

<p><u>Meeting</u></p> <p>Strategic Planning Committee</p>
<p><u>Date and time</u></p> <p>Thursday 6th October, 2022</p> <p>At 7.00 pm</p>
<p><u>Venue</u></p> <p>Hendon Town Hall, The Burroughs, London NW4 4BQ</p>

Dear Councillors,

Please find enclosed additional papers relating to the following item.

Item No	Title of Report	Pages
5	Addendum (if applicable)	3 - 24

StrategicPlanning.Committee@barnet.gov.uk

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STRATEGIC PLANNING COMMITTEE
6TH OCTOBER 2022
ADDENDUM TO SERVICE DIRECTOR OF PLANNING AND BUILDING CONTROLS'S
REPORT

AGENDA ITEM 5

Agenda Item 6

22/2863/RMA – Brent Cross Cricklewood Regeneration Area North West London

Pages 9 - 92

Late Representations

Late representation received Monday 3rd October 2022 with the following comments objecting to the application:

- Plot 1 appears to be beyond the original parameter plans which focused more on height.
- Application appears to be a move of plot 1 away from the station to be adjacent to and overlooking existing residential properties, taking much needed green space.
- Request for Illustrative plans for BXC accounting for changes to masterplan since 2015.
- Request for schedule/Gantt chart (or equivalent) showing planned works across BXC through each phase as there appears to be works planned impacting Brent Terrace concurrently.
- Expectation of requested documentation to be readily available for Members to view.

Officer response:

The Plot 1 RMA proposals have been assessed to be compliant with the parameters of the S73 Permission.

The S73 Permission does not prescribe locations for individual plots. The parameters are based on Development Zones and Building Zones within which buildings can come forward. Parameter Plan 015 (Indicative Layout Plan) represents just one way in which a parameter compliant scheme can be delivered.

Supporting text to Parameter Plan 007 (Maximum Building and Frontage Heights) recognises that the location of roads and public realm will inevitably be adjusted over the lifetime of the phased implementation of the outline planning permission (within defined limits of deviation) and accordingly the zonal and frontage building height controls will move to correspond with any updated road and public realm layout. The 'Masterplan layout, Illustrative Reconciliation Plan' ('IRP') section of the Committee report (paragraphs 5.36 – 5.47) sets out the relevant planning approvals for items of infrastructure and development in the vicinity of Plot 1 including: High Street South, the Interim Transport Interchange, Claremont Park Road, Brent Cross West Station and the Station Eastern Entrance Building, establishing an updated layout for the environs around Brent Cross West Station. The proposed building for Plot 1 is located immediately adjacent to the Brent Cross West Station eastern entrance which is nearing completion. The IRP demonstrates how the proposals for Plot 1 respond to the development consented to date as well as those elements of the masterplan still to come forward. The 'Plot Layout – Parameter Plan Compliance' (Paragraphs 5.48 – 5.58) section of the Committee

report explains how the parameter plans, crucially the zonal and frontage height parameter plan (007), correspond with the layout established around the Brent Cross West Station environs. The 65m above ground level parameter height control is therefore applicable to Plot 1 and as shown in Figure 9 of the Committee Report, the building would wholly fall within this height parameter.

With regards to concerns relating to overlooking, the 'Townscape and Visual Amenity' section of the Committee Report (Paragraphs 5.85 – 5.90) explains how the location and massing of Plot 1 would not materially impact the conclusions reached within the outline permission for Brent Cross with regards to Townscape and Visual Amenity impact. The Environmental Statement ('ES') supporting the S73 Permission, supported by wireframe visuals of the likely building mass to come forward as part of the outline approval in this location, recognised that the development around Station Square Development Zone and Brent Terrace Development Zone would be visible from the footpath to the rear of Brent Terrace. The Plot 1 proposals do not materially alter these conclusions regarding impact upon Brent Terrace as established within the S73 Permission ES, and it is also recognised that Plot 1 is located in excess of 100m to the north of Brent Terrace and is at an oblique angle to the rear facades of Brent Terrace properties lessening its impact in terms of visibility and any concerns raised regarding overlooking.

With regards to concerns raised regarding incursions into green space, Plot 1 is situated on land previously comprising railway sidings occupied predominantly by the now demolished train stabling building known as the Jerich Shed. The proposal for Plot 1 therefore does not result in the loss of any green space. Claremont Park, a new Neighbourhood Park for the area, was opened in June this year and is the first of several new parks and public spaces that will be delivered across the development. Along with 'Brent Terrace Park' which is another Neighbourhood Park within Phase 5A and Phase 5C of the S73 Permission, both parks are unaffected by the Plot 1 proposals.

With regards to requests for illustrative plans of BXC showing changes since 2015, the S73 Permission incorporates an Illustrative Reconciliation Plan ('IRP') process which is controlled by Condition 1.17 which requires the Applicant to show at the outset of each phase how the masterplan has developed to correspond with detailed submissions being brought forward through reserved matters applications. The IRP for Phase 5A has been approved (LPA ref: 22/2838/CON). These details, plus the details of all of the previous IRPs are all publicly available on the London Borough of Barnet planning web pages.

With regards to requests for a copy schedule/Gantt chart (or equivalent) showing planned works across BXC, the Council's Regeneration team provide the following regular construction updates to nearby residents:

- *Construction update to residents issued on a three-monthly basis, highlighting all construction works taking place in the area that might cause disruption.*
- *Letters shared with residents and local resident engagement teams.*
- *Door to door visits conducted advising of upcoming works on occasions unexpected construction activities arise and have a direct impact on residents such as temporary path closures.*
- *A monthly drop in event is held on the third Thursday of each month with teams on hand to answer any questions.*
- *A small email distribution list has also been set up where residents can request to be emailed when noisy works are taking place out of hours.*

In addition, all past construction updates are available on the transforming Brent Cross web pages <https://transformingbx.co.uk/news/newsletters/>. The transformringBX.co.uk website is kept updated with information about each project with an interactive map for residents to look at the developments nearby: <https://transformingbx.co.uk/transformation/interactive-map/>. Further, it has been confirmed that Officers within the Council's Regeneration Team will supply a development programme for the next 12 months to the resident as part of the ongoing community engagement that they carry out.

Corrections to the Report

Paragraph 1.4:

"[...] Plot 1 is situated immediately to the northeast of the new train station and shares a boundary on its northwestern side with the Station Eastern Entrance Building ('SEEB')."

Paragraph 2.13:

"This application relates to Plot 1 situated within Phase 5A of the S73 Permission which is a subphase of Phase 5. The sub-phases of Phase 5 are as follows:

- [...] "Phase 5C – comprises all Plot Development in relation to Plots 30, 32, 33, 34, 38, 39, 40, 41, 44, 47, 48, 52, 55 and 58; and the following items of Critical Infrastructure: Spine Road South, Spine Road North, Claremont Road Junction South, A5/Link Road over Midland Main Line Junction, Bridge Structure B2 (A5 Link Bridge), Brent Terrace Green Corridor, Brent Terrace Park (Part 2), Gas Governor Square, Millennium Green Improvements, Railway Lands Nature Park, Drop-in Health Centre, Child Care Facilities (Brent Terrace Zone), and Child Care Facilities (Station Quarter Zone); [...]"

Paragraph 4.23:

"Details of the relevant reserved matters and drop in planning consents as displayed in Figure 1 are discussed below.

- [...] **Interim Transport Interchange T1 RMA (LPA ref: 21/2289/RMA)** construction of a public transport interchange [...] Approved 11th October 2021"

Paragraph 5.3:

"Pursuant to condition 1.3(v), the RMA for Plot 1 was received and validated by the LPA 1 June 2024 2022 and hence prior to the deadline for submission of 28 October 2029."

Paragraph 5.8:

"In the lead up to this RMA submission the Applicant has been in discussions with a Higher Education provider and Officers understand the intention is for a university provider to begin their university teaching in the building at the commencement of the 2024 2025 academic year in September."

Update to Appendix 2 – List of Pre-RMA Conditions

The following updates to the table in Appendix 2 are provided to reflect the approval of Pre-Reserved Matters ('Pre RMA) Conditions since the publication of the Committee agenda. Updates are shown underlined with superseded text crossed out.

Condition Number	Description	Reference	Status
1.9	Submission of details pursuant to Condition 1.9 (Construction Consolidation Centre (CCC) Feasibility Study) in relation to Phase 5A of planning permission F/04687/13 dated 23/07/2014 for the comprehensive redevelopment of Brent Cross Cricklewood	22/1362/CON	APPROVED 20/05/2022
1.13	Submission of details of Condition 1.13 (Affordable Housing Viability Testing Report) in relation to Phase 5A sub-phase of planning permission F/04687/13 dated 23/07/14 for the comprehensive development of Brent Cross Cricklewood	22/2945/CON	APPROVED 09/09/2022
1.17	Submission of details of Condition 1.17 (Illustrative Reconciliation Statement) for the Phase 5A sub-phase of planning permission F/04687/13 dated 23/07/14 for the comprehensive development of Brent Cross Cricklewood	22/2838/CON	Pending Approval <u>APPROVED</u> <u>06/10/2022</u>
1.22	Submission of details pursuant to Condition 1.22 (Servicing and Delivery Strategy) for the Phase 5A sub-phase of planning permission F/04687/13 dated 23/07/14 for the comprehensive development of Brent Cross Cricklewood	22/2836/CON	Pending Approval <u>APPROVED</u> <u>03/10/2022</u>
2.8(a)	Submission of details pursuant to Condition 2.8(a) (Pedestrian and Cycle Strategy) for the Phase 5A sub-phase of planning permission F/04687/13 dated 23/07/14 for the comprehensive development of Brent Cross Cricklewood	22/2841/CON	Pending Approval
11.2	Submission of details pursuant to Condition 11.2 (Phase Car Parking Standards and Strategy) for the Phase 5A sub-phase of planning permission F/04687/13 dated 23/07/14 for the comprehensive development of Brent Cross Cricklewood	22/2840/CON	Pending Approval <u>APPROVED</u> <u>05/10/2022</u>
7.1, 40.4 27.1, 27.2, 33.3	Submission of details pursuant to conditions: 7.1 (Estate Management Framework); 10.1 (Employment Skills Action Plan);	22/2906/CON	Pending Approval <u>APPROVED</u> <u>05/10/2022</u>

	27.1 (Scheme of Existing Landscape Features); 27.2 (Arboricultural Method Statement); 33.3 (Telecommunications Statement) in relation Phase 5A of planning permission F/0467/13 dated 23/07/2014 for the comprehensive redevelopment of Brent Cross Cricklewood		
10.1*	<u>Submission of details pursuant to conditions:</u> <u>10.1 (Employment Skills Action Plan) in relation Phase 5A of planning permission F/0467/13 dated 23/07/2014 for the comprehensive redevelopment of Brent Cross Cricklewood</u>	22/4919/CON	<u>Pending Approval</u>
33.1	Submission of details pursuant to Condition 31.1 (Remediation Zones) in relation to Phase 5A of planning permission F/04687/13 dated 23/07/2014 for the comprehensive redevelopment of Brent Cross Cricklewood	22/1364/CON	APPROVED 24/05/2022
37.1	Submission of details pursuant to Condition 37.1 (Reserved Matters Transport Report Scope) in relation Plot 1 within Phase 5A of planning permission F/0467/13 dated 23/07/2014 for the comprehensive redevelopment of Brent Cross Cricklewood	22/1363/CON	APPROVED 19/07/2022
37.1	Submission of details pursuant to Condition 37.1 (Phase Transport Report Scope and Matrix) for Phase 5A sub-phase of planning permission F/04687/13 dated 23/07/14 for the comprehensive development of Brent Cross Cricklewood	22/1504/CON	APPROVED 31/05/2022
37.2	Submission of details pursuant to Condition 37.2 (Phase Transport Report) for the Phase 5A sub-phase of planning permission F/04687/13 dated 23/07/2014 for the comprehensive development of Brent Cross Cricklewood	22/2835/CON	Pending Approval
37.5	Submission of details pursuant to Condition 37.5 (Reserved Matters Transport Report) in relation Plot 1 within the Phase 5A sub-phase of planning permission F/0467/13 dated 23/07/2014 for the comprehensive redevelopment of Brent Cross Cricklewood.	22/2837/CON	Pending Approval APPROVED 05/10/2022

*Phase 5A Condition 10.1 (Employment skills and action plan) ('ESAP') originally grouped with several other planning conditions (LPA ref: 22/2906/CON). Following discussions with Officers and Employment and Skills Officers at the Council updates to the Phase 5A ESAP are currently being progressed. To accommodate these updates Condition 10.1 has been

withdrawn from this grouped submission and submitted under a separate condition discharge application (LPA ref: 22/4919/CON) and is pending approval. The original grouped submission now covering only Conditions 7.1, 27.1, 27.2 and 33.3 was approved 05/10/2022.

Agenda Item 7
21/6788/FUL – 679 High Road N12 0DA
Pages 93 – 156

RECOMMENDATION II

Recommendation: That delegated authority is granted to negotiate and complete a Section 106 Agreement in the event that appeal reference APP/N5090/W/22/3304952 is allowed. The Section 106 would be based upon the heads of terms set out below:

Planning Obligations

1. On-site Affordable Housing contribution

A minimum of 15% by habitable room on the basis of the following mix:

London Affordable Rent

- 2 x 1-bed
- 1 x 2-bed
- 13 x 3-bed

Intermediate

- 12 x 1-bed
- 1 x 2-bed
- 3 x 3-bed

Early and late stage review mechanism

2. Carbon Offset

Contribution of £295,500 towards the Council's carbon offset fund.

3. Skills and Employment

On-site or Off-site contribution towards skills and employment.

4. CPZ Contribution

Contribution towards the review of the existing CPZ and implementation of CPZ extension if need demonstrated.

5. Restriction of Parking Permits

Contribution towards the amendment of the Traffic Management Order to restrict future occupiers from obtaining residential parking permits. Inform new residents that they are not entitled to a parking permit for any current / future CPZ.

6. Travel Plan and Monitoring contribution

Submission of a full Residential Travel Plan with incentives of £300 per dwelling and a monitoring contribution of £15,000.

7. Highways Improvement Works

Off -site contribution towards the scoping, planning and/or implementing improvements to highways, open space and landscaping within the North Finchley Town Centre.

8. Car Club

Provision of up to 2 car club spaces either on the site or on the adjacent streets. All new residents would be provided with a three-year membership.

9. S278 Works

Complete the Highways Works in accordance with the relevant Section 278 Agreement before occupation

10. Loss of Street Trees

Compensation for the loss of the 4 street trees removed to accommodate the development has been calculated at £122,992.00.

11. Be Seen Energy Monitoring Guidance

Requires monitoring and reporting of the actual operational energy performance of major developments for at least five years via the Mayor's 'be seen' monitoring portal.

Draft Conditions

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

Existing Site Plans

Site Location Plan	E1266D6000	P1
Application Boundary Plan	E1266D6001	P1
Site Topographical Survey	E1266D6002	P1
Proposed Demolition Plan	E1266D6003	P1

Proposed GA Site Plans

Ground Floor Plan	E1266D6100	P2
First Floor Plan	E1266D6101	P2
Second Floor Plan	E1266D6102	P2
Third Floor Plan	E1266D6103	P2
Fourth Floor Plan	E1266D6104	P2
Fifth Floor Plan	E1266D6105	P2
Sixth Floor Plan	E1266D6106	P2
Roof Plan	E1266D6107	P2

Building GA Floor Plans

Buildings A, B, & C Ground Floor Plan	E1266D1100	P2
Buildings A, B, & C First Floor Plan	E1266D1101	P2
Buildings A, B, & C Second Floor Plan	E1266D1102	P2
Buildings A, B, & C Third Floor Plan	E1266D1103	P2

Buildings A, B, & C Fourth Floor Plan	E1266D1104	P2
Buildings A, B, & C Fifth Floor Plan	E1266D1105	P2
Buildings A, B, & C Sixth Floor Plan	E1266D1106	P2
Buildings A, B, & C Roof Plan	E1266D1107	P2
Buildings D, E, F & G Ground Floor Plan	E1266D2100	P2
Buildings D, E, F & G First Floor Plan	E1266D2101	P2
Buildings D, E, F & G Second Floor Plan	E1266D2102	P2
Buildings D, E, F & G Third Floor Plans	E1266D2103	P2
Buildings D, E, F & G Fourth Floor Plan	E1266D2104	P2
Buildings D, E, F & G Fifth Floor Plan	E1266D2105	P2
Buildings D, E, F & G Sixth Floor Plan	E1266D2106	P2
Buildings D, E, F & G Roof Plan	E1266D2107	P2

Existing & Proposed Street Elevations

Christchurch Avenue & Central Spine Street Elevations

E1266D6200 P2

High Street, Woodberry Grove & Rosemont Avenue Street Elevations E1266D6201
P1

Proposed Elevations B&W

Proposed Elevations Building A	E1266D1200	P2
Proposed Elevations Building B	E1266D1201	P2
Proposed Elevations Building C	E1266D1202	P2
Proposed Elevations Building D	E1266D1203	P2
Proposed Elevations Building E	E1266D1204	P2
Proposed Elevations Building F & G	E1266D1205	P2

Proposed Elevations Colour

Proposed Elevations Building A	E1266D2200	P2
Proposed Elevations Building B	E1266D2201	P2
Proposed Elevations Building C	E1266D2202	P2
Proposed Elevations Building D	E1266D2203	P2
Proposed Elevations Building E	E1266D2204	P2
Proposed Elevations Building F & G	1266D2205	P2

Proposed Part Elevations Colour

Proposed Part Elevation Building A	E1266D3100	P1
Proposed Part Elevation Building B	E1266D3101	P1
Proposed Part Elevation Building C	E1266D3102	P1
Proposed Part Elevation Building D	E1266D3103	P1
Proposed Part Elevation Building E	E1266D3104	P1
Proposed Part Elevation Building F	E1266D3105	P1
Proposed Part Elevation Building G	E1266D3106	P1

Proposed GA Sections

Proposed Section AA (Buildings A, B, C, D & E)	E1266D6300	P1
Proposed Sections BB & DD (Buildings A, E & F)	E1266D6301	P1
Proposed Section CC (Buildings A, B, C, D & E)	E1266D6302	P1

Proposed Section EE (Buildings F & G) E1266D6303 P1
Proposed Sections FF & GG (Buildings B & C) E1266D6304 P1

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

- 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 a) No development (other than demolition or site clearance works) 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 D4, D5, D8 and G7 of the London Plan 2021.

- 4 a) Before the relevant part of the works are begun, details of the materials to be used for the external surfaces of the building(s), hereby approved have been submitted to and approved in writing by the Local Planning Authority.

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

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

- 5 a) Before the relevant part of the works are begun, details of the external architectural expression and references to the site's heritage and previous use as a tram depot, which are to be included on the external appearance of the buildings hereby approved, shall be submitted 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.

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

6 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).

7 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).

- 8 a) Prior to the first occupation of the relevant buildings hereby approved, details of the proposed green roofs have been submitted to and approved in writing by the Local Planning Authority.

b) The 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).

- 9 a) Prior to the first 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).

- 10 a) No development other than demolition works shall commence until the applicant has provided details, to be submitted to and approved by the Local Planning Authority, of special foundations that will be able to 'bridge' the rooting areas of trees or foundations that can be inserted through the root system without harm.

Reason: To prevent harm to specially protected trees in accordance with local planning policy DM01, Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012).

- 11 Before the final occupation of the last remaining building hereby approved, all biodiversity and ecological enhancement measures as set out in approved Preliminary Ecological Appraisal (Southern Ecological Solutions) shall be implemented and thereafter maintained in accordance with the approved details.

Reason: To ensure that any protected species present are not adversely affected by the development in accordance with Policy DM16 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted October 2016).

- 12 All site works and works in connection with the development hereby approved shall be carried out in strict accordance with the recommendations set out in the approved Preliminary Ecological Appraisal (Southern Ecological Solutions).

Reason: To ensure that any protected species present are not adversely affected by the development in accordance with Policy DM16 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted October 2016).

- 13 Prior to the first occupation of the relevant buildings hereby approved, 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 strategy shall be designed to minimise potential disturbance and fragmentation impacts on sensitive receptors, such as bats - as set out within the approved Preliminary Ecological Appraisal (Southern Ecological Solutions).

b) The development shall be implemented and thereafter maintained in accordance with the approved details.

Reason: To ensure that appropriate lighting is provided as part of the development and to ensure that any protected species present are not adversely affected in accordance with Policies DM01 and DM16 of the Development Management Policies DPD (adopted September 2012).

- 14 a) No development or site works shall take place on site until a 'Demolition and Construction Management and Logistics Plan' has been submitted to and approved in writing by the Local Planning Authority. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following:

- 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.
- xi. Details setting out measures to promote sustainable travel of construction workers to and from the site.

For major sites, the Statement shall be informed by the findings of the assessment of the air quality impacts of construction and demolition phases of the development.

b) The development shall thereafter be implemented in accordance with the measures detailed within the statement.

Reason: In the interests of highway safety, noise and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016).

15 a) Before the permitted development is first occupied a full Delivery and Servicing Plan (DSP) shall be submitted to and agreed by the Local Planning Authority.

b) The development shall be carried out in accordance with the approved 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.

16 Prior to first occupation of the residential units, a Residential Car Parking Management Scheme shall be submitted to and agreed in writing for each Phase by the Local Planning Authority. The RCPMS shall include a plan identifying the disabled parking spaces to be delivered clearly marked with a British Standard disabled symbol and disabled parking shall be retained for the use of disabled persons and their vehicles and for no other purpose.

Reason: To ensure that parking is provided and managed in line with Barnet Council standards in the interests of highway and pedestrian safety 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. To ensure and promote easier access for disabled persons to the approved building 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.

- 17 Prior to the first occupation of each phase; details of cycle parking and cycle storage facilities shall be submitted to and approved in writing by the Local Planning Authority. Such spaces shall be in accordance with the London Plan and London Cycle Design Standards (or any superseding guidance). All 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.

- 18 a) Prior to the first occupation or commencement of the use of the development hereby permitted, full details of the Electric Vehicle Charging facilities to be installed in the development shall be submitted to the Local Planning Authority and approved in writing.

b) The development shall be implemented in full accordance with the details approved by this condition prior to the first occupation of the development or the commencement of the use and thereafter be maintained as such in perpetuity.

Reason: To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles.

- 19 a) Notwithstanding the details submitted with the application and otherwise hereby approved, prior to occupation of the site, details of (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, and (iii) Plans showing satisfactory points of collection for refuse and recycling, have been submitted to and approved in writing by the Local Planning Authority.

b) 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 first 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 appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy CS14 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted October 2016).

20 a) Notwithstanding the approved plans, details of the site access onto the High Road (A1000) and improvements to the crossing facilities in proximity to this junction shall be submitted prior to the commencement of these works and the development shall not be first occupied until the details have been 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.

Reason: In the interest 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.

21 a) Prior to the public opening of the internal access road, details of the access control and measures to prevent the road being used as a vehicle thoroughfare shall be submitted 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.

Reason: In the interest 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.

22 Part 1

Before development commences other than for investigative work:

a) As the approved desktop study (Preliminary Risk Assessment) has indicates a moderate to low risk, 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.

b) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring

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

Part 2

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

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with 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 October 2016) .

- 23 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.

- 24 The approved mitigation scheme as set out in the approved Air Quality Assessment, Ref DMD-HNF-AQA-00 Revision 03 by AESG dated 30 May 2022 shall be implemented in its entirety before any of the development is first occupied 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 Policy SI 1 of the London Plan (2021).

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).

25 a) Prior to commencement of superstructure works, a noise assessment, carried out by an approved acoustic consultant, which assesses the likely impacts of noise on the development and 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 shall be submitted to and approved in writing by the Local Planning Authority. The sound insulation shall ensure that the levels of noise generated as measured within habitable rooms of the development shall be no higher than 35dB(A) from 7am to 11pm and 30dB(A) in bedrooms from 11pm to 7am. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

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 2016).

26 The level of noise emitted from the approved extraction and ventilation 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 D14 of the London Plan 2021.

27 No development (other than site demolition and site preparation works) shall take place until a Surface Water Drainage Strategy for the development have 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.

Reasons: 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.

- 28 a) Prior to carrying out above grade works of each building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such parts of a building can achieve full Secured by Design' Accreditation.
- b) Prior to the first occupation of each residential building a 'Secured by Design' accreditation shall be obtained for the building.

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

Reason: To protect the amenity of the area in accordance with Policies DM01 and DM04 of the Barnet Development Management Policies (adopted) September 2012.

- 29 a) The site shall not be brought into use or first occupied until details of the means of enclosure, including boundary treatments, 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).

- 30 Prior to the erection and installation of photovoltaic panels, details of the size, design and siting of all photovoltaic panels to be installed as part of the development shall be submitted and approved in writing by the Local Planning Authority. The development shall be carried out and constructed in accordance with the approved details.

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.

- 31 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 and a programme for their implementation 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 and the agreed programme of implementation.

Reason: To ensure that the development represents high quality design and to accord with policies DM01 and DM02 of the Barnet Local Plan.

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

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

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

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

- 34 Prior to the first occupation of the new dwelling house(s) (Use Class C3) hereby approved they shall all have been constructed to have 100% of the water supplied to them by the mains water infrastructure provided through a water meter or water meters and each new dwelling shall be constructed to include water saving and efficiency measures that comply with Regulation 36(2)(b) of Part G 2 of the Building Regulations to ensure that a maximum of 105 litres of water is consumed per person per day with a fittings based approach should be used to determine the water consumption of the proposed development. The development shall be maintained as such in perpetuity thereafter.

Reason: To encourage the efficient use of water in accordance with policy CS13 of the Barnet Core Strategy (2012)..

- 35 Notwithstanding the details shown in the drawings submitted and otherwise hereby approved, prior to the first occupation of the new dwelling houses (Use Class C3) permitted under this consent they shall all have been constructed to meet and achieve all the relevant criteria of Part M4(2) of Schedule 1 to the Building Regulations 2010 (or the equivalent standard in such measure of accessibility and adaptability for house design which may replace that scheme in future) and 10% constructed to meet and achieve all the relevant criteria of Part M4(3) of the abovementioned regulations. The development shall be maintained as such in perpetuity thereafter.

Reason: To ensure the development meets the needs of its future occupiers .

- 36 Prior to the first occupation of the development hereby approved it shall be constructed incorporating carbon dioxide emission reduction measures which achieve an improvement of not less than 57% in carbon dioxide emissions when compared to a building constructed to comply with the minimum Target Emission Rate requirements of the 2010 Building Regulations. The development shall be maintained as such in perpetuity thereafter.

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

- 37 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 installation of any structures or apparatus for purposes relating to telecommunications shall be installed on any part the roof of the building(s) hereby approved, including any structures or development otherwise permitted under Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 or any equivalent Order revoking and re-enacting that Order.

Reason: To ensure that the development does not impact adversely on the townscape and character of the area and to ensure the Local Planning Authority can control the development in the area so that it accords with Policies DM01 and DM18 of the Development Management Policies DPD (adopted September 2012).

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