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| <u>MEETING</u> PLANNING COMMITTEE |
| <u>DATE AND TIME</u> THURSDAY 10TH OCTOBER, 2019 AT 6.30 PM |
| <u>VENUE</u> HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BG |

Dear Councillors,

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

| Item No | Title of Report | Pages |
|---------|--------------------------|--------|
| 1. | ADDENDUM (IF APPLICABLE) | 3 - 34 |

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PLANNING COMMITTEE

10th October 2019

AGENDA ITEM 5

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

19/2517/FUL - Fosters Estate, London, NW4 2DL
Pages 135-187

Page 137:

Under **CONDITION(S)**: add text:

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

Drawing Reference

Site Plans and Sections

17081_00_07_000 Wide Site Plan 1:2000 A1 P1
17081_00_07_001 Existing Site Plan 1:500 A1 P1
17081_00_07_002 Demolition Site Plan 1:500 A1 P1
17081_00_07_003 Constraints Site Plan 1:500 A1 P1
17081_00_07_004 Proposed Site Plan 1:500 A1 P1
17081_00_07_050 Access and routes 1:500 A1 P1
17081_00_07_051 Car Parking 1:500 A1 P1
17081_00_07_052 Bicycle Parking 1:500 A1 P1
17081_00_07_053 Refuse 1:500 A1 P1
17081_00_07_054 External Storage 1:500 A1 P1
17081_00_07_055 Plant - Ground level 1:500 A1 P1
17081_00_07_056 Plant - Roof level 1:500 A1 P1
17081_00_07_057 Retained and removed trees 1:500 A1 P1
17081_00_07_100 Tenure mix plan - Level 00 1:500 A1 P1
17081_00_07_101 Tenure mix plan - Level 01 1:500 A1 P1
17081_00_07_102 Tenure mix plan - Level 02 1:500 A1 P1
17081_00_07_103 Tenure mix plan - Level 03 1:500 A1 P1
17081_00_07_104 Tenure mix plan - Level 04 1:500 A1 P1
17081_00_07_105 Tenure mix plan - Level 05 1:500 A1 P1
17081_00_07_106 Tenure mix plan - Level 06 1:500 A1 P1
17081_00_07_300 Masterplan Section AA, BB 1:500 A1 P1
17081_00_07_301 Masterplan Section CC, DD 1:500 A1 P1
17081_00_07_302 Masterplan Section EE, FF 1:500 A1 P1

GA PLANS: BLOCK A

Plans

17081_A_07_099 Block A - Plan - Lower Ground Floor 1:100 A0 P1
17081_A_07_100 Block A - Plan - Ground Floor 1:100 A0 P1
17081_A_07_101 Block A - Plan - First Floor 1:100 A0 P1
17081_A_07_102 Block A - Plan - Second Floor 1:100 A0 P1
17081_A_07_103 Block A - Plan - Third Floor 1:100 A0 P1
17081_A_07_104 Block A - Plan - Fourth Floor 1:100 A0 P1
17081_A_07_105 Block A - Plan - Fifth Floor 1:100 A0 P1

17081_A_07_106 Block A - Plan - Sixth Floor 1:100 A0 P1
17081_A_07_110_Plan_Roof_1:100 A0 P1

Elevations

17081_A_07_200 Block A - Elevation - South 1:100 A1 P1
17081_A_07_201 Block A - Elevation - West 1:100 A1 P1
17081_A_07_202 Block A - Elevation - East 1:100 A1 P1
17081_A_07_203 Block A - Elevation - North 1:100 A1 P1

Sections

17081_A_07_300 Block A - Section - AA and BB 1:100 A1 P1
17081_A_07_301 Block A - Section - CC, DD and EE 1:100 A1 P1
17081_A_07_302 Block A - Section - FF 1:100 A1 P1
17081_A_07_303 Block A - Section - GG 1:100 A1 P1

Bay Studies

17081_A_07_500 Block A - Bay Study 01 1:50 A1 P1
17081_A_07_501 Block A - Bay Study 02 1:50 A1 P1

Sample Layouts

17081_A_07_700 Block A - Plan - Sample Unit 01 1:50 A1 P1
17081_A_07_701 Block A - Plan - Sample Unit 02 1:50 A1 P1

GA PLANS: BLOCK B

Plans

17081_B_07_100 Block B - Plan - Ground Floor 1:100 A1 P1
17081_B_07_101 Block B - Plan - First Floor 1:100 A1 P1
17081_B_07_102 Block B - Plan - Second Floor 1:100 A1 P1
17081_B_07_103 Block B - Plan - Third Floor 1:100 A1 P1
17081_B_07_104 Block B - Plan - Plant level 1:100 A1 P1
17081_B_07_110 Block B - Plan - Roof 1:100 A1 P1

Elevations and Sections

17081_B_07_200 Block B - Elevation - West, East 1:100 A1 P1
17081_B_07_201 Block B - Elevation - North, South and Sections AA, BB 1:100 A1 P1

Bay Studies

17081_B_07_500 Block B - Bay Study 01 1:50 A1 P1
17081_B_07_501 Block B - Bay Study 02 1:50 A1 P1

Sample Layouts

17081_B_07_700 Block B - Plan - Sample Unit 01 1:50 A1 P1

GA PLANS: BLOCK C

Plans

17081_C_07_100 Block C - Plan - Ground Floor 1:100 A1 P1
17081_C_07_101 Block C - Plan - First Floor 1:100 A1 P1
17081_C_07_110_Plan_Roof_1:100 A1 P1

Elevations and Sections

17081_C_07_200 Block C - Elevation - West, East 1:100 A1 P1
17081_C_07_201 Block C - Elevation - North, South 1:100 A1 P1

Bay Studies

17081_C_07_500 Block C - Bay Study 01 1:50 A1 P1
17081_C_07_501 Block C - Bay Study 02 1:50 A1 P1

Sample Layouts

17081_C_07_700 Block C - Plan - Sample Unit 01 1:50 A1 P1

GA PLANS: BLOCK D

Plans

17081_D_07_100 Block D - Plan - Ground Floor 1:100 A1 P1
17081_D_07_101 Block D - Plan - First Floor 1:100 A1 P1
17081_D_07_102 Block D - Plan - Second Floor 1:100 A1 P1
17081_D_07_103 Block D - Plan - Third Floor 1:100 A1 P1
17081_D_07_104 Block D - Plan - Plant level 1:100 A1 P1

17081_D_07_110 Block D - Plan - Roof 1:100 A1 P1

Elevations and Sections

17081_D_07_200 Block D - Elevation - West, East 1:100 A1 P1

17081_D_07_201 Block D - Elevation - North, South 1:100 A1 P1

Sample Layouts

17081_C_07_700 Block D - Plan - Sample Unit 01 1:50 A1 P1

17081_C_07_701 Block D - Plan - Sample Unit 02 1:50 A1 P1

GA PLANS: BLOCK E

Plans

17081_E_07_100 Block E - Plan - Ground Floor 1:100 A1 P1

17081_E_07_101 Block E - Plan - First Floor 1:100 A1 P1

17081_E_07_102 Block E - Plan - Second Floor 1:100 A1 P1

17081_E_07_103 Block E - Plan - Third Floor 1:100 A1 P1

17081_E_07_110 Block E - Plan - Roof 1:100 A1 P1

Elevations

17081_E_07_200 Block E - Elevation - East and West 1:100 A1 P1

17081_E_07_201 Block E - Elevation - North and South 1:100 A1 P1

17081_E_07_202 Block E - Elevation - East 1, North 1 and South 1 Elevation 1:100 A1 P1

Sections

17081_E_07_300 Block E - Section - AA, BB, CC, DD 1:100 A1 P1

Bay Studies

17081_E_07_500 Block E - Bay Study 01 1:50 A1 P1

17081_E_07_501 Block E - Bay Study 02 1:50 A1 P1

Sample Layouts

17081_E_07_700 Block E - Plan - Sample Unit 01 1:50 A1 P1

17081_E_07_701 Block E - Plan - Sample Unit 02 1:50 A1 P1

GA PLANS: BLOCK F

Plans

17081_F_07_100 Block F - Plan - Ground Floor 1:100 A1 P1

17081_F_07_101 Block F - Plan - First Floor 1:100 A1 P1

17081_F_07_102 Block F - Plan - Second to Fifth Floor 1:100 A1 P1

17081_F_07_106 Block F - Plan - Plant level 1:100 A1 P1

17081_F_07_110 Block F - Plan - Roof 1:100 A1 P1

Elevations

17081_F_07_200 Block F1&3 - Elevation - East, North 1:100 A1 P1

17081_F_07_201 Block F1&3 - Elevation - West, South 1:100 A1 P1

Sections

17081_F2_07_300 Block F2 - Section - AA & BB 1:100 A1 P1

Bay Studies

17081_F_07_500 Block F - Bay Study 01 1:50 A1 P1

17081_F_07_501 Block F - Bay Study 02 1:50 A1 P1

17081_F_07_502 Block F - Bay Study 03 1:50 A1 P1

Sample Layouts

17081_F_07_700 Block F - Plan - Sample Unit 01 & 02 1:50 A1 P1

17081_F_07_701 Block F - Plan - Sample Unit 03 1:50 A1 P1

Visualisations

Ground level view Block F along New Brent Path A3 P1

Balcony level view Block F towards central open space A3 P1

Ground level view Block A Extra Care A3 P1

Schedules

17081_Units_Mix Unit Mix Schedule A3 P1

17081_Units_Accommodation, Accommodation Schedule A3 P1

17081_GIA GIA Schedule A3 P1

17081_GEA GEA Schedule A3 P1

Ecology

GC2559-CAP-74-XX-DR-L-0001 – Sites of Importance for Nature

Conservation

CS0908-CAP-74-XX-DR-C-0001- Phase 1 Habitat Survey Results

Drainage

18184-BC-SP-XX-DR-S-300 P6 Drainage Strategy 1:300 @ A0

Geo-Environmental

090881 CA 0 GF DXR S 503 P02 Borehole and Window Sample

Location Plan A1 @ 1:500

Transport / Highways

170909-TK01 D Swept Path Analysis New Brent Street - Large Car 1:200 @ A3

170909-TK02 D Swept Path Analysis Brampton Lane - Large Car 1:200 @ A3

170909-TK04 D Swept Path Analysis Fire Tender & Refuse Vehicle 1:500 @ A3

170909-TK05 D Swept Path Analysis Fire Tender & Refuse Vehicle 1:500 @ A3

170909-TK06 D Swept Path Analysis Fire Tender & Refuse Vehicle 1:500 @ A3

170909-TK07 C Swept Path Analysis Refuse Vehicle 1:1000 @ A3

170909-TK10 D Swept Path Analysis Fire Tender - Short Street Scale: 1:500 @ A3

170909-TK11 D Swept Path Analysis Refuse Vehicle 1:500 @ A3

170909-TK12 C1 Swept Path Analysis Refuse Vehicle - Short Street Gate 1:500 @ A3

170909-TK13 Swept Path Analysis Large Car 1:250 @ A3

170909-TK15 Swept Path Analysis Refuse Vehicle & Estate Car 1:500 @ A3

Arboriculture

ULF-CAP-00-VES-DR-V-0001 P02 Tree Constraints Plan 1:500 @ A1

Services

0991512-HL-00-03-GA-M-590-0031 P01 - Combined Mechanical Services Block A Main Distribution Third Floor 1:100 @ A0

0991512-HL-01-RF-GA-M-590-10R1 P01 - Combined Mechanical Services Block B Main Distribution Roof Level 1:100 @ A0

0991512-HL-02-00-GA-M-590-2001 P00 - Combined Mechanical Services Block C Main Distribution Ground Floor 1:100 @ A0

0991512-HL-03-00-GA-M-590-3001 P01 - Combined Mechanical Services Block D1/2 Main Distribution Ground Floor 1:50 @ A0

0991512-HL-03-00-GA-M-590-3002 P00 - Combined Mechanical Services Block D3 Main Distribution Ground Floor 1:100 @ A0

0991512-HL-03-RF-GA-M-590-30R1 P01 - Combined Mechanical Services Block D1/2 Main Distribution Roof Level 1:50 @ A0

0991512-HL-04-00-GA-M-590-4001 P01 - Combined Mechanical Services Block E Main Distribution Ground Floor 1:100 @ A0

0991512-HL-04-01-GA-M-590-4011 P01 - Combined Mechanical Services Block E Main Distribution First Floor 1:100 @ A0

0991512-HL-05-RF-GA-M-590-50R1 P01 - Combined Mechanical Services Block F Main Distribution Roof Level 1:100 @ A1

0991512-HL-01-00-GA-M-590-1001 P01 - Combined Mechanical Services Block B Main Distribution Ground Floor 1:100 @ A0

Additional Drawings

7081_00_07_058 EV Charging Provision 1 :1000 @A3

Existing Drawings

741/CH1/01 - Ground Floor Plan (1-43 Cheshir House) 1:100 @ A1

741/CH1/02 – First Floor Plan (1-43 Cheshir House) 1:100 @ A1

Document Reference

Co-Design and Access Statement (including Open Space & Landscaping and Statement of Community Involvement and Appendices) April 2019

Planning Statement April 2019

Energy Strategy Rev 02 (inc. Appendices)

Sustainability Strategy Rev 02 (inc. Appendices)
Utilities Assessment April 2019 (inc. Appendices)
BS5837:2012 Tree Survey, Arboricultural Impact Assessment and Arboricultural Method Statement September 2019 (inc. Appendices)
Transport Assessment / Travel Plan April 2019 (inc. Appendices)
Noise Risk and Impact Assessment April 2019 (inc. Appendices)
Air Quality Assessment, April 2019 (inc. Appendices)
Flood Risk Assessment, April 2019 (inc. Appendices)
Viability Statement (submitted separately) (inc. Appendices)
Geo-Environmental Investigation and Assessment April 2019 (inc. Appendices)
Unexploded Ordnance Threat & Risk Assessment April 2019
Sunlight and Daylight Assessment 29 April 2019 (inc. Appendices)
Ecological Assessment (inc. Appendices) (Preliminary Ecological Appraisal & External Bat Inspections April 2019)
Fire Strategy Report – Planning 15th March 2019
Construction Management Plan v1

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

2. This development must be begun within three years from the date of this permission.

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

3. Unless otherwise agreed with the Local Planning Authority, no construction works shall occur outside the following times:

08:00 – 18:00 hours weekdays

08:00 – 13:00 hours Saturdays

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

4. The development shall provide a total of 10% of units across the site designed to be fully wheelchair accessible or easily adaptable for residents who are wheelchair users unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.8 and 7.2 of the London Plan (2016); and tLocal Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

5. Prior to the commencement of above ground works, the following details for that building shall be submitted to and approved in writing by the Local Planning Authority (unless otherwise approved and agreed):

- i. Full details (including samples, where appropriate) of the materials and finishes to be used on all external surfaces
- ii. Door, entrances, windows (including glazing specifications) and balconies (including drawings and section showing thresholds to adjacent internal spaces and drawings and sections of privacy screens)

- iii. Building lighting
- iv. Podium details (including hard and soft landscaping, planting species, furniture and play provision)
- v. Details of any proposed biodiverse roofs
- vi. Details of any building security measures including cctv

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

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with policies CS5 and DM01 of the Barnet Local Plan and policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2016.

6. All non-residential units shall achieve a minimum of BREEAM Very Good. Within three months of first occupation of the building, a copy of the summary score sheet and BREEAM Post Construction Certificate shall be submitted to the Local Planning Authority to demonstrate that this has been achieved.

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 2016.

7. No residential unit shall be occupied until the private and/or communal amenity space provision, (excluding public open space) for that unit is available in accordance with the Approved Plans.

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

8. Notwithstanding the details shown on the plans submitted and otherwise hereby approved, prior to the first occupation of the development a scheme detailing all play equipment to be installed in the communal amenity spaces provided 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 DM02 of the Barnet Local Plan and policy 3.6 of the London Plan.

9. Prior to first occupation, a scheme for the provision of communal/centralised satellite and television reception equipment shall be installed on all blocks within that Development Phase unless otherwise agreed in writing by, the Local Planning Authority. The equipment shall thereafter be retained and made available for use by all occupiers of the development.

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

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

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

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

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no development otherwise permitted by any of Classes A, B, C, D & E of Part 1 of Schedule 2 of that Order without the express permission of the Local Planning Authority, shall be carried out within the area of the development hereby approved without the receipt of prior specific express planning permission in writing from the Local Planning Authority.

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

12. Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any Order revoking and re-enacting that Order) no windows or doors, other than those expressly authorised by this permission, shall be installed without the receipt of prior specific express planning permission in writing from the Local Planning Authority.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties in accordance with policy DM01 of the Development Management Policies DPD (adopted September 2012).

13. a) Other than demolition and site preparation works no development shall take place until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s) and any other changes proposed in the levels of the site have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the details as approved under this condition and retained as such thereafter.

Reason: To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies 7.4, 7.5, 7.6 and 7.21 of the London Plan 2016.

14. a) A scheme of hard and soft landscaping, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, shall be submitted to and agreed in writing by the Local Planning Authority prior to the occupation of the hereby approved development.

b) All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the

buildings or completion of the development, whichever is sooner, or commencement of the use.

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

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and 7.21 of the London Plan 2016.

15. a) Other than demolition and site preparation works no development shall take place until details of the location, extent and depth of all excavations for services (including but not limited to electricity, gas, water, drainage and telecommunications) in relation to trees on and adjacent to the site have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with details approved under this condition.

Reason: To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policy 7.21 of the London Plan 2016).

16. a) No site works or development (including any temporary enabling works, site clearance and demolition) shall take place until a dimensioned tree protection plan in accordance with Section 5.5 and a method statement detailing precautions to minimise damage to trees in accordance with Section 6.1 of British Standard BS5837: 2012 (Trees in relation to design, demolition and construction - Recommendations) have been submitted to and approved in writing by the Local Planning Authority.

b) No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until the temporary tree protection shown on the tree protection plan approved under this condition has been erected around existing trees on site. This protection shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas at any time. The development shall be implemented in accordance with the protection plan and method statement as approved under this condition.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan 2016.

17. The completed schedule of site supervision and monitoring of the arboricultural protection measures as approved in condition 16 shall be submitted for approval in writing by the Local Planning Authority within 28 days from completion of the development hereby permitted. This condition may only be fully discharged on completion of the development, subject to satisfactory written evidence of compliance through contemporaneous

supervision and monitoring of the tree protection throughout construction by a suitably qualified and pre-appointed tree specialist.

Reason: In order to ensure compliance with the approved method statement and to safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan 2016.

18. a) Prior to the first occupation of the hereby approved development, details of the location of any proposed green roofs have been submitted to and approved in writing by the Local Planning Authority.

b) Any green roof shall be implemented in accordance with the details approved this condition prior to the commencement of the use or first occupation of the development and retained as such thereafter. Should part of the approved green roof be removed, die, become severely damaged or diseased within five years of the completion of development, it shall be replaced in accordance with the details approved by this condition.

Reason: To ensure that the proposed development does not prejudice the enjoyment of the occupiers of their homes in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and 7.15 of the London Plan 2016.

19. a) Prior to the occupation of the hereby approved development, details of a Landscape Management Plan for all landscaped areas for a minimum period of 25 years have been submitted to and approved in writing by the Local Planning Authority.

b) The Landscape Management Plan shall include details of long term design objectives, management responsibilities, maintenance schedules and replacement planting provisions for existing retained trees and any new soft landscaping to be planted as part of the approved landscaping scheme.

c) The approved Landscape Management Plan shall be implemented in full in accordance with details approved under this condition.

Reason: To ensure a satisfactory appearance to the development in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012) and Policy 7.21 of the London Plan 2016.

20. The development shall not be occupied until details comprising a scheme of measures to enhance and promote biodiversity shall be submitted the Local Planning Authority and approved in writing. The scheme submitted shall include (but not be limited to) details of biodiversity enhancement measures related specifically to bats and birds. The approved scheme of measures shall be implemented in full in accordance with the approved details before the first occupation.

Reason: To ensure that the development represents a 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.

21. a) No phase shall not be brought into use or first occupied until details of the means of enclosure, including boundary treatments for that phase have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented in accordance with the details approved as part of this condition before first occupation or the use is commenced and retained as such thereafter.

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

22. (1) prior to carrying out above grade works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve full Secured by Design' Accreditation.

The development shall only be carried out in accordance with the approved details.

(2) Prior to the first occupation of each building or part of a building or use, 'Secured By Design' accreditation shall be obtained for such building or part of such building or use.

Reason: To ensure that satisfactory attention is given to security and community safety in accordance with policy DM02 of the Development Management Policies (2012).

23. Other than demolition and site preparation works no development shall commence until an air quality neutral assessment report has been written in accordance with the relevant current guidance. This report shall be submitted to and approved by the Local Planning Authority.

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

a) If the report shows that the site does not conform to the air quality neutral benchmark requirements then a scheme of offset measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to development.

b) The approved measures shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies 3.2, 5.3 and 7.14 of the London Plan 2016.

24. a) No development other than site preparation and demolition shall commence until the submission of an air quality assessment report written in accordance with the relevant current guidance shall be submitted to and approved by the Local Planning Authority. The

report shall include an assessment of the air quality impacts of the demolition, construction and operational phases of the development.

The assessment shall have regard to the most recent air quality predictions and monitoring results from the Authority's Review and Assessment process, the London Air Quality Network and London Atmospheric Emissions Inventory. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

b) A scheme for air pollution mitigation measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to development.

c) The approved mitigation scheme shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies 3.2, 5.3 and 7.14 of the London Plan (2016).

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

If the noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and 7.15 of the London Plan 2016.

26. a) No development other than demolition and site preparation works shall take place on site until a noise assessment, carried out by an approved acoustic consultant, which assesses the likely impacts of noise on the development and measures to be implemented to address its findings has been submitted to and approved in writing by the Local Planning Authority. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations

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

Reason: To ensure that the amenities of occupiers are not prejudiced by rail and/or road traffic and/or mixed use noise in the immediate surroundings in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.15 of the London Plan 2016.

27. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority.

The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reasons: In the interest of good air quality in accordance with London Plan policies 5.3 and 7.14.

28. Other than demolition and site preparation works, development shall not commence until a revised highway layout drawing is to be submitted to and approved in writing by the Local Planning Authority to address safety issues raised and implemented in accordance with the approved plans including:

- (a) Demonstrating provision of 2m wide footway fronting vehicle roads.
- (b) Revised continuous crossover lengths.
- (c) Provision of appropriate road widths in accordance with Manual for Streets and Barnet adoption standards, unless otherwise agreed in writing by the LPA.

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 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.

29. Other than demolition and site preparation works, development shall not commence until a revised parking layout drawing has been submitted to and approved in writing by the Local Planning Authority to address safety issues raised. The proposed car parking shall be provided in accordance with the agreed details prior to the occupation of any phase. Thereafter, the parking spaces shall be used only as agreed and not be used for any purpose other than the parking and turning of vehicles in connection with 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 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.

30. Prior to the occupation of the development, all highway works shall be approved and implemented for existing junctions affected by development proposals and these shall be implemented at the applicant's expense under relevant highway agreements.

Reason: To confine access to the permitted points, in order to ensure that the development does not prejudice the free flow of traffic or conditions of general safety on the public highway and 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.

31. Notwithstanding the plans submitted, disabled parking spaces shall be provided and clearly marked with a British Standard disabled symbol where appropriate and permanently retained for the use of disabled persons and their vehicles and for no other purpose. Details of revised parking spaces shall be submitted to and approved in writing by the Local Planning Authority. Such arrangements shall be completed to the Authority's satisfaction before the building is first occupied and shall thereafter be kept available/maintained for such use.

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 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.

32. Before development hereby permitted is occupied for each phase, parking spaces, cycle parking and turning spaces shown on the plans hereby approved shall be provided and marked out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Thereafter, the parking spaces shall be used only as agreed and not be used for any purpose other than the parking and turning of vehicles, in connection with the approved development.

Reason: To ensure that parking and associated works are provided in accordance with the council's standards in the interests of pedestrian and highway safety and the free flow of traffic.

33. 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 polices 5.3, 5.18, 7.14 and 7.15 of the London Plan.

34. Prior to the commencement of any phase of the development hereby approved, details of any highways within each sub-phase to be stopped under Section 247 of the Town and Country Planning Act shall be submitted to and agreed with the Local Planning Authority.

Reason: To ensure that adequate public access is provided throughout the development.

35. Prior to the occupation of each phases hereby approved, a Car Parking Management Plan detailing the following shall be submitted to and approved in writing by the Local Planning Authority:

- i. location and layout of car parking spaces,
- ii. The allocation of car parking spaces;
- iii. On site parking controls and charges;
- iv. The enforcement of unauthorised parking; and
- v. disabled parking spaces
- vi. Electrical Vehicle Charging Points.

The car parking spaces shall not thereafter be used for any purpose other than for the parking and turning of vehicles associated with the development. The Car Parking Management Plan shall be implemented in accordance with the approved details before the buildings hereby permitted are occupied and maintained thereafter.

Reason: To ensure that parking is provided and managed in line with the council's standards in the interests of highway and pedestrian 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. The approved development shall make provision for cycle parking and cycle storage facilities for each phase of the development in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority. Such spaces shall be permanently retained thereafter.

Reason: In the interests of promoting cycling as a mode of transport 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.

37. Before the permitted development is occupied a full Delivery and Servicing Plan (DSP) shall be submitted to for each phase and agreed 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.

38. Before the permitted development commences details of the refuse collection arrangements on each phase shall be submitted to and agreed 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.

39. Prior to the commencement of the development, details of the street lighting provision for each phase shall be submitted to and agreed 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.

40. Before the development hereby permitted commences on each phase of the development details of the Electric Vehicle Charging Points with 20% active and 80% passive shall be submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure that the Electric Vehicular Charging provision is in accordance with the London Plan requirements.

41. Before the development hereby permitted is occupied highway works identified in the Pedestrian Environment Review System (PERS) audit carried shall be submitted to the Local Planning Authority and the improvements works shall be implemented at the applicant's expense under S278 of the Highways Act 1980.

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.

42. The applicant must enter a Section 278/38 Agreement with the Highways Authority, for all works required on the public highway as a result of the development proposal.

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.

43. Prior to the commencement of the development, a review shall be carried out of cycle routes through and surrounding the site and submitted to the Local Planning Authority for approval. Any works shall be implemented at the applicant's expense under S278/S38 of the Highways Act 1980.

Reason: In the interests of promoting cycling as a mode of transport 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.

INFORMATIVE(S):

1 A Planning Obligation under Section 106 of the Town & Country Planning Act 1990 (as amended) relates to this permission.

2. LICENSES

For construction works adjacent to the public highways, the applicant must contact the council's First Contact on 0208 359 2000 for any necessary Highways Licenses.

The Highway Authority will require the applicant to give an undertaking to pay additional costs of repair or maintenance of the public highway in the vicinity of the site should the highway be damaged as a result of the construction traffic. The construction traffic will be deemed "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980.

Under this section, the Highway Authority can recover the cost of excess expenses for maintenance of the highway resulting from excessive weight or extraordinary traffic passing along the highway. It is to be understood that any remedial works for such damage will be included in the estimate for highway works.

4. SITE DELIVERIES DURING CONSTRUCTION (TRAFFIC SENSITIVE ROAD)

The applicant is advised that due to location of the site deliveries during the construction period should not take place between 0800 hrs - 0930 hrs and 1630 hrs - 1800 hrs. Careful consideration must also be given to the optimum route(s) for construction traffic and Environment, Planning and Regeneration Directorate should be consulted in this respect.

5. DEMOLITION AND CONSTRUCTION MANAGEMENT PLAN (DCMP)

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

6. RELOCATION OF STREET FURNITURE

The applicant is advised that any street furniture or lighting column affected by the proposed works would be relocated under a rechargeable works agreement by the Council's term contractor for Highway Works. You may obtain an estimate for this work from Environment, Planning and Regeneration Directorate, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.

7. ALTERATION TO ON-STREET WAITING AND LOADING RESTRICTIONS

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

8. ALTERATION TO ON-STREET DISABLED PARKING BAYS

The applicant is advised that the proposed vehicular crossover may involve alterations to the existing on-street disabled parking bays. Alterations to on-street disabled parking bays will be subject to a statutory consultation period. The Council cannot prejudge the outcome of the consultation process.

9. STRATEGIC ROAD NETWORK (SRN)/TRANSPORT FOR LONDON ROAD NETWORK (TLRN)

The applicant is advised that the development is located on or will have an impact on the Strategic Road Network (SRN)/Transport for London Road Network (TLRN). The Traffic

Management Act (2004) requires the Council to notify Transport for London (TfL) for implementation of construction works. The developer is expected to work with the Council to mitigate any adverse impact on public highway and would require TfL's approval before works can commence.

10. REFUSE COLLECTION

Refuse collection point should be located at a ground floor level and within 10m of the refuse vehicle parking bay. Levelled access should be provided for the refuse collection personnel to collect the bins. The refuse collection personnel are not expected to push the bins on an inclined surface to safeguard their Health and Safety requirements. Alternatively, the dustbins will need to be brought to the edge of the refuse vehicle parking bay on day of collection. The applicant is advised that the Council's refuse collection department is consulted to agree a refuse collection arrangement.

11. CONSTRUCTION MANAGEMENT PLAN

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

12. TRAFFIC SENSITIVE ROAD

The applicant is advised that Brent Street and Queens Road, are Traffic Sensitive Road; deliveries during the construction period should not take place between 8am-9:30am & 4:30pm-6:30pm Mon-Fri. Careful consideration must also be given to the optimum route(s) for construction traffic and the Development and Regulatory Services should be consulted in this respect.

13. S278/38 WORKS

The costs of any associated works on the public highway, including reinstatement works, will be borne by the applicants and will require the Applicant to enter into a rechargeable agreement or a 278/38 Agreement under the Highways Act 1980.

14. Tree and shrub species selected for landscaping/replacement planting provide long term resilience to pest, diseases and climate change. The diverse range of species and variety will help prevent rapid spread of any disease. In addition to this, all trees, shrubs and herbaceous plants must adhere to basic bio-security measures to prevent accidental release of pest and diseases and must follow the guidelines below. "An overarching recommendation is to follow *BS 8545: Trees: From Nursery to independence in the Landscape. Recommendations* and that in the interest of Bio-security, trees should not be imported directly from European suppliers and planted straight into the field, but spend a full growing season in a British nursery to ensure plant health and non-infection by foreign pests or disease. This is the appropriate measure to address the introduction of diseases such as Oak Processionary Moth and Chalara of Ash. All trees to be planted must have been held in quarantine."

15. The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.

The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £35 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge.

Please note that Indexation will be added in line with Regulation 40 of Community Infrastructure Levy.

Liability for CIL will be recorded to the register of Local Land Charges as a legal charge upon your site payable should you commence development. Receipts of the Mayoral CIL charge are collected by the London Borough of Barnet on behalf of the Mayor of London; receipts are passed across to Transport for London to support Crossrail, London's highest infrastructure priority.

You will be sent a 'Liability Notice' that provides 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, which is also available from the Planning Portal website.

The CIL 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 other statutory requirements relating to CIL, such requirements will all be set out in the Liability Notice you will receive. You may wish to seek professional planning advice to ensure that you comply fully with the requirements of CIL Regulations.

If you have a specific question or matter you need to discuss with the CIL team, or you fail to receive a 'Liability Notice' from the Council within 1 month of this grant of planning permission, please email us at: cil@barnet.gov.uk.

Relief or Exemption from CIL:

If social housing or charitable relief applies to your development or your development falls within one of the following categories 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 can apply for relief or exemption under the following categories:

1. Charity: If you are a charity, intend to use the development for social housing or feel that there are exception circumstances affecting your development, you may be eligible for a reduction (partial or entire) in this CIL Liability. Please see the documentation published by the Department for Communities and Local Government at

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf

2. Residential Annexes or Extensions: You can apply for exemption or relief to the collecting authority in accordance with Regulation 42(B) of Community Infrastructure Levy Regulations (2010), as amended before commencement of the chargeable development.

3. Self Build: Application can be made to the collecting authority provided you comply with the regulation as detailed in the legislation.gov.uk

Please visit

<http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil> for further details on exemption and relief.

18/6353/FUL

1 - 13 Cricklewood Lane, London, NW2 1ET

Pages 189 – 228

Report changes as follows:

- Affordable Housing – Review Mechanism- the wording be amended as follows:

(d) Affordable Housing –Review Mechanism

At-If an agreed point in the development cycle **is not reached**, the viability of the development shall be re-appraised and, if deemed viable to do so, a financial contribution shall be paid towards the provision of affordable housing in the Borough.

- Para 2.2 - first line, 3 to 6 storeys should read 6 to 9 storeys
- Para 4.2 - the initial application was for G + 14 floors (ie 15 floors) a reduction of 6 floors not 5 as inferred in the report. Not only is the footway width being retained, but widened at one end of the site.
- Para 8.5 is inaccurate. The original DVS report disagreed with some assumptions (profit levels) but concluded that *“The main area of difference in our report are the adopted profit levels and the GDV of the residential units however none of the changes I have made demonstrate that the site could viably provide an Affordable Housing contribution.”*
- 9.2 - original application was G+14 (ie 15 floors)
- 14.6 – The application is providing 169 resi cycle spaces (not 259) which is still in accordance with London Plan standards

- 9.12 – view 1 – should refer to yellow line rather than red line
- Para 14.2 additional clarification from the applicant's transport consultants provided as follows:

The width of the access is 5m, which is sufficient for two cars to pass (minimum 4.1m required) and a car to pass an HGV, such as a refuse vehicle (minimum 4.8m required). An HGV turning in/out of the site could result in an opposing vehicle giving way due vehicles inevitably requiring additional width when turning. This is however a scenario that would occur on an infrequent basis with sufficient waiting space both within the site and clear of the public highway such that there would not be any highway safety impacts or congestion. If the access was widened further (for example), it would have a detrimental effect on the design, form and function of the Cricklewood frontage for an event that is unlikely to occur on a regular basis. Furthermore, highway officers acknowledge that a planning condition can be used to secure additional details at a later date, which the Applicant is willing to accept.

- Residential Travel Plan incentives – the total amount to be amended to reflect revised unit numbers
- Carbon offset contribution - the carbon figures shown in the table at 11.17 are based on the initial scheme comprising 187 units. The updated Energy and Sustainability Statement (Issue 05) shows the revised figures calculated on the basis of 145 units. According to Table 5, p. 7 of the Energy and Sustainability report, the carbon offset fee is lower i.e. $2,729 \text{ tnCO}_2/30\text{years} \times 60 \text{ £/tnCO}_2 = \text{£163,740}$.

Conditions (subject to amendment and agreement from applicant) as follows:

- 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.

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

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.

- 3) Notwithstanding the details shown on the plans otherwise hereby approved the development hereby permitted shall not commence (other than for Demolition to slab level) unless and until details and appropriately sized samples of the materials to be used for all the external surfaces (external elevations and roofs) of the proposed building at the site shall have been submitted to and approved in writing by the Local Planning Authority.

The Development shall thereafter be implemented in full accordance with such details and samples as so approved before the Development is first occupied or brought into use.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the development 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.

- 4) Notwithstanding the details shown in the drawings submitted and otherwise hereby approved the development is not to commence (other than for demolition to slab level) unless and until details of the levels of the proposed buildings, roads and 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 full accordance with such details as so approved before the dwellings otherwise hereby approved are first occupied or brought into use.

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.

- 5) Notwithstanding the details shown in the drawings submitted and otherwise hereby approved the development is not to commence (other than for Demolition, Ground works and Site Preparation Works) unless and until details of the following features and elements of the scheme have been submitted to the Local Planning Authority and approved in writing:

- Brick bonding and brick and stone detailing (annotated plans at a scale of not less than 1:20)
- External windows, balconies, doors, metal screens and balustrading (annotated plans at a scale of not less than 1:10).
- Depth of window reveals (annotated plans at a scale of not less than 1:20).
- Rainwater goods (annotated plans at a scale of not less than 1:10).
- Privacy screens (annotated plans at a scale of not less than 1:10).
- All means of enclosure proposed for the sites pedestrian and vehicular access points (annotated plans at a scale of not less than 1:10).

The development shall be implemented in full accordance with the approved details prior to the first occupation of the dwellings hereby approved.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the development 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.

- 6) Notwithstanding the details submitted with the application and otherwise hereby

approved, before the development hereby permitted is brought into use or occupied the following information shall be submitted to and approved in writing by the Local Planning Authority:

- i. A Refuse and Recycling Collection Strategy, which includes details of the collection arrangements and whether or not refuse and recycling collections would be carried out by the Council or an alternative service provider.
- ii. Details of the enclosures, screened facilities and internal areas of the proposed building to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable.
- iii. Plans showing satisfactory points of collection for refuse and recycling.

The development shall be implemented and the refuse and recycling facilities provided in full accordance with the information approved under this condition before the development is occupied and the development shall be managed in accordance with the information approved under this condition in perpetuity once occupation of the site has commenced.

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.

- 7) 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.

- 8) All work comprised in the approved scheme of hard and soft landscaping 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.

- 9) Any trees, hedges and shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees, shrubs or other planting 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.

10) Prior to the first occupation of the development, a detailed scheme of hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. The details of landscaping submitted shall include but not be limited to the following:

- the position of any existing trees and hedges to be retained or removed and the crown spread of each retained tree;
- details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the site;
- existing site contours and details of any proposed alterations in existing ground levels, and of the position of any proposed excavation within the recommended protective distance referred to in BS5837: 2012.
- details of all tree, hedge, shrub and other planting proposed as part of the scheme and all planting proposed for green and brown roofs, 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; 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.

11) Before the residential dwellings (Use Class C3) hereby permitted are first occupied details of the water efficiency measures to be installed in them to ensure that they achieve a water usage standard of not more than 110 litres per head per day shall be submitted to and approved in writing by the Local Planning Authority. The details provided shall include sufficient particulars to demonstrate how the water usage standard of not more than 110 litres per head per day for the new dwellings would be achieved. The development shall be implemented in full accordance with the details as approved prior to the first occupation of the residential dwellings.

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.

12) The development shall be implemented in accordance with the details identified in the approved Energy Strategy in full prior to the first occupation of the relevant part of development.

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.

- 13) Prior to occupation, details of the design, location and extent of the proposed photovoltaic panels to be installed on the roof area of the proposed development shall be submitted to and approved in writing by 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.

- 14) Prior to the first occupation of the development hereby approved a Car Parking Management Plan detailing the following shall be submitted to and approved in writing by the Local Planning Authority:

- i. The location and layout of car parking spaces
- ii. The allocation of car parking spaces;
- iii. The location and layout of cycle parking spaces
- iv. On-site parking controls
- v. The enforcement of unauthorised parking
- vi. The location of disabled parking spaces
- vii. Turning spaces

The approved details shall be implemented in full prior to the first occupation of the development hereby approved and the approved car parking and cycle parking spaces shall not be used for any purpose other than the parking of vehicles in connection with the approved development thereafter.

Reason: To ensure that parking is provided and managed in line with the council's standards in the interests of highway and pedestrian 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.

- 15) Prior to the first occupation of the development, details of all extraction and ventilation equipment to be installed as part of the development, including a technical report have been submitted to and approved in writing by the Local Planning Authority. The equipment shall be installed using anti-vibration mounts. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

The development shall be implemented in accordance with details approved under this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012) and Policy CS13 of the Local Plan Core Strategy (adopted September 2012).

- 16) The level of noise emitted from the proposed plant hereby approved shall be at least 5dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

If the noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

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

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

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

Reason: To ensure the amenities of occupiers are not prejudiced by traffic noise/mixed use in the immediate surroundings, in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and 7.15 of the London Plan 2011.

- 18) No development shall take place (other than demolition and site clearance) until details of mitigation measures to show how the development will be constructed/adapted so as to provide sufficient air borne and structure borne sound insulation against internally/externally generated noise and vibration has been submitted to and approved in writing by the Local Planning Authority.

This sound insulation shall ensure that the levels of noise generated from habitable rooms of the development shall be no higher than 35dB(A) from 7am to 11pm and 30dB(A) in bedrooms from 11pm to 7am. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations. The recommendations listed in the Acoustic Technical Report shall be applied.

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

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

- 19) Before development commences, an air quality neutral assessment report shall be written in accordance with the relevant current guidance. This report shall be submitted to and approved by the Local Planning Authority.

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

If the report shows that the site does not conform to the air quality neutral benchmark requirements then a scheme of offset measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to development.

The approved measures shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies 3.2, 5.3 and 7.14 of the London Plan 2016.

- 20) Prior to installation, details of the boilers shall be forwarded to the Local Planning Authority for approval. The boilers shall have dry NO_x emissions not exceeding 40 mg/kWh (0%).

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

- 21) Before development commences, the scheme of proposed air pollution mitigation measures as detailed within the report "Air Quality Assessment, 1-13 Cricklewood Lane", reference AQ assessment/2018/Crickewood_Lane_1-13 and dated 2 November 2018 shall be submitted to and approved in writing by the Local Planning Authority.

The approved mitigation scheme shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 5.3 of the London Plan 2011

- 22) Before development commences, an air quality assessment report, written in accordance with the relevant current guidance, for the biomass boiler / CHP Plant shall be submitted to and approved by the Local Planning Authority. The emissions

for CHP and / or biomass boilers shall not exceed the standards listed in Appendix 7 of the London Plan's Sustainable Design and Construction SPG document 2014.

The report shall have regard to the most recent air quality predictions and monitoring results from the Authority's Review and Assessment process, the London Air Quality Network and London Atmospheric Emissions Inventory. It shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

A scheme for air pollution mitigation measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to development. Details of the plant and evidence to demonstrate compliance with the GLA's emissions standards will be required.

The approved mitigation scheme shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the amenities of neighbouring premises are protected from poor air quality arising from the development in accordance with the Sustainable Design and Construction SPD (adopted April 2013). To comply with the London Plan's SPG on Sustainable Design and Construction and Policy 7.14 of the London Plan in relation to air quality.

23) Before development commences other than for demolition to slab level and investigative work:

- a) A desktop study (Preliminary Risk Assessment) shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study (Preliminary Risk Assessment) and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
- b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:
 - o a risk assessment to be undertaken,
 - o refinement of the Conceptual Model, and

- the development of a Method Statement detailing the remediation requirements.

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

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

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 5.21 of the London Plan 2015.

- 24) The development hereby approved shall not be occupied until details of the proposed highway works have been submitted to and approved in writing by the local Highway authority. The applicant will be required to enter into a s278/184 agreement with the council for these works.

Reason: To improve safety and access to the permitted points in order to ensure that the development does not prejudice the free flow of traffic or conditions of general safety on the public highway and 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.

- 25) Each element of the development shall not be occupied until the parking space(s) connected with that element have been laid out within the site in accordance with the approved plans and shall not be used for any other purpose other than the 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 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.

- 26) Prior to the first occupation of the development full details of the electric vehicle charging points to be installed in the development shall have been submitted to and approved in writing by the Local Planning Authority. These details shall include provision for not less than 20% of the approved residential parking spaces to be provided with active electric vehicle charging facilities and 20% passive electrical charging facility. 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.

- 27) Prior to the first occupation of the development, details of cycle parking including the type of stands, gaps between stands, location and type of cycle store proposed shall be submitted to and approved in writing by the Local Authority. Thereafter, before the development hereby permitted is occupied, 106 (long stay) and 4 (short stay) cycle parking spaces in accordance with the London Plan Cycle Parking Standards and London Cycle Design Standards shall be provided 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 bicycles in the interests of pedestrian and highway safety and the free flow of traffic 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.

- 28) No site works 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 contractor's 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.
- xi. Provision of a competent banksman.

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.

- 29) Before the permitted development is occupied a full Delivery and Servicing and Parking Management Plan (DSPMP) shall be submitted to and approved in writing by the Local Planning Authority. The plan shall cover all potential uses of the flexible use commercial floorspace. The development thereafter shall only be operated in accordance with the approved delivery service plan.

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.

- 30) Prior to the commencement of development (other than demolition to slab level) a detailed surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by London Borough of Barnet planning authority. The scheme shall subsequently be implemented in accordance with the approved details before development is completed.

Reason: To ensure that surface water runoff is managed effectively to mitigate flood risk and to ensure that SuDS are designed appropriately using industry best practice to be cost-effective to operate and maintain over the design life of the development in accordance with Policy CS13 of the Barnet Local Plan, Policies 5.13 and 5.14 of the London Plan, and changes to SuDS planning policy in force as of 6 April (including the Written Ministerial Statement of 18 December 2014, Planning Practice Guidance and the Non-Statutory Technical Standards for Sustainable Drainage Systems) and best practice design guidance (such as the SuDS Manual, C753).

- 31) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking or re-enacting that order with or without modification), no development which would otherwise fall within Classes A, B, C, D, E, F, G and H in Part 1 of Schedule 2 to that Order shall be carried out in relation to the dwellinghouses hereby permitted without the prior written permission of the local planning authority.

Reason: To ensure the development does not prejudice the character of the locality and the enjoyment by existing and/or neighbouring occupiers of their properties in accordance with policy DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012).

- 32) Prior to the commencement of development (other than demolition to slab level) a detailed piling or other penetrative foundation design method statement shall be submitted to and approved by the London Borough of Barnet planning authority. The scheme shall subsequently be implemented in accordance with the approved details.

Reason: To protect the water environment from contamination as piling has the potential to create new pathways for contamination to reach ground water, in accordance with the provisions of the NPPF and Policy DM04 of the Barnet Local Plan.

33)The flexible use commercial premises shall not operate outside of the following hours unless otherwise agreed in writing by the Local Planning Authority:

- 07.00am-11.00pm Monday to Saturday
- 08.00am-10.30pm Sundays and Bank Holidays

Reason: to protect the residential amenity of neighbouring occupiers in accordance with Policy DM04 of the Barnet Local Plan.

18/6353/FUL

Colesworth House, Crokesley House, Curtlington House, Clare House And Kedyngton House

Burnt Oak Broadway

Pages 9 - 38

Report changes as follows:

All references shortfalls of the bedroom sizes within the delegated report are incorrect and assessed using outdated policy. Using the updated Sustainable Design and Construction SPD (adopted 2016) all rooms do meet the required bedroom size standards in compliance with the SPD and London Plan Space Requirements.

**19/3208/S73- National Institute of Medical Research, The Ridgeway, NW7 1AA
Pages 345-405**

Page 348 under Recommendation 2 add text:

- Schedule 4 – to be up dated to ensure no occupation of phase 5 until the bus stop reallocation works have been completed to TfL’s satisfaction
- the amount of the Residential Travel Plan Incentives Fund be increased to up to £300 per Residential Unit

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