in carbon dioxide emissions.

In relation to on-site energy generation, the development proposes to include a Combined Heat and Power (CHP) system in addition to photovoltaic panels satisfying the 'Be clean' and 'Be green' elements of the energy hierarchy respectively.

With regard to 'Be clean' the ideal scenario is for a development to connect to a District Heating Network or similar decentralised energy source. In this instance no such Network exists within easy connecting distance of the application site. A District Network is proposed as part of the BXC proposals. However, the development is yet to be implemented and the network is not yet available. To ensure that the proposed development functions effectively in the short-term a CHP system is proposed which is an efficient means of generating energy and using the heat created to provide hot water and space heating for the development. The CHP system has been selected for its capability to connect to a District Network in the future, should one become available. To facilitate this future connection the necessary pipe work will be provided within the development up to the boundary of the site. This will allow for the development to function now and for future residents to benefit from the District Network in the future.

Overall, through a range of energy efficient design measures ('Be lean') and low and zero carbon technologies the submitted documents identify a reduction of 33% against the 2010 Building Regulations, exceeding the minimum 25% requirement of the London Plan.

Other Aspects of Sustainable Design and Construction

As set out above, the application is accompanied by a Sustainability Statement and Code for Sustainable Homes and BREEAM Pre-Certification Frameworks which demonstrate how the proposal would achieve CfSH Level 4 for the residential and BREEAM 'excellent' for the commercial. These identify a range of sustainable design features that the proposals would incorporate to mitigate and adapt to climate change, conserve natural resources and minimise pollution including means of reducing water consumption, the provision of appropriate facilities for recycling and cyclists. These measures and others that will be incorporated to achieve the appropriate levels of CfSH and BREEAM will ensure the development is sustainable.

The London Plan aims for developments to include green roofs where feasible (Policy 5.11) to contribute towards urban greening (Policy 5.10) and to aid natural cooling, provide sustainable drainage and enhance biodiversity. The proposed development includes landscaped communal amenity areas at podium level in addition to raised planters and amenity planting which have been designed in line with London Plan policy 5.11. These will provide a sustainable means of drainage and will assist in reducing surface water run-off from the development as well as providing amenity space for future residents, shade to aid natural cooling and habitats to contribute to a net gain in biodiversity on the site.

Biodiversity

Natural England have been consulted on the proposals and have confirmed that they have no objection to the proposals. The consultation response notes the presence of the Brent Reservoir Site of Special Scientific Interest (SSSI) within 1.2 km of the site but advises that Natural England are satisfied that the proposals will not adversely affect the SSSI.

The application site is currently an area of hardstanding with a limited number of trees along the Edgware Road frontage. There are therefore no biodiversity habitats of significance on the site. The proposals will involve the removal of existing trees but they will be replaced with significant additional tree planting along the Edgware Road frontage and across the site in addition to planting as part of the site-wide landscaping proposals. This represents a notable enhancement in potential wildlife habitat and will assist in providing a net gain in biodiversity on the site in accordance with policy and best practice. A condition is recommended that requires details of biodiversity enhancement measures to be submitted and provided within the development.

3.13 Flooding and Water Infrastructure

The application site does not fall within an area identified as being at medium or high risk from flooding. However, as the site area exceeds 1 hectare, the application is accompanied by a Flood Risk Assessment (FRA) which identifies the risk to the site from flooding from all potential sources and the means of managing surface water run-off to demonstrate that the overall risk of flooding to the development can be managed and/ or reduced.

The Environment Agency have been consulted on the FRA and have not raised objection to the proposals subject to the inclusion of a condition requiring further details of the surface water drainage system.

Thames Water have requested conditions be imposed in the event of a grant of planning permission in relation to inter alia waste water and impact piling. These are standard conditions.

3.14 Contaminated Land and Water Quality

The Environment Agency has not raised any objection in relation to contaminated land or water quality for the proposal or requested that any conditions are imposed on a grant of planning permission in that respect. The Council's Environmental Health Service has confirmed that any concerns they may have regarding contaminated land issues are adequately addressed through the conditions recommended in this respect. Having evaluated the information submitted, it is

considered that the proposal is acceptable and compliant with development plan policy in respect of contaminated land and water quality matters, subject to the conditions recommended.

3.15 Environmental Impact Assessment

As part of pre-application discussions, a request for a Screening Opinion was made by the applicant pursuant to the then Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (as amended).

This was on the basis that the proposal may be said to constitute Schedule 2 development for the purposes of the above EIA Regulations, being an urban development project of over 0.5ha. Accordingly, an EIA would be required if the development is likely to have significant effects on the environment by virtue of factors such as its size, nature or location.

The Council issued an EIA Screening Opinion dated 12th April 2011 in relation to a proposed scheme of 262 residential dwellings and 812sqm of non-residential floorspace confirming that the proposed scheme did not give rise to likely significant environmental effects and that an EIA was not required and therefore an Environmental Statement (ES) was not required to be submitted with an application for the development as described in the screening request. Accordingly, following the issue of the Council's screening opinion, this planning application for the site was lodged in May 2011 without an Environmental Statement.

Since the adoption of the above screening opinion, new EIA regulations have come into force, the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. There have been no substantive changes relating to the process or criteria for assessing of whether an application should be accompanied by an EIA. The regulations and process still require Local Authorities to consider to whether the development is likely to give rise to significant environmental effects.

Since the adoption of the original opinion there have been no notable changes to the baseline position of the site or surrounding area. The amendments to the proposals have resulted in a reduction of 32 residential units and a minor increase in non-residential floorspace.

Screening Opinion

The development for which consent is sought is not considered to be of a description identified in Schedule 1 of the Regulations (Town and Country Planning (Environmental Impact Assessment) Regulations 2011). However, the development is considered to be of a description identified in column 1 of Schedule 2 of the Regulations. The development described in the submission is deemed to fall within the description of 'urban development projects'. The site identified in the plans accompanying the application is not considered to be in or partly in a sensitive area as defined in Regulation 2. As a development falling within the description of an urban development project, the relevant threshold and criteria in column 2 of Schedule 2 of the Regulations is that the area of development exceeds 0.5 hectares. The area of development identified in the information submitted exceeds this threshold. The proposal is therefore Schedule 2 development.

The characteristics, location and the impacts of the development proposed are described in significant detail in other sections of this report and so are not repeated here. Having considered the characteristics of the development, the location of the development and the characteristics of the potential impacts of the proposal (the criteria set out in Schedule 3 of the Regulations) it is concluded that in each of these respects and taken in totality the proposal would not be likely to give rise to significant effects on the environment in the sense intended by the Regulations. The proposal is not a major development which is of more than local importance, is not a proposal situated in (or partially within) a particularly environmentally sensitive or vulnerable location and is not a development with unusually complex or potentially hazardous environmental effects. This is considered to support further the conclusion that the proposal would not be likely to give rise to significant effects on the environment in the sense intended by the Regulations.

Taking account of the criteria set out in Schedule 3 of the Regulations and all other relevant factors it is considered that the development described in the information accompanying the application would not be likely to have significant effects on the environment, in the sense intended by the Regulations. Therefore an Environmental Impact Assessment is not necessary and an Environmental Statement, in line with the Regulations, is not required to be submitted with the application.

3.16 Planning Obligations Matters

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.

In accordance with development plan policies and the Council's supplementary planning documents the following obligations are required to be secured through a legal agreement with the developer. With these obligations secured (alongside the other mitigation provided by the development and secured through the conditions recommended) the proposal is considered to be acceptable in terms of delivering the infrastructure, facilities and services needed to mitigate the impacts it would generate.

Affordable Housing

In accordance with policy 3.12 of the London Plan and policies CS15 and DM10 of the Local Plan, the Council requires the applicant to enter into a Section 106 Agreement to secure the provision of 62 affordable units in total on site within the development comprising of the following:

49 affordable rented units comprising:

- 10 x one bedroom two person flats
- 2 x two bedroom three person flats
- 17 x two bedroom four person flats
- 7 x three bedroom five person flats
- 8 x three bedroom six person flats
- 5 x four bedroom seven person flats

13 intermediate (Shared Ownership) units comprising:-

7 x one bedroom two person flats

5 x two bedroom three person flats

1 x two bedroom four person flat

Healthcare

Under policy CS15 of the Barnet Local Plan the council will seek contributions to secure the provision of healthcare facilities through a Section 106 Agreement where a development creates a need for such facilities in the borough. Using the Healthy Urban Development Unit (HUDU) model, a contribution of **£213,023** index linked is required towards improvements to health facilities within the borough as a result of the development.

Education

Under policy CS10 of the Barnet Local Plan the council will seek to secure contributions through a Section 106 Agreement for future education needs generated by developments in the borough. In accordance with the council's Contributions to Education SPD, and based on the total number and type of residential units proposed, a contribution of **£755,654** index linked is required towards education provision within the borough.

Libraries

In accordance with policy CS10 of the Local Plan and the Council's Contributions to Libraries SPD a sum of **£34,140** index linked is required towards the provision of library facilities within the borough as a result of the development.

Travel Plan

In accordance with policy DM17 of the Barnet Local Plan the applicant is required to enter into a Travel Plan for the development that seeks to facilitate modal shift in the choice of transport mode available to occupiers of the residential units, reduce reliance on the use of the private car, promotes sustainable means of transport and appoint an appropriately qualified Travel Plan Coordinator. The Travel Plan shall include the following incentives to a value of £69,000 (equivalent to £300 per unit):

- (i) Upon first occupation of each new residential unit, regardless of tenure, the occupier will be given a voucher to a minimum value of £300 per dwelling. The voucher shall allow the occupier to purchase two of the following travel plan incentives up to a limit of £150 per incentive: subsidised membership to the Car Club; and/or credit on an Oyster Card travel pass; and/or a bike voucher.

Provision of Two car club parking spaces and associated priming funding:

In accordance with policy DM17 of the Barnet Local Plan and as part of the Travel Plan for the development the developer is required to provide 2no. Car Club parking spaces within the development and a contribution of £40,000 towards priming funding for the car club.

Travel Plan Monitoring

A contribution of **£10,000** index linked is required towards the monitoring of the Travel Plan for the development to enable the Council to continue to examine the scheme to ensure the development is making reasonable endeavours to meet travel related sustainability objectives in accordance with policy DM17 of the Barnet Local Plan.

Bus Stop Enhancements

TfL has requested that a contribution of **£40,000** index linked be secured from the development towards the improvement of bus stops within 400m of the site. This has been agreed with the applicant.

Step Free Access at Cricklewood Station

A contribution of £200,000 towards the provision of step free access at Cricklewood Station.

Public Realm Improvements

Policy DM17 of the Barnet Local Plan makes it clear that new developments will be required to provide safe and suitable access arrangements for all road users. It also identifies that where changes or improvements to the road network are needed as a result of a development the Council will seek to secure these through a legal agreement. In accordance with these policy objectives a contribution of **£40,000** index linked towards the provision of enhancements and improvements to the public realm within 400m of the site has been agreed with the applicant.

Highways Land Safeguarding

Policy DM17 of the Barnet Local Plan states that the council will expect development to provide safe and suitable access arrangements for all road users to new developments. Where improvements or changes to the road network are necessary by virtue of an approved development, the council will secure a Legal Agreement from the developer.

The development proposes a new access from Edgware Road opposite the existing 3-arm signalised junction with Edgware Road and Dollis Hill Lane. The new junction will provide cycle and pedestrian facilities across Edgware Road and will require some localised widening. Therefore land along the Edgware Road frontage of the site shall be safeguarded to allow the implementation of road widening works.

Monitoring of the Section 106 Agreement

The delivery of the planning obligation from the negotiations stage to implementation can take considerable time and resources. As the Council is party to a large number of planning obligations, significant resources to project manage and implement schemes funded by planning obligation agreements are required. The Council therefore requires the payment of **£10,028** (as 1% of the financial contributions above) index linked towards the costs of undertaking the work relating to securing the planning obligations and the monitoring and management of the S106 agreement in line with the adopted Supplementary Planning Document for Planning Obligations.

The total financial contributions to be secured from the development is **£1,411,845**.

3.17 Mayoral Community Infrastructure Levy

The Mayor of London is a charging authority for the purposes of Part 11 of the Planning Act 2008 and may therefore charge a Community Infrastructure Levy in respect of development in Greater London. The Mayor published a schedule for CIL in February 2012 and it came into effect in April 2012.

The proposed development is liable for charge under the Mayoral Community Infrastructure Levy (CIL). The applicant's advisors have calculated the Mayoral CIL payment on the basis of the floor areas of the residential and commercial elements of the development with social housing relief applied as appropriate. This results in a CIL payment in the order of £816,585.

4. EQUALITIES AND DIVERSITY ISSUES

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

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

For the purposes of this obligation the term “protected characteristic” includes:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- sexual orientation.

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

The new buildings proposed as part of the application would be required to comply with current legislative requirements in respect of equality and diversity related matters, for example access for the disabled under Part M of the Building Regulations. In addition to this the development, as controlled by the conditions recommended, would ensure that in several regards the building constructed would exceed the minimum requirements of such legislation. Examples of this would include all the proposed residential units being constructed to meet the relevant Lifetime Homes standards, the provision of level or appropriately sloping access within the site, not less than 10% of the residential units proposed being constructed to be wheelchair accessible or easily adaptable for residents who are wheel chair users and the inclusion of disabled standard parking spaces (as set out in greater detail in earlier sections of this report).

With the conditions recommended the proposal is found to accord with development plan policies as they relate to the relevant equalities and diversity matters, by providing a high quality inclusive design approach which creates an environment that is accessible to all and would continue to be over the lifetime of the development. The design of the proposed development is such that the site

would, as an area of land, become significantly more accessible to all members of the community. In this sense the development would have a positive effect in terms of equalities and diversity matters.

It is considered by officers that the submission adequately demonstrates that the design of the development and the approach of the applicant are acceptable with regard to equalities and diversity matters. The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and support the council in meeting its statutory equality responsibilities.

6. CONCLUSION

The previous use of the site as a depot ceased in 2005 and the site has remained vacant since. The site is located within the Brent Cross – Cricklewood Regeneration Area and is allocated for a mix of residential and employment uses through the Regeneration Area Development Framework (RADF). The proposed mixed use development of the site is in line with the land use aspirations of the RADF and is compatible with the wider regeneration proposals.

The re-development of the site to provide new residential dwellings of the nature proposed, that show a high quality design approach, relate acceptably to their neighbouring properties do not cause any unacceptable harm to the amenities of the neighbouring properties and would provide their future occupiers with an acceptable standard of accommodation is considered to accord with policies that seek to optimise the use of sites such as this. The proposed density of 180 dwellings per hectare is marginally above the London Plan density range for a site with a PTAL rating of 3, but is at the lower end of the density range for a site with a PTAL of 4.

The design and layout of the development has been influenced by the need to create a scheme that provides an acceptable response to the existing site context whilst being compatible with the wider regeneration proposals and mitigating the impacts of surrounding uses to provide a suitable residential environment for future occupants.

The proposed mix of private and affordable residential accommodation has been agreed with the Housing Officers and meets identified needs. All homes meet the Mayor's internal space standards, benefit from daylight and sunlight that accords with the BRE guidelines and good outlook. All units benefit from private amenity space in the form of balconies, terraces or winter gardens that meet the Mayor's standards. Communal amenity space is provided within the courtyards and through roof gardens to meet the requirements of the SPD. The playspace needs of the scheme are met on site in accordance with the Mayor's standards.

The proposed access arrangements and highway impact have been subject to review and assessment by the relevant statutory authorities who have confirmed no objection. The resultant vehicles trips will be satisfactorily accommodated within the existing transport network independently and with the flows associated with the BXC scheme. The access arrangements have also been designed to ensure that the future access scheme and bridge associated with the BXC scheme is not fettered or prejudiced. The proposed car parking provision is 1:1 for the residential units in accordance with Barnet's standards.

The scheme meets the prevailing policies regarding climate change and sustainability, achieving Code for Sustainable Homes Level 4 for the residential properties and BREEAM Excellent for the non-residential floorspace. The proposal provides for Combined Heat and Power unit, with the potential to connect to a District Heating Network should one come forward in the future, such as that proposed as part of the BXC permission. In addition the proposal provides a contribution towards renewable energy with the provision of Photovoltaics.

The scheme provides an appropriate level of car parking on site for the number and type of new dwellings proposed and also takes account of the mixed Public Transport Accessibility Level of between 3 and 4. The scheme has been designed to provide appropriate and safe access for all users and would not result in any significant harm to the local road network.

The landscaping proposed for the site is considered to include an adequate balance of hard and soft surfaces, provides an appropriate setting for the buildings proposed and includes the planting of new trees. The development would result in the removal of the existing trees from the site. However, none of these are protected by a preservation order and it is considered that the replacement planting proposed provides adequate mitigation for the vegetation which would be lost in this instance.

A number of conditions and planning obligations have been recommended to ensure that the development achieves a suitable quality of residential environment, does not cause any unacceptable harm to the amenities of neighbouring occupiers, achieves the benefits that the submission advances in support of the scheme and mitigates any potential adverse impacts from the proposal.

The current scheme is considered to have overcome the reasons for refusing the previous application at the site (in 2007). The application is found to propose a positive development that would comply with the relevant policies in the development plan and provides high quality new residential dwellings.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the development plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. It is concluded that the proposed development generally and taken overall accords with the relevant development plan policies. It is therefore considered that there are material planning considerations which justify the grant of planning permission. Accordingly, subject to the satisfactory completion of the Section 106 Agreement, **APPROVAL** is recommended subject to conditions as set out in the recommendations section at the beginning of this report.

APPENDIX 1: KEY PLANNING HISTORY FOR THE SITE AND SURROUNDINGS

Parcelforce Site

C03021/HQ

Erection of building comprising warehouse, workshop, office, car parking, access roads and ancillary turning area. Approved (16/8/78).

C03021DG/06

Demolition of 2/3 storey office block adjacent to former Parcelforce depot and external alterations to make good. Reconfiguration of parking area. Approved (27/03/07).

C03021DG/06

'Demolition of 2/3 storey office block adjacent to former Parcel Fore Depot and external alterations to make good. Addition of doors to elevation facing Geron Way. New 3m palisade fence to enclose covered area on north east elevation and installation of 6m wide access gates. Reconfiguration of parking area'. Approved (2007).

C03021DP/07

'The demolition of existing buildings and the erection of a residential led mixed use development comprising 474 residential units within three blocks ranging from 6 residential stories above podium within the courtyard. Commercial uses at ground floor level comprise offices (1,690m²) and restaurant café (200m²) and within the podium courtyard crèche/café (200m²), concierge office (120m) and management suite (70m²) with associated below podium car parking (on three levels) and cycle parking facilities, vehicular and pedestrian access, amenity space and landscaping and other associated works'. Refused (2007).

C03021DQ/07

'The demolition of existing buildings and the erection of a residential led mixed use development comprising 474 residential units within three blocks ranging from 6 residential stories above podium within the courtyard. Commercial uses at ground floor level comprise offices (1,690m²) and restaurant café (200m²) and within the podium courtyard crèche/café (200m²), concierge office (120m) and management suite (70m²) with associated below podium car parking (on three levels) and cycle parking facilities, vehicular and pedestrian access, amenity space and landscaping and other associated works' (duplicate of C03021DP/07). Refused (2007).

F/01956/08

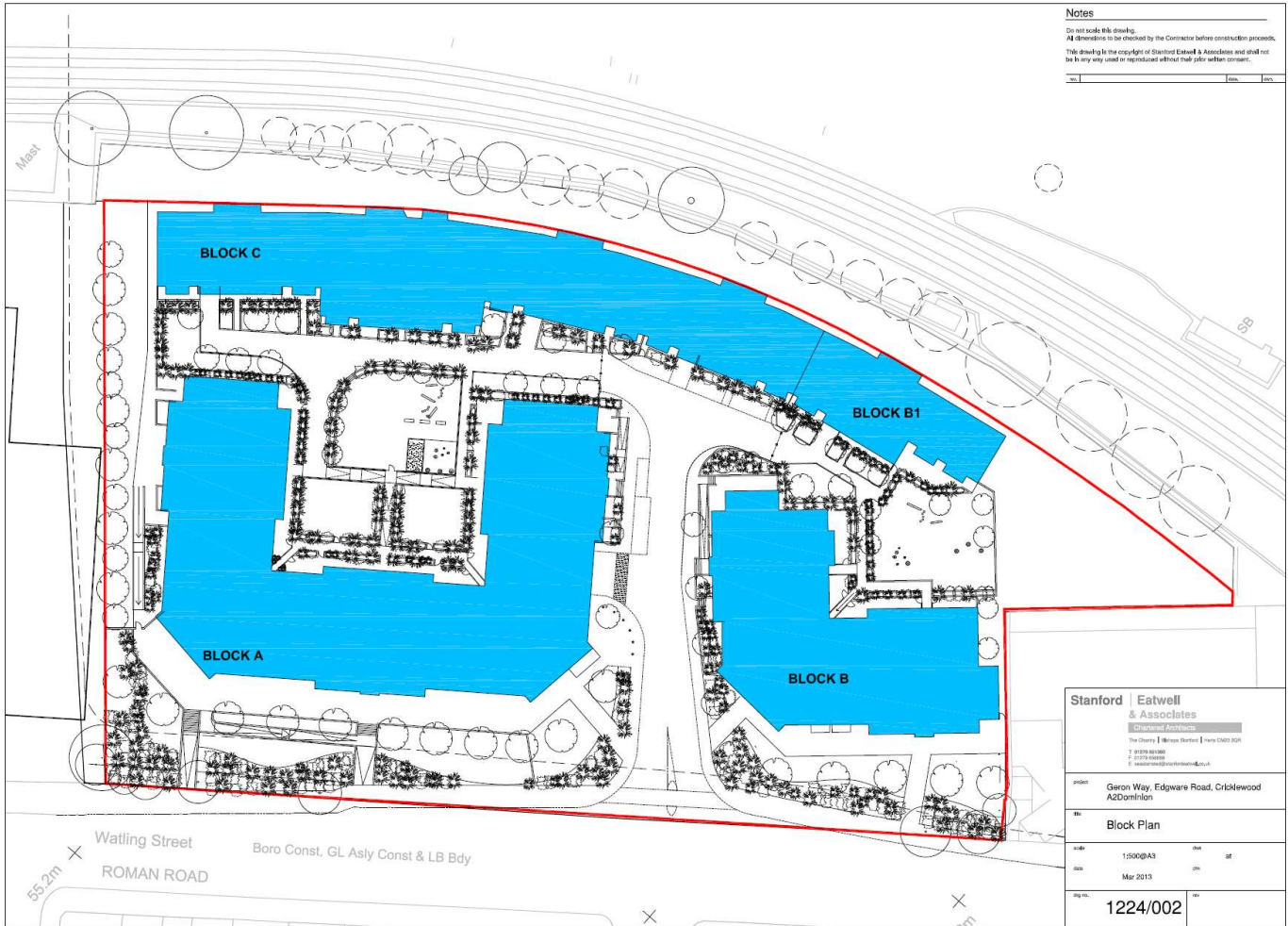
'The demolition of existing buildings on site and the erection of a residential led mixed use development, comprising 394 residential units within six blocks, ranging from 5 storeys on Edgware Road to 15 storeys above podium within the central courtyard, with commercial uses at ground floor level along Edgware Road comprising flexible mix of B1 (A), A3, A4, D1 uses (1,327m²), and within the podium courtyard a crèche/management suite (181m²), with associated below podium car parking and cycle parking facilities, vehicular and pedestrian access, amenity space and landscaping and other associated works. The application submission includes an environmental statement' Withdrawn (2012).

Brent Cross Cricklewood Regeneration Area, North West London

C/17559/08

'Outline planning application for comprehensive mixed use redevelopment of the Brent Cross Cricklewood Regeneration Area comprising residential uses (Use Class C2, C3 and student/special needs/sheltered housing), a full range of town centre uses including Use Classes A1 – A5, offices, industrial and other business uses within Use Classes B1 - B8, leisure uses, rail based freight facilities, waste handling facility and treatment technology, petrol filling station, hotel and conference facilities, community, health and education facilities, private hospital, open space and public realm, landscaping and recreation facilities, new rail and bus stations, vehicular and pedestrian bridges, underground and multi-storey parking, works to the River Brent and Clitterhouse Stream and associated infrastructure, demolition and alterations of existing building structures, CHP/CCHP, relocated electricity substation, free standing or building mounted wind turbines, alterations to existing railway including Cricklewood railway track and station and Brent Cross London Underground station, creation of new strategic accesses and internal road layout, at grade or underground conveyor from waste handling facility to CHP/CCHP, infrastructure and associated facilities together with any required temporary works or structures and associated utilities/services required by the Development (Outline Application). Submission of Environmental Statement.' Granted (2010).

APPENDIX 2: BLOCK PLAN OF THE PROPOSED DEVELOPMENT



Notes
 Do not scale this drawing.
 All dimensions to be checked by the Contractor before construction proceeds.
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PROJECT	Geron Way, Edgware Road, Cribblewood A2/Dominion
DATE	Block Plan
SCALE	1:500@A3
DATE	Mar 2013
DWG NO.	1224/002

APPENDIX 3: KEY POLICY CONTEXT AND ANALYSIS

Table 1: Compliance with London Plan 2011

Policy	Content Summary	Extent of compliance and comment
1.1 (Delivering the strategic vision and objectives for London)	Strategic vision and objectives for London including managing growth and change in order to realise sustainable development and ensuring all Londoners enjoy a good and improving quality of life.	Compliant: the proposal constitutes sustainable development and will deliver high quality mixed use development.
2.6 (Outer London: Vision and Strategy); 2.8 (Outer London: Transport)	Work to realise the full potential of outer London. Recognise and address the orbital, radial and qualitative transport needs of outer London.	Compliant: the proposal complies with the key objectives of these policies by providing high quality homes and employment generating uses and through the inclusion of measures to encourage modal shift.
2.18 (Green infrastructure: the network of open and green spaces)	Development proposals should enhance London's green infrastructure.	Compliant: the indicative landscape proposals provide for appropriately designed soft landscaped areas within the site in the form of amenity and tree planting. This is in addition to areas of useable communal amenity and play space of a size that exceeds the minimum requirements of the development plan. Detailed hard and soft landscaping proposals will be required by condition.
3.2 (Improving health and addressing health inequalities)	New developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles.	Compliant: measures to ensure appropriate noise levels and air quality are achieved have been included in the proposals including the provision of mechanical ventilation to residential units and winter gardens to private amenity spaces fronting the railway, Selco builders warehouse/ proposed BXC railway bridge and Edgware Road. Secure, accessible cycle storage equivalent to one space per one/ two-bed unit and two spaces for units with three or more bedrooms is provided in addition to cycle parking for the commercial uses and visitors. The development also provides areas of communal amenity space that exceed the minimum size requirements of the development plan and provide opportunities for play and recreation.
3.3 (Increasing housing supply)	Boroughs should seek to achieve and exceed the relevant minimum borough annual average housing target. For Barnet the target is 22,550 over the next 10 years with an annual monitoring target of 2,255.	Compliant: 230 new homes would be provided by the development, making a significant contribution to the strategic housing targets of the Brent Cross – Cricklewood Regeneration Area, Barnet and London.

<p>3.4 (Optimising Housing potential)</p>	<p>Development should optimise housing output for different types of location taking into account local context and character, the London Plan design principles and public transport capacity. Proposals which compromise this policy should be resisted.</p>	<p>Compliant: whilst the development exceeds the suggested density range of the London Plan for locations such as this based on the current PTAL, the scheme complies with the objective of the policy by providing an optimum density of development. The design provides an appropriate response to local context and character and the existing and future transport accessibility of the site, in addition to delivering a high standard of amenity for future residents.</p>
<p>3.5 (Quality and design of housing developments)</p>	<p>Housing developments should be of the highest quality internally, externally and in relation to their context and wider environment, taking account of the policies in the London Plan.</p> <p>The design of all new housing should incorporate the London Plan minimum space standards and enhance the quality of local places, taking account of physical context, local character, density, tenure and land use mix and relationships with and provision of spaces.</p>	<p>Compliant: the development has been designed to respect the character of the area and has an appropriate relationship with the existing and future context should the BXC railway bridge be delivered in the future.</p> <p>The development provides a high quality residential development with internal and external spaces that meet, and in a number of instances exceed, the minimum standards of the development plan and that have adequate daylight, sunlight and outlook. The number of single aspect units within the development has been minimised and no single aspect units face due north.</p>
<p>3.6 (Children and young people's play and informal recreation facilities)</p>	<p>New housing should make provision for play and informal recreation based on the child population generated by the scheme and an assessment of future needs.</p>	<p>Compliant: the development provides sufficient space on site to accommodate the play needs of the children estimated to be generated from the scheme. In addition, the site is within 800 metres of Gladstone Park which provides an array of play, recreation and sporting facilities suitable for all age groups.</p>
<p>3.8 (Housing choice)</p>	<p>Londoners should have a genuine choice of homes that they can afford and which meet their requirements, including:</p> <ul style="list-style-type: none"> • New developments should offer a range of housing sizes and types. • All new housing should be built to Lifetime Homes standard. • 10% of new housing is designed to be wheelchair accessible, or easily adaptable for wheelchair users. 	<p>Compliant: the development provides a range of dwellings from studios to four-bedroom apartments to cater for a wide demographic.</p> <p>All units are designed to Lifetime Homes standards and not less than 10% of the units have been designed as wheelchair accessible or capable of easy adaptation.</p>
<p>3.9 (Mixed and balanced communities); 3.12 (Negotiating Affordable housing on individual</p>	<p>Communities mixed and balanced by tenure and household income should be promoted across London.</p> <p>The maximum reasonable amount of affordable housing should be sought for individual schemes. Negotiations should take account of a specific</p>	<p>Compliant: the scheme provides a mix of private market and affordable units across the full range of dwelling types.</p> <p>The application is accompanied by a viability assessment, which has been independently verified, and demonstrates that the 62 affordable</p>

<p>private residential and mixed use schemes); 3.13 (Affordable Housing thresholds)</p>	<p>sites individual circumstances, including viability, the availability of subsidy, requirements and targets for affordable housing, the need to promote mixed and balanced communities and the need to encourage residential development.</p>	<p>units (comprising 13 shared ownership and 49 affordable rent) are the maximum reasonable amount that the scheme can provide whilst remaining viable.</p>
<p>3.16 (Protection and enhancement of social infrastructure)</p>	<p>London requires additional and enhanced social infrastructure provision to meet the needs of its population.</p>	<p>Compliant: a package of obligations are sought through the S106 which will ensure that the social infrastructure needs arising from the development can be addressed.</p> <p>In addition, the scheme proposes a gym and crèche as part of the commercial element, providing on-site facilities for future residents and residents of the wider area.</p>
<p>5.1 (Climate Change Mitigation); 5.2 (Minimising carbon dioxide emissions)</p>	<p>Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy.</p> <p>The Mayor will seek to ensure that developments meet the following target for CO2 emissions, which is expressed as year improvements on the 2010 Building Regulations:</p> <p>2010 to 2013: 25% (Code for Sustainable Homes level 4);</p> <p>Major development proposals should include a comprehensive and appropriately detailed energy assessment to demonstrate how these targets are to be met within the framework of the energy hierarchy (Be lean, be clean, be green).</p>	<p>Compliant: the application is accompanied by an Energy Statement which details the range of measures that have been employed to ensure that the development will reduce carbon dioxide emissions and mitigate climate change in accordance with the Energy Hierarchy.</p>
<p>5.3 (Sustainable design and construction)</p>	<p>Development proposals should demonstrate that sustainable design standards are integral to the proposal, considered from the start of the process and meet the requirements of the relevant guidance.</p>	<p>Compliant: the application is accompanied by a Sustainability Statement and Code for Sustainable Homes and BREEAM reports which demonstrate that the scheme is capable of achieving CfSH Level 4 and BREEAM 'excellent'. Attainment of these standards will ensure a development with a high standard of environmental performance and adaptability to climate change.</p>
<p>5.6 (Decentralised energy in development proposals)</p>	<p>Development should evaluate the feasibility of combined heat and power (CHP) systems and where they are appropriate also examine the opportunities to extend the system beyond the site boundary.</p> <p>Energy systems should be selected in the following hierarchy, connection</p>	<p>Compliant: the proposal includes a Combined Heat and Power (CHP) system which will serve the development and which is capable of being connected to a district heating network should one be developed in the area in the future. Pipe work to facilitate connection is to be provided to the boundary of the site.</p>

	to existing heating or cooling networks; site wide CHP network; communal heating and cooling.	
5.7 (Renewable energy); 5.9 (Overheating and cooling)	<p>Within the framework of the energy hierarchy proposals should provide a reduction in expected carbon dioxide emissions through the use of on site renewable energy generation where feasible.</p> <p>Proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this has been achieved.</p>	<p>Compliant: the development provides on-site renewable energy through photovoltaics panels.</p> <p>The proposals include measures to reduce the potential for overheating such as shading from balconies, overhangs and landscaping in addition to high levels of airtightness to prevent the in-flow of hot air.</p>
5.10 (Urban greening); 5.11 (Green roofs and development site environs)	<p>Development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening.</p> <p>Proposals should be designed to include roof, wall and site planting to deliver as wide a range of the objectives associated with such planting as possible.</p>	<p>Compliant: the surface of the site is currently hardstanding with a limited amount of vegetation along Edgware Road. The proposal involves the creation of a podium level above a car park which will have a green roof in addition to raised landscaped planters and additional amenity and tree planting. This will contribute to the greening of the site and represents a significant improvement on the current situation.</p>
5.12 (Flood risk management); 5.13 (Sustainable drainage)	<p>Proposals must comply with the flood risk assessment and management requirements of set out in PPS25.</p> <p>Proposals should utilise sustainable urban drainage systems unless there are practical reasons for not doing so and should aim to achieve Greenfield runoff rates and ensure that surface water runoff is managed as close to its source as possible. Drainage should be designed and implemented in ways that deliver other objectives of the London Plan.</p>	<p>Compliant: the application is accompanied by a Flood Risk Assessment and Drainage Strategy which demonstrates that the development will not increase flood risk elsewhere and will reduce surface water flows in to the existing drainage network.</p> <p>The Environment Agency have been consulted on the proposals and raise no objection, noting in their letter of 24 January 2013 that they welcome the inclusion of additional rainwater capture and storage systems.</p>
5.14 (Water quality and wastewater infrastructure); 5.15 (Water use and supplies)	<p>Proposals must ensure that adequate waste water infrastructure capacity is available in tandem with development.</p> <p>Development should minimise the use of mains water and conserve water resources.</p>	<p>Compliant: Thames Water have been consulted and raise no objection to the proposals subject to conditions relating waste water and impact piling.</p>
5.17 (Waste capacity)	<p>Suitable waste and recycling facilities are required in all new development.</p>	<p>Compliant: the development has been designed with sufficient storage facilities for refuse and recycling. These are located conveniently adjacent to the access cores to the residential apartments. A loading bay has been provided for refuse collection vehicles immediately adjacent to the entrance to the basement car park for ease of collection.</p>

5.21 (Contaminated land)	Appropriate measures should be taken to ensure that contaminated land does not activate or spread contamination.	Compliant: the appropriate investigation and mitigation of land contamination will be controlled by condition.
6.1 (Strategic approach); 6.3 (Assessing effects of Development on Transport Capacity)	<p>The Mayor will work with all relevant partners to encourage the closer integration of transport and development.</p> <p>Streetspace managed to take account of the different roles of roads for neighbourhoods and road users in ways that support promoting sustainable means of transport.</p> <p>Development should ensure that impacts on transport capacity and the transport network are fully assessed. Proposals should not adversely affect safety on the transport network.</p> <p>Transport assessments, travel plans, construction and logistics plans and service and delivery plans should be prepared in accordance with the relevant guidance.</p>	<p>Compliant: the application is accompanied by a Travel Plan which seeks to encourage modal shift and prioritise non-car modes of transport through a range of measures that have been accepted by Officers.</p> <p>The impact of the proposed development on the local highway network has been assessed through the Transport Assessment and found to be acceptable by TfL and Barnet's Highway Department.</p>
6.5 (Funding Crossrail and other strategically important transport infrastructure)	Contributions will be sought from developments to Crossrail and other transport infrastructure of regional strategic importance to London's regeneration and development.	Compliant: contributions to Crossrail are secured through the Mayoral Community Infrastructure Levy.
6.9 (Cycling); 6.10 (Walking)	<p>Proposals should provide secure, integrated and accessible cycle parking facilities in line with in minimum standards and provide on-site changing facilities for cyclists.</p> <p>Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.</p>	<p>Compliant: ample secure and convenient cycle storage facilities are provided for residents, employees and visitors of the development.</p> <p>The development provides an acceptable pedestrian environment with step-free access across the site and well overlooked pedestrian routes into and around the development.</p>
6.11 (Smoothing Traffic Flow and Tackling Congestion)	Take a coordinated approach to smoothing traffic flow and tackling congestion.	Compliant: the Transport Assessment has assessed the impact of the proposals and on the local highway network and it has been found that the development will have an acceptable impact. Moreover, the application includes a Travel Plan which includes measures to encourage modal shift and prioritise non-car modes of transport.
6.13 (Parking)	The maximum standards in the London Plan should be applied to planning applications and developments should also provide	Compliant: the development provides car parking in line with local standards and consistent with the early phases of the BXC planning permission. 10%

	<p>electrical charging points, parking for disabled people and cycle parking in accordance with the London Plan standards. Delivery and servicing needs should also be provided for.</p>	<p>of the parking spaces are to be provided as wheelchair accessible. The relevant active and passive electric car charging points are also provided.</p> <p>Cycle parking is provided equivalent to one space per one/ two-bed unit and two spaces for units with three or more bedrooms. A loading bay/ refuse collection bay has been provided to accommodate the deliveries and servicing associated with the development.</p>
<p>7.1 (Building London's Neighbourhoods and Communities)</p>	<p>In their neighbourhoods people should have a good quality environment in an active and supportive local community with the best possible access to services, infrastructure and public transport to wider London. Neighbourhoods should also provide a character that is easy to understand and relate to.</p>	<p>Compliant: the development has been designed to comply with the objectives of this policy by providing a high quality environment for residents, employees and visitors of the site. The ground floor commercial uses provide facilities for the future residents and existing residents in the local area through the provision of a crèche and gym. The site is well served by public transport and a suite of measures are proposed through the submitted Travel Plan to encourage modal shift.</p>
<p>7.2 (Inclusive environment)</p>	<p>Design and Access Statements should explain how, the principles of inclusive design, including the specific needs of older and disabled people, have been integrated into the proposed development, whether relevant best practice standards will be complied with and how inclusion will be maintained and managed.</p>	<p>Compliant: the needs of all future residents, employees and visitors of the scheme have been fully considered in the design development. Step-free access is provided across the site and within the buildings to ensure ease of movement for all including access to the communal amenity areas. Three of the units are to be provided as wheelchair accessible and an additional 20 units have been identified as capable of easy adaptation. 23 of the car parking spaces are to be provided as accessible parking bays.</p>
<p>7.3 (Designing out crime)</p>	<p>Development proposals should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.</p>	<p>Compliant: the development has been designed with a number of measures to create a sense of security and deter criminal behaviour. This includes natural surveillance over communal areas through the provision of direct access to ground floor residential units and main windows overlooking the amenity and play areas. Additional glazing to the office unit on the north elevation of Block A and corner fronting Edgware Road has been included to improve the visual interest of this corner of the building and provide natural surveillance to the access path to this side of the site.</p>
<p>7.4 (Local character);</p>	<p>Buildings, streets and spaces should provide a high quality design</p>	<p>Compliant: the proposal provides for a high quality development that respects</p>

<p>7.5 (Public realm); 7.6 (Architecture)</p>	<p>response.</p> <p>Public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.</p> <p>Architecture should make a positive contribution to a coherent public realm, incorporate the highest quality materials and design appropriate to its context.</p>	<p>local character and context. A range of high quality materials are proposed which will provide for visually interesting elevations.</p> <p>The design provides active frontages at ground floor on all main facades to contribute to the quality and vibrancy of the public realm. The indicative landscape proposals include significant tree and amenity planting which will assist in greening the site and improving its contribution to the local environment.</p>
<p>7.13 (Safety, security and resilience to emergency)</p>	<p>Proposals should contribute to the minimisation of potential physical risks and include measures to assist in designing out crime and terrorism.</p>	<p>Compliant: the proposal provides step-free access across the site to minimise the potential for physical risks and a range of measures to create a sense of security for future residents and deter criminal behaviour.</p> <p>Turning facilities for emergency vehicles have been provided within the site to ensure vehicles can access areas close to residential entrances in the event of an emergency.</p>
<p>7.14 (Improving air quality)</p>	<p>Proposals should:</p> <ul style="list-style-type: none"> • Minimise increased exposure to existing poor air quality and make provision to address existing air quality problems. • Promote sustainable design and construction to reduce emissions from the demolition and construction of buildings. • Be at least air quality neutral and not lead to further deterioration of poor air quality. • Ensure that where provision needs to be made to reduce development emissions this is usually on site. 	<p>Compliant: the proposal will not have a significantly adverse impact on local air quality. The measures proposed to encourage modal shift through the Travel Plan will assist air quality generally.</p> <p>The development includes mechanical ventilation with appropriate filtration in locations where pollutant levels are likely to exceed objective levels for the proposed residential units. This will ensure future residents do not experience unacceptable air quality. Winter gardens are to be provided to private amenity spaces in locations where pollutant levels are high (namely those facing Edgware Road, the railway and Selco builders warehouse/ the proposed BXC railway bridge) and this will ensure acceptable internal and external amenity for future residents.</p>
<p>7.15 (Reducing noise)</p>	<p>Proposals should seek to reduce noise by:</p> <ul style="list-style-type: none"> • Minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of proposals. • Separate noise sensitive development from major noise sources wherever practical. 	<p>Compliant: the site is bounded on three sides by noise generating sources including Edgware Road, the railway and Selco builders warehouse/ the proposed BXC railway bridge. The development has been carefully designed to protect future residents from unacceptably high noise levels from these sources through a range of measures. This has been achieved</p>

	<ul style="list-style-type: none"> Promote new technologies and practices to reduce noise at source. 	<p>through the layout of the blocks which are located around the perimeter of the site and act as buffers creating quiet internal courtyards. The residential units will have acoustic glazing and private amenity spaces have been provided as winter gardens where necessary which will ensure appropriate internal and external noise environments.</p>
7.19 (Biodiversity and access to nature)	<p>Proposals should:</p> <ul style="list-style-type: none"> Wherever possible make a positive contribution to the protection, enhancement, creation and management of biodiversity. Prioritise assisting in meeting targets in biodiversity action plans and/or improve access to nature in areas deficient in accessible wildlife sites. Be resisted where they have significant adverse impacts on the population or conservation status of a protected species, or a priority species or habitat identified in a biodiversity action plan. 	<p>Compliant: at present the site comprises a large expanse of hardstanding with limited opportunities for wildlife. The proposals include the provision of green roofs at podium level and significant tree and amenity planting that will contribute to a net gain in biodiversity on the site, representing a significant improvement on the current situation.</p>
7.21 (Trees and woodlands)	<p>Existing trees of value should be retained and any loss as a result of development should be replaced.</p> <p>Wherever appropriate the planting of additional trees should be included in developments.</p>	<p>Compliant: none of the trees present on the site are considered of sufficient value to warrant retention. Several trees are to be removed from the Edgware Road frontage which will be replaced with significant additional tree planting along the edge of the highway and within the site as part of the wider landscaping proposals.</p>
8.2 (Planning Obligations); 8.3 (Community Infrastructure Levy)	<p>Development proposals should address strategic as well as local priorities in planning obligations.</p> <p>The supporting of Crossrail (where appropriate) and other public transport improvements should be given the highest importance, with Crossrail (where appropriate) having higher priority than other transport improvements.</p> <p>Importance should also be given to tackling climate change, learning and skills, health facilities and services, childcare provisions and the provision of small shops.</p> <p>Guidance will be prepared setting out a framework for the application of the Community Infrastructure Levy to ensure the costs incurred in providing infrastructure which supports the policies in the London</p>	<p>Compliant: a comprehensive set of planning obligations have been agreed. The package of obligations will assist in delivering the infrastructure necessary to support the development, mitigate impacts and ensure that the planning benefits of the scheme are secured.</p> <p>Contributions to Crossrail are secured through the Mayoral Community Infrastructure Levy.</p>

	Plan can be funded wholly or partly by those with an interest in land benefiting from the grant of planning permission.	
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Table 2: Compliance with Barnet UDP Saved Policies 2006

Policy	Content Summary	Extent of compliance and comment
GCrick (Cricklewood, Brent Cross and West Hendon Regeneration Area)	Strategic vision for the regeneration area to be a major focus for the creation of jobs and homes.	Compliant: the proposal is for a mixed use development providing 230 new homes and 888 square metres of commercial floorspace in a range of uses compatible with the residential accommodation and local area which supports the strategic vision of the Regeneration Area.
C1 (Comprehensive Development)	Seeks comprehensive redevelopment of the regeneration area in accordance with the Regeneration Area Development Framework 2005.	Compliant: the use of the site for a mixed employment and residential use is in accordance with the land use designations of the RADF. The scheme has been developed so as not to fetter or prejudice the development of adjacent sites or the wider Regeneration Area including the delivery of the proposed BXC railway bridge and Edgware Road widening works.
C2 (Urban Design – High Quality)	High standard of urban design to create a safe and attractive environment for all.	Compliant: the development has been designed to respect local context and character whilst delivering the high standard of urban design envisaged for the Regeneration Area and creating a safe, inviting and attractive environment.
C3 (Urban Design – Amenity)	Development to protect and, where possible, improve the amenities of existing and new residents.	Compliant: the development does not adversely impact on the amenities of existing local residents and will improve the character and outlook on to Edgware Road through the provision of well designed landscaping and tree planting along the highway. A high standard of amenity will be provided for future residents through well designed, adequately sized communal and private amenity spaces and play spaces; adequate levels of daylight, sunlight and outlook; and residential apartments that meet and in a number of instances exceed the minimum internal floor areas of the development plan.
C4 (Sustainable Design)	Highest standard of environmental design including: <ul style="list-style-type: none"> • Environmentally sustainable design and construction; 	Compliant: the application includes technical assessments which demonstrate that the development will reduce carbon emissions through a range of measures including on-site

	<ul style="list-style-type: none"> • Integrated network of open spaces and pedestrian/ cycle routes; • Opportunities taken to enhance biodiversity. 	<p>renewable energy generation in accordance with the development plan.</p> <p>Green roofs are proposed at podium level to provide communal amenity and play space in addition to amenity and tree planting and landscaping which will contribute to the greening of the site and to providing a net gain in biodiversity.</p> <p>Several pedestrian access points are provided from Edgware Road to provide easy access for pedestrians. Secure and convenient cycle storage is provided within the basement car park equivalent one space per one/ two-bed unit and two spaces for units with three or more bedrooms to encourage cycle use.</p>
C7 (Transport Improvements)	<p>Including:</p> <ul style="list-style-type: none"> • Vehicular link crossing the railway to Edgware Road; • Priority measures for access for disabled persons, pedestrians, buses and cyclists 	<p>Compliant: the proposal has been developed to function now and in the event that the proposed BXC railway bridge is delivered in the future.</p> <p>The development provides for step-free access across the site and within the blocks. Pedestrian routes are prioritised. Improvements are proposed to local bus stops as part of the S106 package and ample cycle storage facilities are provided on site.</p>
C8 (Parking Standards)	<p>Housing – one space per unit;</p> <p>Business (inc. B1) – one space per 300 square metres;</p> <p>Leisure facilities – no car parking;</p> <p>Other uses as per London Plan.</p>	<p>Compliant: parking is provided at 1 space per unit with an additional 11 spaces for the office units and visitors of the site in line with the development plan.</p>
C9 (Housing and Community Development)	<p>Minimum of 5,000 dwellings to be granted permission between 2006 and 2016.</p> <p>Mix of housing including affordable housing to meet the needs of the borough.</p> <p>Community facilities to complement the new residential developments.</p>	<p>Compliant: the proposal will deliver 230 new homes within the Regeneration Area including 64 affordable homes as a mix of affordable rent and shared ownership in addition to a crèche and gym.</p>

Table 3: Compliance with Barnet Local Plan (Core Strategy) Policies 2012

Policy	Content Summary	Extent of compliance and comment
CS NPPF (National Planning Policy Framework)	Take a positive approach to proposals which reflect the presumption in favour of sustainable	Compliant: the proposal constitutes a sustainable form of development as defined in the NPPF which complies

<p>– presumption in favour of sustainable development)</p>	<p>development and approve applications that accord with the Local Plan, unless material considerations indicate otherwise. Where there are no policies relevant to the proposal or the relevant policies are out of date permission should be granted, unless material considerations indicate otherwise.</p>	<p>with the relevant Local Plan policies. The presumption is therefore in favour of the development.</p>
<p>CS1 (Barnet's place shaping strategy – the three strands approach)</p>	<p>As part of its 'Three Strands Approach' the council will:</p> <ul style="list-style-type: none"> • Concentrate and consolidate growth in well located areas that provide opportunities for development, creating a high quality environment that will have positive impacts. • Focus major growth in the most suitable locations and ensure that this delivers sustainable development, while continuing to conserve and enhance the distinctiveness of Barnet as a place to live, work and visit. • Ensure that development funds infrastructure through Section 106 Agreements and other funding mechanisms. • Protect and enhance Barnet's high quality suburbs. 	<p>Compliant: the application site is located within the Brent Cross – Cricklewood Regeneration Area which is identified by the Mayor and in local planning policy as an Opportunity Area for major residential and employment growth. Thus the location has been identified previously as appropriate for growth and the proposal supports the aspirations for the area.</p> <p>The proposal provides for a high quality development that respects local character and context and provides a range of uses, such as a crèche and gym, at ground floor to support the development and provide facilities for existing residents in the local area. The indicative landscaping proposals demonstrate that the scheme will contribute to the visual amenity and environmental quality of the surrounding area.</p> <p>A comprehensive set of planning obligations have been agreed and will ensure that the impacts of the development are appropriately mitigated. The package of obligations will assist in delivering the infrastructure necessary to support the development and will ensure that the planning benefits of the scheme are secured.</p>
<p>CS2 (Brent Cross – Cricklewood)</p>	<p>Seeks comprehensive development of Brent Cross – Cricklewood in accordance with the London Plan, saved UDP policies and RADF.</p>	<p>Compliant: the proposal is consistent with the land use aspirations of the RADF and will support the delivery of new homes and employment space in accordance with the growth envisaged by the London Plan and saved UDP policies. The development will not fetter or prejudice the delivery of the wider regeneration development and, as the site is available with limited infrastructure requirements, provides the opportunity to deliver development within the Regeneration Area in the short-term.</p>
<p>CS3 (Distribution of growth in meeting</p>	<p>The objective is to focus growth in the North West London – Luton Coordination Corridor. This includes</p>	<p>Compliant: the development will contribute 230 new homes to the target for Brent Cross – Cricklewood.</p>

<p>housing aspirations)</p>	<p>Brent Cross – Cricklewood which is expected to deliver 5,510 new homes over the lifetime of the Core Strategy 2011/12 to 2025/26. Delivery of housing in Brent Cross – Cricklewood is expected as follows:</p> <p>2011/12 to 2015/16: 410 2016/17 to 2020/21: 1,800 2021/22 to 2025/26: 3,300</p>	<p>The scheme is deliverable in the short term and following the grant of planning permission would assist in securing the delivery of the early phase of development envisaged by Policy CS3.</p>
<p>CS4 (Providing quality homes and housing choice in Barnet)</p>	<p>Aim to create successful communities by:</p> <ul style="list-style-type: none"> • Seeking to ensure a mix of housing products that provide choice for all are available. • Ensuring that all new homes are built to the Lifetime Homes Standard and that the wider elements of schemes include the relevant inclusive design principles. • Seeking a variety of housing related support options. Delivering 5,500 new affordable homes by 2025/26 and seeking a borough wide target of 40% affordable homes on sites capable of accommodating 10 or more dwellings. • Seek an appropriate mix of affordable housing comprising 60% social rent and 40% intermediate. 	<p>Compliant: the scheme provides a mix of private market and affordable units across the full range of dwelling types from studios to four-bedroom apartments.</p> <p>All units are designed to Lifetime Homes standards and 10% are provided as wheelchair accessible or capable of easy adaptation.</p> <p>The application is accompanied by an assessment, which has been independently verified, and demonstrates that the 62 affordable units (comprising 13 shared ownership and 49 affordable rent) are the maximum reasonable amount that the scheme can provide whilst remaining viable.</p> <p>A mix of affordable units are proposed equivalent to 79% affordable rent and 21% shared ownership which will make a valuable contribution to the provision of affordable homes in the area and have been agreed by Officers as appropriate for this site.</p>
<p>CS5 (Protecting and enhancing Barnet's character to create high quality places)</p>	<p>The council will ensure that development in Barnet respects local context and distinctive local character, creating places and buildings with high quality design.</p> <p>Developments should:</p> <ul style="list-style-type: none"> • Address the principles, aims and objectives set out in the relevant national guidance. • Be safe attractive and fully accessible. • Provide vibrant, attractive and accessible public spaces. • Respect and enhance the distinctive natural landscapes of Barnet. • Protect and enhance the gardens of residential properties. • Protect important local views. • Protect and enhance the boroughs high quality suburbs and historic areas and heritage. 	<p>Compliant: the proposal provides for a high quality development that respects local character and context. A range of high quality materials are proposed including copper cladding and brickwork which will provide for visually interesting elevations.</p> <p>The design provides active frontages at ground floor on all main facades to contribute to the quality and vibrancy of the public realm and create a sense of security through natural surveillance. The indicative landscape proposals include significant tree and amenity planting which will assist in greening the site and improving its contribution to the local environment.</p>

	<ul style="list-style-type: none"> • Maximise the opportunity for community diversity, inclusion and cohesion. • Contribute to people's sense of place, safety and security. 	
CS7 (Enhancing and protecting Barnet's open spaces)	<p>Create a greener Barnet by:</p> <ul style="list-style-type: none"> • Meeting increased demand for access to open space and opportunities for physical activity. • Improving access to open space in areas of public open space deficiency. • Securing improvements to open spaces including provision for children's play sports facilities and better access arrangements, where opportunities arise. • Maintaining and improving greening by protecting incidental spaces, trees, hedgerows and watercourses. • Protecting existing site ecology and ensuring development makes the fullest contributions enhancing biodiversity. • Enhancing local food production. 	<p>Compliant: the development provides sufficient space on site to accommodate the play needs of the children estimated to be generated from the scheme and communal amenity space that exceeds the minimum requirement of the development plan. In addition, the site is within 800 metres of Gladstone Park which provides an array of play, recreation and sporting facilities suitable for all age groups.</p> <p>The surface of the site is currently hardstanding with a limited amount of vegetation along Edgware Road. The proposal involves the creation of a podium level above a car park which will have a green roof in addition to raised landscaped planters and additional amenity and tree planting. This will contribute to the greening of the site and its wildlife potential which represents a significant improvement on the current situation.</p> <p>All new homes will have direct to high quality private amenity space in the form of a balcony, winter garden or terrace of a size that meets and in a number of instances exceeds the minimum size requirements of the Mayor.</p>
CS8 (Promoting a strong and prosperous Barnet)	<p>Delivery of 20,000 new jobs in Brent Cross – Cricklewood by 2026.</p> <p>Expect major developments to provide financial contributions and to deliver employment and training initiatives.</p>	<p>Compliant: the proposal includes 888 square metres of employment generating uses at ground floor in accordance with the aspirations of the RADF. This will provide opportunities for employment and will contribute to the employment target for Brent Cross – Cricklewood.</p>
CS9 (Providing safe, efficient and effective travel)	<p>Developments should provide and allow for safe effective and efficient travel and include measures to make more efficient use of the local road network.</p> <p>Major proposals should incorporate Transport Assessments, Travel Plans, Delivery and Servicing Plans and mitigation measures and ensure that adequate capacity and high quality safe transport facilities are delivered in line with demand.</p> <p>The council will support more</p>	<p>Compliant: the application is accompanied by a Travel Plan which seeks to encourage modal shift and prioritise non-car modes of transport through a range of measures that have been accepted by Officers.</p> <p>The impact of the proposed development on the local highway network has been assessed through the Transport Assessment and found to be acceptable by TfL and Barnet's Highway Department.</p> <p>Ample secure and convenient cycle</p>

	<p>environmentally friendly transport networks, including the use of low emission vehicles (including electric cars), encouraging mixed use development and seeking to make cycling and walking more attractive for leisure, health and short trips.</p>	<p>storage facilities are provided for residents, employees and visitors of the development. Electric charging points are to be provided within the car park to support the use of low emissions vehicles.</p> <p>The development provides an acceptable pedestrian environment with step-free access across the site and well overlooked pedestrian routes into and around the development.</p>
<p>CS10 (Enabling inclusive and integrated community facilities and uses)</p>	<p>The council will ensure that community facilities are provided for Barnet's communities and expect development that increases the demand for community facilities and services to make appropriate contributions towards new and accessible facilities.</p>	<p>Compliant: a package of obligations are sought through the S106 which will ensure that the social infrastructure needs arising from the development can be addressed.</p> <p>In addition, the scheme proposes a gym and crèche as part of the commercial element, providing on-site facilities for future residents and residents of the wider area.</p>
<p>CS11 (Improving health and wellbeing in Barnet)</p>	<p>Will improve health and wellbeing in Barnet through a range of measures including supporting healthier neighbourhoods, ensuring increased access to green spaces and improving opportunities for higher levels of physical activity.</p>	<p>Compliant: measures to ensure appropriate noise levels and air quality are achieved have been included in the proposals including the provision of mechanical ventilation to residential units and winter gardens to private amenity spaces fronting the railway, Selco builders warehouse/ proposed BXC railway bridge and Edgware Road. Secure, accessible cycle storage equivalent to one space per one/ two-bed unit and two spaces for units with three or more bedrooms is provided in addition to cycle parking for the commercial uses and visitors. The development also provides areas of communal amenity space that exceed the minimum size requirements of the development plan and provide opportunities for play and recreation.</p>
<p>CS12 (Making Barnet a safer place)</p>	<p>The Council will:</p> <ul style="list-style-type: none"> • Encourage appropriate security and community safety measures in developments and the transport network. • Require developers to demonstrate that they have incorporated community safety and security design principles in new development. • Promote safer streets and public areas, including open spaces. 	<p>Compliant: the development has been designed with a number of measures to create a sense of security and deter criminal behaviour. This includes natural surveillance over communal areas through the provision of direct access to ground floor residential units and main windows overlooking the amenity and play areas. Additional glazing to the office unit on the north elevation of Block A and corner fronting Edgware Road has been included to improve the visual interest of this corner of the building and provide natural surveillance to the access path to this side of the site.</p>

<p>CS13 (Ensuring the efficient use of natural resources)</p>	<p>The council will:</p> <ul style="list-style-type: none"> • Seek to minimise Barnet's contribution to climate change and ensure that the borough develops in a way which respects environmental limits and improves quality of life. • Promote the highest environmental standards for development to mitigate and adapt to the effects of climate change. • Expect development to be energy efficient and seek to minimise any wasted heat or power. • Expect developments to comply with London Plan policy 5.2. • Maximise opportunities for implementing new district wide networks supplied by decentralised energy. • Make Barnet a water efficient borough, minimise the potential for fluvial and surface flooding and ensure developments do not harm the water environment, water quality and drainage systems. • Seek to improve air and noise quality. 	<p>Compliant: the application is accompanied by an Energy Statement which details the range of measures that have been employed to ensure that the development will reduce carbon dioxide emissions and mitigate climate change in accordance with the Energy Hierarchy.</p> <p>The submitted Sustainability Statement and Code for Sustainable Homes and BREEAM reports which demonstrate that the scheme is capable of achieving CfSH Level 4 and BREEAM 'excellent'. Attainment of these standards will ensure a development with a high standard of environmental performance and adaptability to climate change.</p> <p>The proposal includes a Combined Heat and Power (CHP) system which will serve the development and which is capable of being connected to a district heating network should one be developed in the area in the future. Pipe work to facilitate connection is to be provided to the boundary of the site.</p> <p>The development provides on-site renewable energy through photovoltaics panels.</p> <p>the application is accompanied by a Flood Risk Assessment and Drainage Strategy which demonstrates that the development will not increase flood risk elsewhere and will reduce surface water flows in to the existing drainage network.</p> <p>The Environment Agency have been consulted on the proposals and raise no objection, noting in their letter of 24 January 2013 that they welcome the inclusion of additional rainwater capture and storage systems.</p> <p>The development will not have a significantly adverse impact on local air quality and noise conditions and has been designed with specific measures to ensure that future residents do not experience unacceptable noise or air quality.</p>
<p>CS14 (Dealing with our waste)</p>	<p>The council will encourage sustainable waste management by promoting waste prevention, re-use, recycling, composting and resource efficiency over landfill and requiring developments to provide appropriate waste and recycling facilities.</p>	<p>Compliant: the development has been designed with sufficient storage facilities for refuse and recycling. These are located conveniently adjacent to the access cores to the residential apartments. A loading bay has been provided for refuse</p>

		collection vehicles immediately adjacent to the entrance to the basement car park for ease of collection.
CS15 (Delivering the Core Strategy)	The council will work with partners to deliver the vision, objectives and policies of the Core Strategy, including working with developers and using planning obligations (and other funding mechanism where appropriate) to support the delivery of infrastructure, facilities and services to meet needs generated by development and mitigate the impact of development.	Compliant: a comprehensive set of planning obligations have been agreed and will ensure that the impacts of the development are appropriately mitigated. The package of obligations will assist in delivering the infrastructure necessary to support the development and will ensure that the planning benefits of the scheme are secured.

Table 3: Analysis of the proposals compliance with Barnet’s Local Plan Development Management Policies (September 2012)

Policy	Content Summary	Extent of Compliance and Comment
DM01 (Protecting Barnet’s character and amenity)	<p>Development should represent high quality design that contributes to climate change mitigation and adaptation.</p> <p>Proposals should be based on an understanding of local characteristics, preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.</p> <p>Development should ensure attractive, safe and vibrant streets which provide visual interest. Proposal should create safe and secure environments, reduce opportunities for crime and minimise fear of crime.</p> <p>Development should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users. Lighting schemes should not have a demonstrably harmful impact on amenity or biodiversity. Proposals should retain outdoor amenity space.</p> <p>Trees should be safeguarded and when protected trees are to be felled the Council will require suitable tree replanting. Proposals will be required to include landscaping that is well laid out; considers the impact of hardstandings on character;</p>	<p>Compliant: The application is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The design approach proposed takes suitable account of its context, the character of the area, the developments relationships with neighbouring buildings and spaces. The scheme is found to be of a sufficiently high quality design internally, externally and in relation to its context and wider environment.</p> <p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not expressed any concerns about the proposals and the development is found to create a safe and secure environment.</p> <p>The design of the development is such that it would fulfil the requirements of this policy in respect of the amenities of both adjoining and potential occupiers and users. The scheme would provide an acceptable level of new outdoor amenity space.</p> <p>The proposal would result in the removal of trees but adequate replacement planting has been proposed.</p>

	<p>achieves a suitable visual setting; provides an appropriate level of new habitat; makes a positive contribution to the surrounding area; contributes to biodiversity (including the retention of existing wildlife habitat and trees); and adequately protects existing trees and their root systems.</p>	
DM02 (Development standards)	<p>Development will be expected to demonstrate compliance with relevant standards, supported by the guidance provided in the Council's Supplementary Planning Documents.</p>	<p>Compliant: The submission is considered to meet the relevant standards. All the dwellings would achieve Code for Sustainable Homes Level 4, meet the Lifetime Homes Standards and achieve the London Plan minimum floor space standards. 10% (23 units) of the dwellings would be constructed to be easily adaptable to wheelchair accessible standards.</p>
DM03 (Accessibility and inclusive design)	<p>Developments should meet the highest standards of accessible and inclusive design.</p>	<p>Compliant: The needs of all future residents, employees and visitors of the scheme have been fully considered in the design development.</p>
DM04 (Environmental considerations)	<p>Developments are required to demonstrate their compliance with the Mayor's targets for reductions in carbon dioxide emissions within the framework of the energy hierarchy.</p> <p>Where decentralised energy is feasible or planned development will provide either suitable connection; the ability for future connection; a feasibility study or a contribution to a feasibility study.</p> <p>Proposals should be designed and sited to reduce exposure to air pollutants and ensure that development is not contributing to poor air quality. Locating development that is likely to generate unacceptable noise levels close to noise sensitive uses will not normally be permitted. Proposals to locate noise sensitive development in areas with existing high levels of noise not normally be permitted. Mitigation of noise impacts through design, layout and insulation will be expected where appropriate.</p> <p>Development on land which may be contaminated should be accompanied by an investigation to establish the level of contamination. Proposals which could adversely affect ground water quality will not</p>	<p>Compliant: All of the dwellings will be built to Code for Sustainable Homes Level 4 standard.</p> <p>The overall development has been designed to minimise its impact on the environment with a particular emphasis on using less energy. The development will meet the 25% CO2 reduction above 2010 Building Regulations through building fabric alone with PV panels proposed. IN total the development will result in 33% CO2 reduction over the 2010 Regulations. The overall development includes the provision of CHP which will provide the heating and hot water requirements of the homes throughout the development.</p> <p>A Flood Risk Assessment has been submitted with the application. The Environment Agency has not raised any objections to the proposal.</p>

	<p>be permitted.</p> <p>Development should demonstrate compliance with the London Plan water hierarchy for run off, especially in areas prone to flooding.</p>	
DM08 (Ensuring a variety of sizes of new homes to meet housing need)	<p>Development should provide, where appropriate a mix of dwelling types and sizes in order to provide choice.</p> <p>Barnet's dwelling size priorities are 3 bedroom properties the highest priority for social rented dwellings, 3 and 4 bedroom properties the highest priority for intermediate affordable dwellings and 4 bedroom properties the highest priority for market housing, with three bedroom properties a medium priority.</p>	Compliant: The submission is considered to demonstrate the influence of this policy and provides an appropriate mix of dwelling types and sizes.
DM10 (Affordable housing contributions)	<p>Having regard to the borough-wide target that 40% of housing provision should be affordable, the maximum reasonable amount of affordable housing will be required on site, subject to viability, from all new sites providing 10 or more units gross or covering an area of 0.4 hectares or more.</p>	<p>Compliant: Of the 230 apartments proposed, 62 (equivalent to 27%) are to be provided as affordable with a split of 13 shared ownership (21% of the affordable) and 49 affordable rent (79% of the affordable).</p> <p>This has been shown to be the maximum amount of affordable housing the development can deliver when taken into account alongside development costs, planning obligations and an acceptable level of developer profit.</p>
DM14 (New and existing employment space)	<p>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. The priority for re-use will be a mixture of small business units with residential use.</p> <p>Where appropriate, loss of employment space will be expected to provide mitigation in the form of contributions to employment training.</p> <p>All proposals for new office space should follow a sequential approach which considers town centre sites before edge of centre sites. Proposals will be expected to provide on site servicing for the intended use and include space for waiting for goods vehicles.</p>	<p>The site is vacant and cleared but was previously used by Parcellforce as a depot / warehouse. The previous warehouse on the site had been vacant since 2005 before it was demolished. Given that the site has been cleared and the significant period of time for which it has been vacant (over 10 years) it is considered that the loss of the previous employment generating use to provide a residential mixed use development is acceptable.</p> <p>The allocation for the site in the RADF for mixed residential and business uses supports the redevelopment of the site to provide residential flats and a mix of class B1, D1 and D2 floorspace. The proposal includes 888 square metres of employment generating uses at ground floor level and is considered to be in accordance with the RADF.</p>

DM16 (Biodiversity)	When considering development proposals the council will seek the retention and enhancement, or the creation of biodiversity.	Compliant: at present the site comprises a large expanse of hardstanding with limited opportunities for wildlife. The proposals include the provision of green roofs at podium level and significant tree and amenity planting that will contribute to a net gain in biodiversity on the site, representing a significant improvement on the current situation. A condition is recommended that requires details of biodiversity enhancement measures to be submitted and provided within the development.
DM17 (Travel impact and parking standards)	<p>The Council will :</p> <ul style="list-style-type: none"> - Ensure that the safety of all road users is taken into account when considering development proposals. - Ensure that roads within the borough are used appropriately according to their status. - Expect major development proposals with the potential for significant trip generation to be in locations which are (or will be) highly accessible by a range of transport modes. Developments should be located and designed to make the use of public transport more attractive. - Require a full Transport Assessment where the proposed development is anticipated to have significant transport implications. - Require the occupier to develop, implement and maintain a satisfactory Travel Plan to minimise increases in road traffic and meet mode split targets. - Expect development to provide safe and suitable access arrangements for all road users. - Require appropriate measures to control vehicle movements, servicing and delivery arrangements. - Require, where appropriate, improvements to cycle and pedestrian facilities. - Parking will be expected to be provided in accordance with the following per unit maximum standards: <ul style="list-style-type: none"> i. 2 to 1.5 spaces for detached and semi-detached houses and flats (4 or more bedrooms). ii. 1.5 to 1 spaces for terraced 	<p>Compliant: A Transport Assessment has been submitted with the application. This assesses the transport impacts of the development and demonstrates that the development can be satisfactorily accommodated on the site.</p> <p>The design of the development is considered to take full account of the safety of all road users, includes appropriate access arrangements and would not unacceptably increase conflicting movements on the road network or increase the risk to vulnerable road users.</p> <p>The application proposes 230 parking spaces for the residential units and an additional 10 spaces for the office space, gym, crèche, concierge and visitors. The level of car parking proposed is considered to be appropriate for the site having regard to the PTAL ratings of 3 and 4.</p>

	<p>houses and flats (2 to 3 bedrooms).</p> <ul style="list-style-type: none">iii. 1 to less than 1 space for developments consisting mainly of flats (1 bedroom).- Residential development may be acceptable with limited or no parking outside a Controlled Parking Zone only where it can be demonstrated that there is sufficient on street parking capacity.	
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APPENDIX 4: INFORMATIVES

1. Reasons For Approval

In accordance with Article 31 of the Town and Country Planning (Development Management Procedure) Order 2010, this informative summarises the local planning authority's reasons for granting planning permission for this development and the relevant development plan policies taken into account in this decision.

In summary, the Local Planning Authority considers that the proposed development should be permitted for the following reasons:

The existing site is currently vacant and has been for a significant period of time. It's re-development to provide new residential dwellings of the nature proposed, that show a high quality design approach, relate acceptably to their neighbouring properties, are in keeping with the character of the area, do not cause any unacceptable harm to the amenities of the neighbouring properties and would provide their future occupiers with an acceptable standard of accommodation is considered to accord with policies that seek to optimise the use of sites such as this. The scheme is proposed at an appropriate density having regard to the London Plan Density Matrix and PTAL range for the site.

The application includes a number of measures to achieve a good standard in respect of sustainable design and construction. The new dwellings would all meet Code for Sustainable Homes Level 4.

The scheme provides an appropriate level of car parking on site for the number and type of new dwellings proposed. The scheme has been designed to provide appropriate and safe access for all users and would not result in any significant harm to the local road network.

The landscaping proposed for the site is considered to include an adequate balance of hard and soft surfaces, provides an appropriate setting for the buildings proposed and includes the planting of new trees. The development would result in the removal of the existing trees from the site. However, none of these are protected by a preservation order and it is considered that the replacement planting proposed provides adequate mitigation for the vegetation which would be lost in this instance.

A number of conditions and planning obligations have been recommended to ensure that the development achieves a suitable quality of residential environment, does not cause any unacceptable harm to the amenities of neighbouring occupiers, achieves the benefits that the submission advances in support of the scheme and mitigates any potential adverse impacts from the proposal. These are appropriate contributions in accordance with Regulation 122 of the Community Infrastructure Levy Regulations 2010.

The current scheme is considered to have overcome the reasons for refusing the previous application at the site (in 2007). The application is found to propose a positive development that would comply with the relevant policies in the development plan and provides high quality new residential dwellings. As such it is considered that there are material planning considerations which justify the grant of planning permission.

In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, the Council takes a positive and proactive approach to development proposals, focused on solutions. The Local Planning Authority has produced planning policies and written guidance to guide applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. The Local Planning Authority has negotiated with the applicant and agent where necessary during the application process to ensure that the proposed development is in accordance with the Council's relevant policies and guidance. In this case formal pre-application advice was sought prior to submission of the application.

A summary of the development plan (London Plan 2011, Barnet Core Strategy 2012 and Development Management Policies DPD 2012) policies relevant to this decision is set below:

Barnet Core Strategy 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)

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)

Barnet Development Management Policies 2012:

DM01 (Protecting Barnet's character and amenity)

DM02 (Development standards)

DM03 (Accessibility and inclusive design)

DM04 (Environmental considerations for development)

DM08 (Ensuring a variety of sizes of new homes to meet housing need)

DM10 (Affordable housing contributions)

DM14 (New and existing employment space)

DM16 (Biodiversity)

DM17 (Travel impact and parking standards)

London Plan 2011 (set out by chapter):

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); 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); 3.13 (Affordable Housing Thresholds); and 3.16 (Protection and Enhancement of Social Infrastructure)

London's Response to Climate Change:

5.1 (Climate Change Mitigation); 5.2 (Minimising Carbon Dioxide Emissions); 5.3 (Sustainable Design and Construction); 5.6 (Decentralised Energy in Development Proposals); 5.7 (Renewable Energy); 5.9 (Overheating and Cooling); 5.10 (Urban Greening); 5.11 (Green Roofs and Development Site Environs); 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); 6.3 (Assessing Effects of Development on Transport Capacity); 6.5 (Funding Crossrail and Other Strategically Important Transport Infrastructure); 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); 7.8 (Heritage Assets and Archaeology); 7.13 (Safety, Security and Resilience to Emergency); 7.14 (Improving Air Quality); 7.15 (Reducing Noise); 7.19 (Biodiversity and Access to Nature); and 7.21 (Trees and Woodlands)

Implementation, Monitoring and Review:

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

2. In complying with the contaminated land condition parts 1 and 2:
 - a) Reference should be made at all stages to appropriate current guidance and codes of practice at August 2012 this would include:
 - 1) The Environment Agency CLR model procedures;
 - 2) BS10175:2011 Investigation of potentially contaminated sites – Code of Practice;
 - 3) The Environment Agency "Guiding principles for land contamination (GPLC)"; and
 - 4) Guidance for the safe development of housing on land affected by contamination, Environment Agency R&D Publication 66:2008.
 - b) Clear site maps should be included in the reports showing previous and future layouts of the site, potential sources of contamination, the locations of all sampling points, the pattern of contamination on site, and to illustrate the remediation strategy.

- c) All raw data should be provided in a form that can be easily audited and assessed by the council (e.g. trial pit logs and complete laboratory analysis reports).
- d) Details as to reasoning, how conclusions were arrived at and an explanation of the decisions made should be included. (e.g. the reasons for the choice of sampling locations and depths).
3. If the development is carried out it will be necessary for any existing redundant vehicular crossovers to be reinstated to footway level by the Highway Authority at the applicant's expense. You may obtain an estimate for this work from the Chief Highways Officer, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.
 4. The applicant must submit a separate application under Section 184 of the Highways Act (1980) for the proposed vehicular access which will need to be constructed as a heavy duty access. The proposed access design details, construction and location will be reviewed by the Development Team as part of the application. Any related costs for alterations to the public highway layout that may become necessary, due to the design of the onsite development, will be borne by the applicant. To receive a copy of our Guidelines for Developers and an application form please contact: Traffic & Development Section – Environment, Planning and Regeneration Directorate, London Borough of Barnet, North London Business Park (NLBP) Building 4, Oakleigh Road South, London N11 1NP.
 5. The London Plan promotes electric vehicle charging points with 20% active and 10% passive provision and charging points should be provided in accordance with this policy. The parking layout should include provision of electric charging points for all elements of the development.
 7. You are advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

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

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

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

The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate: 1) BS 7445 (1991) Pts 1, 2 & 3 (ISO 1996 pts 1-3) - Description and measurement of environmental noise; 2) BS 4142:1997 - Method of rating industrial noise affecting mixed residential and industrial areas; 3) BS 8223:1999 - Sound insulation and noise reduction for buildings: code of practice; 4) Department of transport: Calculation of road traffic noise (1988); 5) Department of transport: Calculation of railway noise (1995); 6) Department of transport : Railway Noise and insulation of dwellings.

8. The Air Quality Stage 4 Review and Assessment for the London Borough of Barnet has highlighted that this area currently experiences or is likely to experience exceedances of Government set health-based air quality standards. A list of possible options for mitigating poor air quality is as follows: 1) Use of passive or active air conditioning; 2) Use of acoustic ventilators; 3) Altering lay out – habitable rooms away from source of poor air quality; 4) Non residential usage of lower floors; 5) Altering footprint – setting further away from source of poor air quality.

For developments that require an Air Quality report; the report should have regard to the air quality predictions and monitoring results from the Stage Four of the Authority's Review and Assessment available from the LPA web site and the London Air Quality Network. The report should be written in accordance with the following guidance: 1) NSCA Guidance: Development Control: Planning for Air Quality and the Planning Policy Statement 23: Planning and Pollution Control; 2) Environment Act 1995 Air Quality Regulations, Planning Policy Statement 23: Planning and Pollution Control, Annex 1: Pollution Control, Air and Water Quality; 3) Local Air Quality Management Technical Guidance LAQM.TG(03); 4) London Councils Air Quality and Planning Guidance, revised version January 2007.

9. It is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where a developer proposes to discharge water to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.
10. The Mayor of London introduced a Community Infrastructure Levy on 1st April 2012 setting a rate of £35 per sqm on all 'chargeable development' in Barnet. Your planning application has been assessed to require a charge of £816,585.

This will be recorded to the register of Local Land Charges as a legal charge upon your site should you commence development. This Mayoral CIL charge will be passed across to Transport for London to support Crossrail, London's highest infrastructure priority.

If Affordable Housing Relief or Charitable Relief applies to your development

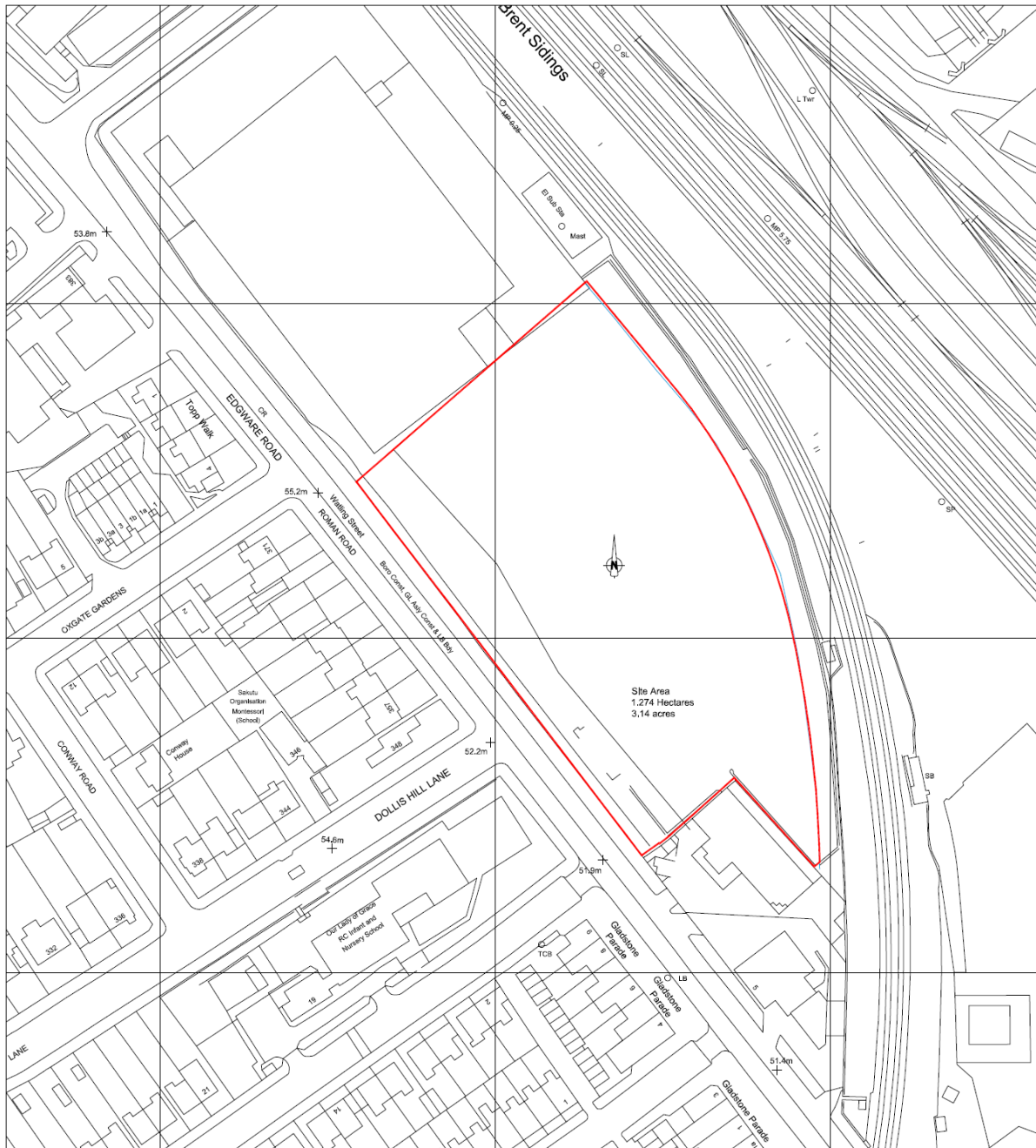
then this may reduce the final amount you are required to pay; such relief must be applied for prior to commencement of development using the 'Claiming Exemption or Relief' form available from the Planning Portal website: www.planningportal.gov.uk/cil

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

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

If you fail to receive a 'Liability Notice' from the Council within 1 month of this grant of planning permission, please contact us: cil@barnet.gov.uk.

APPENDIX 5: SITE LOCATION PLAN



Source: Stanford Eastwell & Associates architects