

MEETING

STRATEGIC PLANNING COMMITTEE

DATE AND TIME

TUESDAY 6TH APRIL, 2021

AT 7.00 PM

VIRTUAL

Link to the virtual meeting - <https://bit.ly/3rhIFmT>

TO: MEMBERS OF STRATEGIC PLANNING COMMITTEE (Quorum 3)

Chairman: Councillor Shimon Ryde BSc (Hons)

Vice Chairman: Councillor Melvin Cohen

Golnar Bokaei
Eva Greenspan
Julian Teare
Laurie Williams

Jess Brayne
Nagus Narenthira
Mark Shooter

Claire Farrier
Tim Roberts
Stephen Sowerby

Substitute Members

Alison Cornelius
Reema Patel
Gill Sargeant

Anne Hutton
Helene Richman
Daniel Thomas

John Marshall
Gabriel Rozenberg
Sarah Wardle

You are requested to attend the above meeting for which an agenda is attached.

Andrew Charlwood – Head of Governance

Governance Services contact: StrategicPlanning.Committee@barnet.gov.uk

Media Relations Contact: Tristan Garrick 020 8359 2454

ASSURANCE GROUP

Please note that the below agenda may not reflect the order in which items will be heard at the meeting.

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the last meeting	5 - 8
2.	Absence of Members	-
3.	Declarations of Members' disclosable pecuniary interests and other interests	-
4.	Report of the Monitoring Officer (if any)	-
5.	Addendum (if applicable)	-
6.	Brent Cross Cricklewood Regeneration Area	9 - 80
7.	Crown Honda	81 - 126
8.	IBSA House and Former Printworks	127 - 182
9.	Any item(s) that the Chairman decides are urgent	-

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Decisions of the Strategic Planning Committee

1 March 2021

Members Present:-

AGENDA ITEM 1

Councillor Shimon Ryde (Chairman)
Councillor Melvin Cohen (Vice-Chairman)

Councillor Golnar Bokaei	Councillor Julian Teare
Councillor Claire Farrier	Councillor Mark Shooter
Councillor Eva Greenspan	Councillor Stephen Sowerby
Councillor Nagus Narenthira	Councillor Laurie Williams
Councillor Tim Roberts	Councillor Gabriel Rozenberg (sub for Councillor Brayne)

Apologies for Absence

Councillor Jess Brayne

1. MINUTES OF THE LAST MEETING

RESOLVED that the minutes of the meeting held on 2 February 2021, be agreed as a correct record.

2. CHAIRMAN'S INTRODUCTION

The Chairman welcomed everyone to the meeting, explaining the procedure and detailing the revised running order, as reflected in these minutes.

He also explained that Councillors Cohen and Rozenberg would not be able to partake or vote regarding agenda item 8, Cricklewood Railway Yard, as this was a deferred item and they were not present at the last meeting.

3. ABSENCE OF MEMBERS

Councillor Brayne, with Councillor Rozenberg attending as substitute.

4. DECLARATIONS OF MEMBERS' DISCLOSABLE PECUNIARY INTERESTS AND OTHER INTERESTS

Councillor Greenspan declared a pecuniary interest in agenda item 7, Westhorpe Gardens as it was next door to her property.

Councillor Greenspan would not partake or vote on this item.

5. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

6. ADDENDUM (IF APPLICABLE)

Items contained within the agenda would be dealt with under individual agenda items.

7. CRICKLEWOOD RAILWAY YARD (PLOT 3), LAND TO THE REAR OF 400 EDGWARE (CHILDS HILL)

As the Chairman stated in his introductory remarks, Councillors Cohen and Rozenberg were unable to partake or vote on this deferred item as they were not present at the original meeting.

Agenda Item 6 (Cricklewood Railway Yard (Plot 3)) of the Strategic Planning Committee meeting of 2nd February 2021 was considered by Members, taking account of the presentation given by the Brent Cross Planning and Transport Manager and Environmental Health Officer, in addition to the verbal representations from the Applicant and those speaking in objection to the planning application (including Ms Jessica Howey, Mr Paul Hoskins, and Councillor Anne Clarke).

After discussion, Members resolved that they were minded to refuse the planning application and that the application be deferred so that the reasons for refusal, in discussion with Planning Officers, could be prepared and agreed at the next meeting of the Strategic Planning Committee.

Consequently, based upon the Member's discussion at the previous meeting, two reasons for refusal were presented to Members at this meeting where they were requested to vote on those reasons for refusal (proposed by Chairman and seconded by Councillor Greenspan):

For (reasons for refusal)	9
Against (reasons for refusal)	0
Abstained	1
Unable to vote (Councillors Cohen and Rozenberg)	2

RESOLVED that the application be refused for the reasons detailed in the report.

8. NATIONAL INSTITUTE OF MEDICAL RESEARCH, THE RIDGEWAY, NW7 1AA (MILL HILL)

The Committee received the report.

Representations were heard from Dianne Murphy (Objector), Harris Bard (Objector) and the Applicant.

The Committee voted on the Officers recommendation to approve the application:

For	7
Against	4
Abstained	1

RESOLVED that the application be approved, subject to the recommendations and conditions detailed in the report.

9. BRENT CROSS CRICKLEWOOD REGENERATION AREA (GOLDERS GREEN)

The Committee received the report and addendum.

The applicant did not make a statement but was available and answered a number of questions from Members.

The Committee voted on the Officer recommendation to approve the application:

For	8
Against	1
Abstained	3

RESOLVED that application be **APPROVED** subject to conditions attached in Appendix 1 of the report, the addendum **AND** the Committee grants delegated authority to the Service Director – Planning and Building Control or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions and associated reasons as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in their absence the Vice- Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee).

10. WESTHORPE GARDENS AND MILLS GROVE LONDON NW4 2TU (HENDON)

Councillor Greenspan left the meeting, prior to consideration of this item, having declared a pecuniary interest at the beginning of the meeting.

The Committee received the report relating to the need to vary a S106 agreement pertaining to application reference 18/7495/FUL dated 27th August 2020 between the Council and applicant.

A Representation was heard from the applicant.

The Committee voted on the Officer recommendation to approve the variation:

For	11
Against	0
Abstained	0
Not present (Councillor Greenspan)	1

RESOLVED that all parties to the agreement dated 27th August 2020 and any other person having a requisite interest in the site are invited to enter into a Deed of Variation varying the extant section 106 Agreement dated 27th August 2020 as set

out in the report, with the final wording of the s106 deed of variation to be delegated to the Service Director, Planning and Building Control.

11. ANY ITEM(S) THAT THE CHAIRMAN DECIDES ARE URGENT

NONE.

The meeting finished at 8.24pm

LOCATION: Brent Cross Cricklewood Regeneration Area

REFERENCE: 21/0070/RMA

Received: 06.01.2021

AGENDA ITEM 6

Accepted: 08.01.2021

WARD: Golders Green

Expiry: 07.04.2021

APPLICANT: BXS Limited Partnership

PROPOSAL: Reserved Matters Application in respect of Plot 15 and 16 within Phase 2 (South) (Plots), pursuant to Condition 1.3(ii) and Condition 2.1 attached to planning permission F/04687/13 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Area. The application seeks approval of details relating to layout, scale, appearance, access and landscaping for the residential led mixed use development of Plots 15 and 16, comprising residential units, retail (Use Class A1), flexible retail (Use Classes A1/A3), car parking and plant to be provided within a courtyard building with heights ranging from 1 to 14 storeys arranged around a private courtyard, and including the tertiary street to the west.

RECOMMENDATION:

This application is recommended for APPROVAL subject to conditions attached in Appendix 1 of this report.

AND the Committee grants delegated authority to the Service Director – Planning and Building Control or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions and associated reasons as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in their absence the Vice-Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee).

1. APPLICATION SUMMARY

The proposal is a reserved matters application for housing-led mixed use development on Plot 15 within Phase 2 (South) of the Brent Cross Cricklewood Regeneration Scheme. It has been submitted as part of a suite of applications in relation to development within the Phase 2 (South) (Plots) sub-phase which includes Reserved Matters for the adjacent Plot (Plot 14), and for new roads and public realm serving the wider Phase 2 (South) area. Together, these form part of the second phase of development within the southern part of the BXC regeneration being delivered by the joint venture between Barnet Council and Argent Related. This phase will provide the second instalment of the new homes as well as uses that will form part of the new town centre.

The proposals for Plot 15 comprise four buildings arranged around a central podium courtyard which provides communal outdoor amenity space for the residential units. At the ground floor level, under the podium there is a residents gym and car parking. The four blocks vary in height from 1 to 14 storeys. The application site also includes a tertiary street to the west of the plot which connects from Claremont Park Road to High Street South.

The submission provides details of Layout, Scale, Appearance, Access and Landscaping for the proposed building and areas of highway and associated public realm. It conforms with the general parameters and principles relevant to these development plots. There is a limited breach of parameter height in relation to the north east (Block C) and south west (Block A) corners of the development however these breaches have been assessed in townscape and amenity terms and found to be acceptable whilst also being deemed not to give rise to any new or different significant environmental effects from those reported in the Environmental Statement supporting the S73 Permission for the BXC development.

This application is recommended for approval subject to conditions attached in Appendix 1 of this report.

2. BACKGROUND

3.1 Outline Consent

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

"Section 73 Planning application to develop land without complying with the conditions attached to Planning Permission Ref C/17559/08, granted on 28 October 2010 ('the 2010 Permission'), for development as described below: Comprehensive mixed use redevelopment of the Brent Cross Cricklewood Regeneration Area comprising residential uses (Use Class C2, C3 and student/special needs/sheltered housing), a full range of town centre uses including Use Classes A1 - A5, offices, industrial and other business uses within Use Classes B1 - B8, leisure uses, rail based freight facilities, waste handling facility and treatment technology, petrol filling station, hotel and conference facilities, community, health and education facilities, private hospital, open space and public realm, landscaping and recreation facilities, new rail and bus stations, vehicular and pedestrian bridges, underground and multi-storey parking, works to the River Brent and Clitterhouse Stream and associated infrastructure, demolition and alterations of existing building structures, CHP/CCHP, relocated electricity substation, free standing or building mounted wind turbines, alterations to existing railway including Cricklewood railway track and station and Brent Cross London Underground station, creation of new strategic accesses and internal road layout, at grade or underground conveyor from waste handling facility to CHP/CCHP, infrastructure and associated facilities together with any required temporary works or structures and associated utilities/services required by the Development (Outline Application).

The application is accompanied by an Environmental Statement."

The approved development will deliver:

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

- New Thameslink train station and replacement train stabling facilities;
- Replacement Waste Handling facility and Rail Freight Facility.

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

3.2 Phasing of the BXC Regeneration Scheme

The S73 Permission for the comprehensive redevelopment of the BXC regeneration area is a multi-phase scheme which is expected to be delivered over a period of at least 16 years. Phases 1 and 2 are proposed to be delivered in a number of sub-phases that are divided between the north of the A406 North Circular and south of the A406 North Circular. Phases 3 to 7 are proposed to be delivered entirely south of the A406 North Circular. Of particular relevance to this application are the sub-phases of Phase 2 (South) which are as follows:

- Phase 2 (South) Plots – this includes Plot Development for Plots 14, 15, 16 and 17 and items of Critical Infrastructure comprising; Claremont Park Road (Part 2), High Street South (Excluding High Street South (East Works)).
- Phase 2 (South) School – this comprises Plot Development (Plot 46) for the re-provision of Claremont Primary School and the School Green Corridor item of critical infrastructure.
- Phase 2 (South) (Thameslink Station Approach) – this comprises the Interim Transport Interchange (T1) item of Critical Infrastructure.
- Phase 2 (South) (Thameslink Station) – this includes Plot Development (Plots 3 and 62) the delivery of the New Train Station in addition to a replacement Waste Transfer Station and associated junction, replacement Rail Freight Facility and associated junction works, the New MML Train Stabling Facility and Bridge Structure B2 (A5 Link Bridge) to facilitate the delivery of the New Train Station.
- Phase 2 (South) (Thameslink Station Eastern Entrance) This comprises Plot Development (Plot 3) for the delivery of the Eastern Entrance

This Reserved Matters Application ('RMA') relates to the detail required in relation to the Phase 2 (South) (Plots), and specifically addresses Plot 15 and 16.

4. DESCRIPTION OF THE SITE, SURROUNDINGS AND PROPOSAL

4.1 Site Description and Surroundings

Brent Cross Outline permission

The Brent Cross Cricklewood (BXC) regeneration area is a 151 hectare development site. On the western side, the site is bounded by the Edgware Road (A5) and the Midland Mainline railway line; and to the eastern side by Hendon Way road (A41). The North Circular road (A406) which runs in an east west direction across the site separates the Northern and Southern development areas.

The Northern development area located north of the A406 consists of the existing Brent Cross Shopping Centre (BXSC) which is identified in the London Plan 2016 as a Strategic Regional Shopping Centre and will continue to be delivered by Hammerson and Standard Life.

The Southern development area to the south of the A406 is comprised of some large footprint retail, Hendon Leisure Centre, the Whitefield estate (of approximately 220 homes), parks and open spaces, Whitefield Secondary School, Mapledown Special School and Claremont Primary School and Claremont Way Industrial Estate.

The Templehof Bridge and the A41 flyover provide the only existing direct north-south links within the site which run across the A406 North Circular Road, and the River Brent which flows east to west and is located adjacent and south of the existing Shopping Centre.

The site is surrounded to the north, east and south by traditional low-rise suburban development, predominantly two storey semi-detached houses. Cricklewood Railway Station located to the west of the BXC site, lies on the Midland Mainline railway line which runs between London St. Pancras and the north of England. Brent Cross Underground Station, served by the Edgware branch of the Northern line, lies to the eastern boundary of the regeneration area. The existing Brent Cross Bus Station provides access to 18 bus routes (including Green Line).

Phase 2 (South) and Plot 15 and Plot 16 application site

This application relates to Plots 15 and 16 within Phase 2 (South) (Plots) which is a sub-phase of the wider Phase 2 (South) sub-phase. The area that the wider Phase 2 (South) sub-phase relates to is located entirely south of the A406, broadly occupying the western half of the now demolished Claremont Way Industrial Estate and also extending further to the west adjoining Brent Terrace North and the land adjacent to the Midland Mainline railway incorporating the existing Hendon Waste Transfer Station, the Jerich Shed and railway sidings. Phase 2 (South) (School) relates to the land on and within the vicinity of Claremont Primary School which is the most southerly part of the BXC outline permission curtilage.

The RMA curtilage for Plot 15 and 16 measures 0.62 hectares. The application site is located within the area of the former Claremont Way Industrial Estate, the majority of which has now been demolished. Construction activity is underway in relation to plots

and infrastructure within Phase 1 (South) of the development including excavations for the basement beneath Plots 12 and 13, temporary haul roads, utility works and drainage, and ground profiling and landscaping for Claremont Park. Further to the east, the former Rosa Freedman Centre has been demolished and a new temporary park has been completed called Exploratory Park. A temporary visitor centre building is also under construction adjacent to Claremont Way.

On its south east side, the application site interfaces with Claremont Way Open Space. Construction of the new Claremont Park are currently under way in this area and there is a construction hoarding across part of the open space with public access remaining along the current footpath.

Brent Terrace is located to the north and west of the site with the remaining industrial activities and businesses now having been vacated as part of the Compulsory Purchase Order and demolition of buildings under way.

Residential properties are located on Clitterhouse Crescent to the south-east of the site. These are separated from the site by Claremont Way Open Space which is being enlarged to form the new Claremont Park.

Plot 15 and 16 is situated within the Market Quarter Development Zone within the wider BXC masterplan. This is described within the Revised Development Specification and Framework ('RDSF'), as forming the heart of the BXC masterplan. The predominant land uses for the Market Quarter Development Zone are to be residential, supported by a range of non-residential ground floor activities. The principal areas of public realm, including High Street South, are expected to be enlivened by shops and services reflective of the new town centre.

Associated Applications Relating to Phase 2 (South)

This RMA forms part of a suite of applications which have been submitted in relation to development within Phase 2 (South) (Plots) of the BXC regeneration. In addition to this current RMA the associated applications are as follows:

- **Plot 14 and 17 RMA (LPA ref: 20/5690/RMA)** - residential led mixed-use scheme for Plot 14 and 17 comprising 281 residential units, flexible retail (Use Classes A1/A3), basement car parking, cycle parking, refuse storage, plant, and communal amenities, to be provided within two buildings (3 blocks) ranging from 1 to 12 storeys arranged around a private residential garden, together with a north-south publicly accessible tertiary street to the west, and public square to the north of the building. This application was approved at the Strategic Planning Committee on the 1st March 2021.
- **Claremont Park Road (Part 2) and High Street South RMA (LPA ref: 20/5534/RMA)** – detailed designs for the new road network and public realm serving the Phase 2 (South) (Plots) sub-phase as well as wider connectivity within the Phase 2 (South) sub-phase, including providing vehicular and pedestrian and cycle connections to the new Midland Mainline Railway Station and Interim T1 Transport Interchange. Claremont Park Road (Part 2) is a westwards continuation of already consented Claremont Park Road (Part 1) (LPA ref: 18/6645/FUL) which

acts as an east west link between Claremont Road and Spine road North. High street is a westwards continuation of High Street South (East Works), which acts as an east west link between the Market Quarter Zone and Station Quarter Zone.

- **Section 96a application to RMA for Plot 13 (Phase 1C) (LPA ref: 20/5693/NMA)** - relating to non-material minor amendments to the RMA for Plot 13 (LPA ref: 18/6337/RMA as amended by 20/1209/NMA) to make changes to the consented basement plan to enable connection with the proposed basement parking for Plot 14, thereby creating a larger shared basement parking area beneath all of the Plots.
- **Pre-Reserved Matters Applications ('Pre RMA') Condition discharge applications to support the three RMA submissions for Phase 2 (south) (Plots) comprising Plots 14, 15 and the highways and public realm submission.** These are pursuant to the following Conditions: 1.13 (Affordable Housing Viability Testing Report), 1.22 (Servicing and Delivery strategy), 2.8 (Pedestrian and Cycle Strategy), 11.2 (Car Parking Standards Strategy), 27.1 (Landscaping Mitigation strategy), 33.3 (Telecommunications Strategy), 37.5 (Reserved Matters Transport Report), 1.17 (Illustrative Reconciliation Plan), 29.1 (Acoustic Design reports for plots 14), All of the above pre-RMA conditions, save for Condition 29.1 (Acoustic Design Reports for Plot 14), 7.1 Estate Management Framework. Further detail on the pre-RMA conditions is provided below.

Pre-RMA Conditions

The Section 73 Permission for the Brent Cross Regeneration includes a number of Pre-RMA conditions intended to establish key principles of the forthcoming development. The majority of these require submission prior to applications for reserved matters being submitted to the Council. Reserved Matters applications are required to accord with commitments and strategies approved under these conditions where relevant.

All of the relevant pre-RMA conditions applications have been submitted. However, there remain a number that are yet to be approved. The wording of these conditions does not specifically require their discharge prior to the approval of Reserved Matters.

Appendix 2 of this report shows those Pre-Reserved Matters Conditions of relevance to Plot 15 RMA and where relevant highlights where they are yet to be formally determined. In all instances relating to those Pre-RMA applications that are yet to be formally determined, agreement has been reached on the content of the submission in relation to the Plot 15 proposals, but were unable to be formally discharged prior to the publication of the Committee agenda papers. In some cases, there remain issues subject to discussion between the Developer and the LPA which are being resolved. In all of these circumstances those sections relevant to the Plot 15 RMA have been confirmed in discussions between the LPA and the Developer to be acceptable.

As the relevant aspects of these conditions are acceptable to the LPA with regards to the development of the Plots, the Planning Committee is in position to make a decision prior to the formal approval of these outstanding conditions. An update will be reported

in the Addendum papers to the Planning Committee in relation to those Pre-RMA applications that have been discharged since the publication of this report.

4.2 Proposed Development

Overview

This reserved matters submission provides details of Layout, Scale, Appearance, Access and Landscaping for the residential-led mixed use development of Plot 15 comprising of 279 residential units accommodated across four buildings.

Plot 15 is proposed as four buildings comprising predominantly residential accommodation including areas of retail and café uses (Use Classes A1, A1 – A3) at the ground floor.

Detailed consent for the north-south tertiary street to the west of the building and the public realm immediately adjacent to the building to the north is also sought. In addition, the Proposed Development includes proposals for the tertiary street to the west of the site.

Residential Use

Building A:

The south western building (Building A), is 11 storeys at its tallest point with shoulders at 7 and 9 storeys. Building A acts as a differentiating feature of the Plot. It has a larger floor to ceiling height than the other buildings in the Plot to ensure that the building will sit comfortably within the context of the office buildings to be delivered on the adjacent plots to the west. This also helps provide a transition between the predominantly residential nature of the plots in Market Quarter and the more commercial focussed buildings in Station Quarter.

A flexible retail unit (A1/A3) is proposed on the ground floor of Building A to bring activation at ground floor level.

Building B:

The north western building. (Building B), is lower than the other proposed buildings to provide suitable variety in scale. At its highest point it is nine storeys, dropping to 6 storeys at the south eastern corner of the block. It is anticipated that Building B will accommodate the affordable housing required to be delivered as part of Phase 2 (South) Plots and as such has been designed with the needs of a Registered Provider in mind. The massing steps up towards High Street South to maximise the dual and triple aspect units within the building.

Retail (Class A1) units will be provided on the ground floor of the building along High Street South, in accordance with the Parameter Plan requirements.

Building C:

The north eastern building (Building C) is 14 storeys at its tallest point dropping to 10 storeys on the shoulder. This tallest part has been carefully located within the centre of the north-west elevation facing on to High Street South to create variety in the massing along High Street South and to increase the number of units which will benefit from southerly views out towards Claremont Park, making optimal use of the break in massing between Building A and D.

Retail (Class A1) units will be provided on the ground floor along High Street South, in accordance with the Parameter Plan requirements.

Building D:

The south eastern building (Building D), steps upwards from 6 storeys on the frontage to Claremont Park to eight storeys then 10 storeys at its highest point. The building includes a series of communal and private roof terraces to maximise the park frontage. The ground floor contains a set of maisonette dwellings to activate the street frontage at the eastern corner of the Plot. These maisonette units will have their own front doors and will be fronted by privacy planting. The front doors of the units are clustered to avoid a repetitive appearance to the façade. Two of the maisonettes are accessed from the Claremont Park frontage, and two on the tertiary street facing Plot 14.

Parking:

This application includes 29 car spaces at grade within the Plot, in the podium car park. Residents will also have access to a further 55 car park spaces provided within a basement located beneath Plots 12, 13 and 14. The quantum of parking spaces which will be usable by Plot 15 residents represents a ratio of 0.3 spaces per unit.

Access to the car park within Plot 15 is provided from the tertiary street between Plot 15 and Plot 20. Residents will have access to the car park internally through corridors which link the car park to the stair-cores or front of house areas. A proportion of parking for Plot 15 is to be provided within the basement of Plot 14. This strategy has informed the positioning of residential lobbies on Plot 14 and 15, to the eastern street.

All necessary wheelchair parking is provided on Plot 15 to serve possible wheelchair users. Due to the proximity to Plot 14, it is also envisioned that residents of Building C and D will be allocated possible spaces in this basement, as opposed to Building A which is further away. However, it should be noted that the details and arrangements of car parking will be provided in the Car Parking Strategy and Standards for Phase 2 (South) (Plots). The car parking provision for the affordable units within the plot will be the same ratio as the private units. However, it should be further noted that details of the car parking management and arrangements will be set out in the Affordable Housing Scheme for Phase 2 (South) which is to be approved prior to commencement under Condition 1.12 of the S73 Permission.

All vehicle parking is secure, with controlled gate access. No on-street parking is proposed.

Cycle Parking:

Long stay cycle parking is provided internally at ground floor with short stay provided externally with the public realm.

The cycle parking strategy for the building has been designed so that residents can access the cycle stores directly from the street. Building A cycle store is a single storey pavilion sitting between Building A and Building B with access from the tertiary street. Access to the core of the building can also be obtained from this entrance. Building B has an internal cycle store accessed via a shared service corridor from the tertiary road. Building C and D share a cycle store, which has direct access to the corridor that links Building C and D internally.

In total, 508 long stay cycle parking spaces are provided within the proposed development for the C3 use. 8 short stay cycle stands are also proposed to be provided along the western tertiary street. The stores are sized to be accommodate sufficient spaces to meet the draft London Plan standards. Long-stay (resident) cycle parking will be provided within the respective building, whilst short-stay (visitor) cycle parking will be integrated into the public realm.

Private Amenity Space Provision:

Private amenity space is provided for 184 units, which represents 66% off the units within the plot. All three-bedroom units are provided with an 8m² balcony where possible. Some of the three bed units in building B have been designed with 5m² balconies to ensure that apartments are not unduly affected in terms of daylight and sunlight. All balconies are at least 5m².

Communal Amenity Space Provision:

At the first floor, above the gym and the car park is a communal outdoor amenity space for all residents of Plot 15 to enjoy. This resident's garden measures 743m². There is a small communal roof terrace on Building A at level 9 and a small communal terrace at level 6 of Building D.

The Play space allocation for Plot 15 is based on the Mayor of London's Standard for Play, as set out in the RDAS. The under 5 yield for the development is 87 children. 435m² of play space will be accommodated in the resident's garden.

Public Realm Design:

The public realm for this RMA submission includes:

- Western Tertiary Street, between Plot 15 and Plot 20.
- High Street South covering the footpath north of Plot 15 which forms part of the High Street. The area of High Street South that is outside of the red line boundary is subject to another RMA.
- Plot 14 Western Tertiary Street covering only the footpath to the east of Plot 15. The carriageway of this tertiary street is proposed as part of the Plot 14 RMA; and

- Claremont Park Road covering part of the footpath in front of Buildings A and D and landscaping outside of the main residential entrance. The area of Claremont Park Road outside the application is subject to another RMA.

5. MATERIAL CONSIDERATIONS

5.1 Key Relevant Planning Policy

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals shall be determined in accordance with the Development Plan unless material considerations indicate otherwise. In this case, the Development Plan comprises the London Plan at the strategic level and, at the local level, Barnet's Local Plan - the Core Strategy and the saved UDP Policies. The Development Management Policies DPD (2012) states at paragraph 1.4.3 that it will not apply to planning applications for comprehensive development in the Brent Cross regeneration area unless and until the Core Strategy is reviewed in accordance with Policy CS2 and Section 20:13 of the Core Strategy.

The London Plan 2021 forms the Development Plan for Greater London.

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

5.2 Pre-Application Public Consultation

The Applicant has undertaken pre-application consultation with residents and other stakeholders in the context of the proposed development and the wider BXS regeneration scheme.

This consultation has been undertaken in accordance with the spirit of the advice laid out in the National Planning Policy Framework (NPPF), and additionally in response to guidance published by Barnet Council itself. Section 4.1.2 of the Council's Statement of Pre-Application Consultation (2015) states '*The aim of pre-application consultation is to encourage discussion before a formal application is made, enabling communities to have an influence on a planning proposal before it is finalised. The process can help to identify improvements and overcome objections at a later stage. Such pre-application consultations can take the form of exhibitions, presentations, workshops or simply a letter or mail shot.*'

The submitted Statement of Community Involvement (BXS Limited Partnership, December 2020) provides details of consultation undertaken in relation to Plot 15

proposals specifically and also the ongoing wider phased delivery of the Brent Cross Outline scheme.

5.3 Public Consultations and Views Expressed

Adjoining Occupiers

Following registration of the application, 1,450 neighbouring properties were consulted by letter dated 6th January 2021. The application was advertised in the local press on 14th January 2021 and site notice was put up on site on the 14th January 2021. The consultation allowed a 4-week period to respond. To date no representations have been received.

Consultation Responses from Statutory Consultees and Other Bodies

London Fire Brigade (15/03/2021):

The Fire Brigade have confirmed that they are satisfied with the proposals as fire fighting access shown in the fire strategy document.

Thames Water (19/02/2021)

Thames Water raise no objection to the development proposed in relation to Foul Water and Surface Water.

Metropolitan Police (15/01/2021)

The Metropolitan Police Designing Out Crime Officer has advised that they do not object to the proposal but have requested that a planning condition is considered and attached to any approval requiring the development to achieve Secured By Design accreditation prior to occupation.

Historic England (21/01/2021)

Historic England have confirmed that the site of Plot 15 has no archaeological interest (it was excluded from further investigations in the approved Overarching Archaeological Scheme of Investigation) so the statement on archaeology and cultural heritage in appendix B of the Environmental Screening and Statement of Compliance could be amended to say that no archaeological works are required in this plot.

Affinity Water (12/03/2021)

Affinity Water raise no objection to the development.

Internal Consultation responses

Environmental Health (12/01/2021):

The Environmental Health Officer raised the following concerns to the proposal:

The Gym is the main concern and due to complaints LBB received in last 5 years of gyms built attached to residential premises. I propose the following condition which could adapted to change C245.

The above comment is addressed in detail within section 'Noise Assessment – Plot 15 proposals' of this report.

Transport and Regeneration team (12/03/2021):

The Transport Officer has reviewed the details submitted as part of the application and confirmed that the RMTR and ITP meet the requirements as set out in the S73 planning permission. They commented on the amount of cycle parking and if it complied with the requirements of the Mayor's London Plan proposed as part of this application. This has been addressed in detail in section 'Car and Cycle Parking' within this committee report.

Trees and Landscape (26/01/2021)

The principle of this proposal has been approved under F/04687/13. The application site is alongside the Claremont Park and the bat migratory route between the Welsh Harp and Clitterhouse Playing fields therefore the proposed tree species must be native or have high biodiversity merits. They also need to be able to grow to height that is in context to the scale of the buildings.

The proposed landscape strategy is contained within the Plot 15 Reserved Matters Application Landscape Design Statement. The planting palette within this document requires slight adjustments to take account the emerging ecological information. Detailed soft and hard landscape have not been provided.

The design of the tree pits is acceptable as it provides large area of soft landscape for tree roots to develop. Where large tree pits are not possible the use of below ground supported rooting areas must be provided. See Trees in Hardscape (www.tdag.org.uk) for guidance on the various systems and products available.

There are no trees within the site boundary and therefore tree protection measures are not required.

The details of the soft landscape can be a condition of this RMA application. The application must also demonstrate biodiversity improvements that can be a condition of any approval, this can include simple introductions such as swift boxes around building. Advice from the project ecologist must be sort and introduced into the scheme. This can be a condition of any approval.

The provision of details of the soft landscape have been included as a condition of this RMA application.

Capita Ecology (27/01/2021):

The Ecologist has confirmed that they do not have any comments concerning this component of the development.

Lead Local Flood Authority (24/02/2021)

Lead Local Flood Authority raise no objection to the outline detail provided in this application.

Waste and Recycling Team (23/03/2021)

The waste strategy for this application is acceptable to The Street Scene Operations team.

6. PLANNING APPRAISAL

The main areas for consideration are set out in the below table. This section of the committee report is structured to deal with each consideration in turn.

Table 1: Matters to be addressed in Committee Report

6.1 Principle of development	Reserved Matters Details Parameters of the S73 Permission
6.2 Land use	Mix of uses Development Quantum
6.3 Housing	Residential Mix Affordable Housing Residential Density
6.4 Design	Layout Scale and Massing Elevation Design Treatment Landscaping
6.5 Residential Amenity	Communal Space Standards (Internal) Housing Space Standards External Amenity Play Strategy Daylight and Sunlight Assessment Wind Assessment Noise Assessment – Plot 14 Proposals Air Quality Assessment Construction Management
6.6 Transport and Highways	Car and Cycle parking Transport Considerations Residential Refuse Collections Refuse and Recycling Storage Servicing and Delivery Management Strategy Pedestrian and Cycle Strategy Individual Travel Plan
6.7 Other material considerations	Estate Management Safety and Security Access and Inclusivity Sustainability Flood Risk and Drainage

6.1 Principle of Development

Reserved Matters details

The principle of submitting residential led mixed-use development in this part of the BXC masterplan is established by Section 73 planning permission F/04687/13 which was approved on 23 July 2014 (the 'S73 Permission').

The RMA has been submitted pursuant to the following conditions:

- 1.3(ii) relates to timescales for the submission of RMA's in All Phase 2 (South) Plots and Bridge Structures in Phase 2 (South) 10 years from the date of 28 October 2010;
- 2.1: relates to documents and topics covered that all RMA's must be accompanied by.

Pursuant to condition 1.3(ii), the RMA for Plot 15 was received by the LPA 6 January 2021 and validated 6 January 2021. The deadline for submission of reserved matters in respect of Phase 2 (South) is 10 years from the date of 28 October 2010 (hence 28 October 2020) and therefore the RMA was received by the LPA after this deadline. Notwithstanding this, the outline approval for Brent Cross is subject to the emergency Business and Planning Act (2020) introduced by Government in response to the Corona Virus pandemic. The effect of this legislation as clarified in MHCLG guidance (July 2020) is that;

"any deadline for the submission of applications for the approval of reserved matters under an outline planning permission which would otherwise expire between 23 March 2020 and 31 December 2020 is extended to 1 May 2021."

As such the RMA has been received by the LPA in accordance with the necessary timeframes.

Pursuant to condition 2.1, the Explanatory Report submitted with the RMA sets out structure of the submission, providing details of the documents submitted under the relevant material consideration headings. Condition 2.1 states that such documents shall be required by the LPA to consider the proposals. The application is accompanied by the relevant documentation and therefore provides the LPA with appropriate details for considering the RMA proposals pursuant to Condition 2.1.

Parameters of the Section 73 Permission

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

The approved Parameter Plans need to be read in conjunction with the other control documents approved under the S73 Permission, in particular: the Revised Design Guidelines (RDG) and the Revised Development Specification Framework (RDSF) which the Parameter Plans are appended to. For information, the key parameter plans

of relevance to this RMA, as identified on pages 11-12 of the submitted Explanatory Report, are outlined below:

- *Parameter Plan 001: Development Zones (Rev 16)*: This plan identifies development zones across BXC that reflect specific areas of character.
- *Parameter Plan 002: Transport Infrastructure (Rev 19)*: This plan identifies a range of transport infrastructure requirements to facilitate the comprehensive redevelopment of BXC.
- *Parameter Plan 003: Public Realm & Urban Structure (Rev 19)*: This plan identifies the network of new and existing public spaces and routes between them for pedestrians and cyclists. The development parameters specify the limitations for projecting balconies on key frontages, namely that they may project beyond the façade to a depth no greater than 6m and shall retain a minimum clearance from finished ground level of no less than 6m.
- *Parameter Plan 002 Parameter Plan 002 (Rev 19) (Transport Infrastructure)*: This plan identifies various transport infrastructure elements proposed as part of the comprehensive development.
- *Parameter Plan 004: Ground Level Land Uses to Frontages (Rev 16)*: This plan identifies the describes the land uses on principle ground floor frontages.
- *Parameter Plan 005: Upper Level Land Uses to Frontages (Rev 17)*: This plan identifies the general geometry and use of upper floor frontages.
- *Parameter Plan 006: Proposed Finished Site Levels (Rev 17)*: This plan identifies finished site levels above ordinance datum (AOD) for infrastructure and public realm.
- *Parameter Plan 007: Maximum Building and Frontage Heights (Rev 15)*: This plan identifies the maximum building and frontage heights permitted within different building zones.
- *Parameter Plan 008: Minimum Frontages Heights (Rev 12)*: This plan identifies the minimum frontage heights permitted within different building zones in order to define key public spaces and routes.
- *Parameter Plan 009: Basement and Service Access (Rev 14)*: This plan identifies the building zones where basements are, or are not, permitted and those frontages that can incorporate direct carpark or service yard entrances.
- *Parameter Plan 014: Floorspace Thresholds (Rev 15)*: This plan and supporting text identifies floorspace thresholds for Building Zones within their respective Development Zones, listing the Primary Use and Remaining Floorspace.
- *Parameter Plan 015: Indicative Layout (Rev 7)*: This plan illustrates one layout which the BXC development could be constructed.

- *Parameter Plan 020 – Parameter Plan 28: Indicative Zonal Layout Plans (Rev 7):* This plan illustrates one way in which the development zones could be implemented.
- *Parameter Plan 029: Indicative Phasing Plan (Rev7):* This plan illustrates the staging of each phase of the overall BXC scheme under the s73 planning application

Details submitted with this RMA for Plot 15 demonstrate conformity with the parameters of the outline consent with some exceptions. These are addressed in more detail in the relevant subsections of this report. In terms of deviations from parameters, a summary is set out in the below table, including the relevant sections of this report where these deviations have been assessed. In summary the deviations are considered to be minimal and lead to an improved scheme.

Table 2: Deviations from Parameter Plans:

Parameter Plan	Deviation	Impact, consideration
<i>Parameter Plan 002 (Rev 19) (Transport Infrastructure):</i>	Parameter Plan shows the tertiary street to the west of the plot as a 'Tertiary Route (Minor Street)' with no indication of it being a 'No through minor street'. The RMA proposals for this street allow servicing vehicles to pass through between Claremont Park Road and High Street, however access for cars is limited to access and egress to the Plot 15 car park only from High Street. This is facilitated by the southern part of the street being restricted to waste and servicing vehicles travelling southbound towards Claremont Park Road (Part 2) only.	Transport Considerations EIA Assessment
<i>Parameter Plan 004: Ground Level Land Uses to Frontages (Rev 16):</i>	South eastern corner of Plot 15 features a retail unit facing onto the western tertiary street with a return elevation onto the Claremont Park Road frontage.	Layout EIA Assessment

<p><i>Parameter Plan 007: Maximum Building and Frontage Heights (Rev 15):</i></p>	<p>Building A: Building A exceeds the maximum parameter (frontage or zonal?) height with the parapet of this building sitting 4.5m higher than the parameter, with the top of the plant / lift over-runs sitting 6m above the maximum height.</p> <p>The width of the tallest element of Building A has a minor deviation from the frontage rule by 5%, at 35% of the plot width along the south-eastern elevation. Building A also utilises the same rule on the south-western elevation but is well within the limit.</p> <p>Building C: The tallest element of Building C exceeds the maximum parameter height by a minor amount, the parapet is at 45.5m, and the lift over-run would extend to 47m. The maximum permitted height is 45m.</p> <p>Building C also exceeds the frontage height, with the tallest element measuring 31% of the plot width.</p> <p>Building D: The lift-over-run extends to 34m which is 1m above the maximum. This element is set-back from the facade significantly and would not be visible from the street.</p>	<p>Design Wind assessment Daylight and Sunlight Assessment EIA Assessment</p>
<p><i>Parameter Plan 008: Minimum Frontages Heights (Rev 12):</i></p>	<p>Parameter Plan 008 outlines that the Western Tertiary Road for Plot 15</p>	<p>Design EIA Assessment</p>

	<p>has not been identified for a frontage suitable for a carparking entrance. Plot 15 does include a car park entrance at ground floor level, which is a minor deviation from the Parameter Plan.</p>	
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With regard to the impact of these deviations in Environmental Impact terms, namely whether or not the changes would render the conclusions of the s73 ES valid or warrant the submission of the further Environmental Statement, paragraph 1.8 of the RDSF states:

“Wherever parameters and principles are referred to in the planning permission sought, the design and other matters subsequently submitted for approval will be required to comply with such parameters and principles, unless any proposed departures would be unlikely to have any significant adverse environmental impacts beyond those already assessed.”

Therefore, in environmental impact assessment terms, deviations from the parameters and principles referred to in the S73 Permission may be considered acceptable providing the proposals have no adverse environmental impacts.

A Plot 15 Environmental Screening and Statement of Compliance Report (BXS Limited Partnership, December 2020) has been submitted with this RMA and responds to the question of Environmental Impacts associated with the development more generally and also specifically in relation to the abovementioned parameter plan breaches, concluding that no additional significant environmental impacts, in comparison to those already identified in the s73 ES, would arise as a result of the development. This is dealt with more in Section 6 (Environmental Impact Assessment) of this report.

6.2 Land Use

Mix of uses

The land use expectations for different parts of the BXC development are set out within the S73 Permission documents, principally the RDAS and RDSF along with appended Parameter Plans. The S73 Permission divides the BXC site into a series of Development Zones (as shown on Parameter Plan 001) based on different character areas.

Plot 15 is located within the Market Quarter Development Zone and Building Zone MQ3. The RDAS establishes a vision for Market Quarter as an area home to a diverse mix of uses with a vibrant and dynamic town centre character.

The proposals for Plot 15 comprise a residential led mixed-use development, the residential component of which is a mix of market-sale and affordable units with associated amenity.

The non-residential uses comprise flexible retail (Class A1 and A3) on the ground floor. As such, the mix of uses is consistent with the character aspirations for the Market Quarter Zone as set out within RDSF and RDAS, and more specifically with Table 8a where the Anticipated Primary Use for Plot 15 and 16 is listed as 'Residential and Retail.' A more detailed discussion around the layout of the uses and how they relate to their surroundings is set in in the 'Layout' section of this report.

Development Quantum

The RDSF through a series of schedules provides a hierarchal breakdown of floorspace by use and Development Zone as follows:

- Table 1 'Development Floorspace' provides the overarching consented quantum for each land use in the BXC;
- the 'Zonal Floorspace Schedule' (contained in Appendix 5 of the RDSF), sets out how the consented floorspace under Table 1 'Development Floorspace' may be distributed across the BXC within the respective Development Zones.
- the 'Floorspace Thresholds for Building Zones' table, included within Parameter Plan 014, divides the floorspace quantities within each Development Zone further into Building Zones, listing the Primary Use and Remaining Floorspace. The Primary Use is specified whilst the Remaining Floorspace comprises all other uses consented within the Development Zone as set by the 'Zonal Floorspace Schedule'.
- The Indicative Plot Schedule (Table 8a), which forms part of supporting text to Parameter Plan 029: Indicative Phasing, provides further controls by way of setting out the primary land use for each development plot.

Further to controls regarding floorspace, Condition 36.1 of the s73 permission requires compliance with the Zonal Floorspace Schedule (Appendix 5, RDSF). Condition 36.1: states the following:

'The total quantum of built floorspace for the Development across the Development Zones shall not exceed the gross floorspace for individual land uses set out in the Zonal Floorspace Schedule (revision 2) and be in general accordance with the Indicative Plot Schedule set out within Table 8a of DSF Appendix 2 (and with the Table 1 of the Development Specification & Framework) and the Floorspace Thresholds for Building Zones Schedule (revision 2) set out within Table 6 of DSF Appendix 2'

Pursuant to the above, the following table copied from page 28 of the submitted Explanatory Report shows; firstly the development quantum for Plot 15; secondly the floorspace limits for MQ3 provided by the 'Floorspace Thresholds for Building Zones (GEA – excluding residential ancillary spaces)' table included within Parameter Plan 014, thirdly the cumulative floorspace to date in the Market Quarter Development Zone inclusive of Plot 15, and fourthly the Market Quarter permitted floorspace quantum.

Table 3: Floorspace Thresholds (all measurements provided in sqm GEA)

	Plot 15 Proposed	Plot 14	MQ3 Building Zone Permitted Quantum	Plot 15 Cumulative Consented Floorspace in Market Quarter +	Market Quarter Permitted Quantum
Residential	27,043	27,438	63,098	154,668	170,752
Retail	1,039	858	1,138	4,620	6,735
Other	0	0		2,025	65,891

The above table demonstrates that the proposed Plot 15 development considered on its own and cumulatively with consented development in the Market Quarter to date is within the floorspace thresholds of the S73 Permission.

6.3 Housing

Residential Mix

A total of 279 residential units are proposed on Plot 15, of which 50 are proposed as Affordable Rent.

The residential mix of homes provided within Plot 15 range between 1 and 3 bedroom properties across both the market sale and affordable rent tenures. Discussion on the quantum and tenure of affordable housing proposed across the Phase 2 (South) sub-phase, which includes the housing being delivered on Plot 14 (not the subject of this application), is set out below in the Affordable Housing section of this report below.

In terms of mix of dwellings, the S73 Permission provides a site wide target mix, represented as percentages between the different unit sizes. For private housing this is provided in paragraph 2.23 of the RDSF (Table 2) and the site wide mix comprises 35% 1 bed, 47% 2 bed, and 18% for 3 and 4 beds. Similarly for affordable rent homes the target comprises 16% 1 bed, 37% 2 bed, and 47% for 3 beds. Given the mix expectations for the Brent Cross development are expressed as site wide targets, it is appropriate to consider the mix of dwellings both in terms of the individual RMA and also in a cumulative fashion having regard to the consented development to date. This is set out in the sections below.

Table 4: Plot 15 Private (Market Sale) Housing

	No. of units	% of Plot 15 Private Units	RDSF Site Wide Target Private Mix
1-bed	91	40%	35%
2-bed	112	49%	47%

3-bed	26	11%	18%
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The proposed private mix for Plot 15 has been collated with the consented mix for other private residential development within BXC (Plots 11, 12, 13, 14 and 113) and the cumulative site wide mix is outlined in Table 5 below.

Table 5: Cumulative Private Housing Mix for Market Quarter

	Total no. of Consented and Proposed Units MQ	% of Consented and Proposed Units	RDSF Site Wide Target Private Mix
Studio/1-bed	467	37%	35%
2-bed	657	51%	47%
3-bed	153	12%	18%

The affordable rent units proposed on Plot 15 will be provided in accordance with the Baseline Housing Mix specified in the S106 Agreement, as outlined in Table 6 below. The discrepancy between the proposed mix and baseline mix is due to rounding.

Table 6: Plot 15 Affordable Rent Mix

	No. of affordable rent units in Plot 15	% of Plot 15 Affordable Rent Units	RDSF Site Wide Target Affordable Rent Mix
1-bed	8	16%	16%
2-bed	18	36%	37%
3-bed	24	48%	47%

The target mix for the affordable rent homes is in line with the S73 Permission site-wide target mix for this tenure. As can be seen from the above Tables 4, 5 there are departures from the RDSF site wide target mix in relation to the market housing proposed for Plot 15 specifically. At Plot level, the Explanatory Report for the application (DP9, November 2020) states that:

“Plot 15 will be delivered in the early stages of BXS and will be key to establishing BXS as a new town in this part of north London. Market analysis shows that the first plots to be delivered will be more appealing to single people and small households, with less demand for family sized housing and affordable housing within the early phases whilst the new development becomes established.

The RDSF specifies at Paragraph 2.3 that the private sector residential development will be constructed in accordance with the site wide target mix which is outlined in Tables 14 and 15. This target mix is to be delivered across the new private housing to be constructed across the BXC development as a whole and is not to necessarily be applied on a plot by plot basis, as different areas within BXC will be suited to different unit types and sizes.

Table 15 demonstrates that when collated with residential development permitted to

date, there is an under provision of 3-beds by 6% to date, with 2% over provision of 1-beds and 4% over provision of 2-bed when compared with the target site wide mix. As described above, this target mix is applicable to the whole site and the proposed mix is broadly in accordance with the site wide mix and in accordance with the principles of the S73 Permission.”

The proposed mix of homes and of unit sizes on Plot 15 is considered to be acceptable noting the site wide target mix is an ongoing obligation that will be expected to be fulfilled over the course of the phased delivery of the Brent Cross regeneration. Taking into consideration the fact that this plot is part of the early phases of the development and will enable a range of housing types to be delivered, the mix is considered acceptable for the Plot 15 proposals.

Phase 2 (South) Affordable Housing Viability Testing Report

The Section 73 Permission requirements for affordable housing are contained within Schedule 2a of the Section 106 Agreement and this sets a minimum requirement of 15% of all housing within each phase to be affordable housing, with a target of up to 30%. The affordable housing is required to be provided on the basis of 60% affordable rent and 40% intermediate affordable housing. Each phases is required to be tested through an Affordable Housing Viability Testing Report (AHVTR) pursuant to Condition 1.13 of the S73 Permission and the obligations under Schedule 2a of the Section 106 Agreement. The AHVTR obligations require the Developer to undertake a financial viability appraisal of the development proposed within a phase or sub phase in order to determine if any Additional Affordable Housing may be viably provided above the 15% minimum requirement. Schedule 2A sets an Indicative Rate of Return (IRR) hurdle for the master developer of 20% which, if not exceeded, means the requirements for Additional Affordable Housing are not triggered.

The AHVTR for Phase 2 (South) pursuant to Condition 1.13 has been approved (LPA ref: 20/2789/CON). This assesses Phase 2 (South) as a whole encompassing all of the residential development within the sub-phase comprising Plots 14 and Plot 15, and the associated infrastructure which includes High Street South, Claremont Park Road (Part 2), the T1 Interim Transport Interchange and the replacement Claremont Primary School. The AHVTR has been modelled on the basis of anticipated gross external areas (GEA) across both Plots 14 and 15. This has been weighted 60:40 in favour of rented product as per the S106 requirements, with all Affordable Rented homes required from both plots delivered in Plot 15 and the intermediate as Discount Market Rent in Plot 14. The exact details of the affordable housing provision for the phase including tenure, type and mix of affordable housing units, is covered in the Phase Affordable housing Scheme (see section below).

The AHVTR has been independently appraised by the Councils appointed professional advisors the District Valuation Service (DVS) which is part of the Valuation Office Agency. The DVS concluded that for Phase 2 (South) the 20% hurdle would not be reached and therefore the 15% affordable housing provision is the maximum level that this phase can provide. The AHVTR in relation to Phase 2 (South) has therefore been approved by the LPA.

Affordable Housing Scheme

The details of affordable housing for a given phase are required to be set out in an Affordable Housing Scheme (AHS) which needs to be approved by the LPA via condition prior to commencement of the relevant Phase in question. Therefore the actual provision of affordable housing units within a phase or plot is not secured by way of approval of reserved matters applications, but instead is secured when AHS is approved prior to the commencement of the development of the relevant Plots where housing is being provided. This is controlled through Condition 1.12 of the S73 Permission. Officers have engaged in pre-application discussions with the Developer and the Council's Housing Team in relation to the draft Phase 2 (South) AHS. The proposals set out within the Plot 15 submission documents are consistent with the details provided as part of the draft Phase 2 (South) AHS.

The proposals for Phase 2 (South) fulfils the obligation to provide 15% affordable housing through the provision of 50 affordable rent homes on Plot 15, as well as the provision of 25 intermediate rented homes in Plot 14 and 10 intermediate shared ownership homes which are to be delivered in Plot 12 which falls within Phase 1B (South) acting as an Affordable Housing Credit to be counted toward the Phase 2 (South) total provision. Together Plots 14 and 15, as well as the additional 10 shared ownership units for Plot 12, equates to 15% affordable housing provision, and is aligned to the 60% affordable rent and 40% intermediate tenure requirements. This is outlined in the below table for information:

Table 7: Affordable Housing provision, Phase 2 (South), inclusive of 10 Shared ownership units in Plot 12 (Phase 1B (South))

	Plot	Total units on plot	Total number Affordable Units	% affordable housing on Plot	% affordable housing for Phase 2 (South)	% tenure
Intermediate			10 (delivered on Plot 12) ¹		6.2%	41%
	Plot 14	281	25	8.9%		
Affordable Rent	Plot 15	279	50	17.9%	8.8%	59%
Total		570	85		15%	100%

Residential Density

The proposal has a residential density of 450 units per hectare, based a plot size of 0.62 hectares. Table 3b of the RDSF outlines an illustrative residential density of 386 units per hectare (u/ha) for the Market Quarter Zone therefore the density exceeds this range. The indicative densities were derived primarily from the parameter controls and thresholds identified in the RDSF in relation to building heights, floorspace and other standards. Paragraph 2.28a of the RDSF states that density is not an assessment tool

¹ Total number of homes in approved RMA for Plot 12 is 290 (LPA ref: 17/662/RMA, as amended by Non material amendment LPA ref: 20/1174/NMA). The figure of 10 homes in this table relates to 10 previously consented private homes in Block 12N of Plot 12 being converted to intermediate shared ownership as part of the Affordable Housing Scheme proposals for Phase 2 (South).

in its own right, and actual densities will be calculated at reserved matters stage as a derivative of various controls and standards including sunlight/daylight, private amenity space, building heights as well as the scale thresholds. The London Plan (2021) promotes a design led approach (Policy D3 Optimising Site capacity through the design led approach) to development, whereby optimising site capacity means ensuring that development is of the most appropriate form and land use for the site having regard to form and layout, experience and quality and character. Further, policy D2 (Infrastructure requirements for sustainable densities) of the London Plan (2021) states that the density of development should be linked to future infrastructure levels and be proportionate to the site connectivity, in particular the Public Transport Accessibility Level (PTAL).

Noting the above, it is accepted that appreciation of housing density is important to realising the optimum potential for sites coming forward as part of the outline scheme for Brent Cross. It should be noted, as set out in the Table 3 (Floorspace Thresholds) of this report, that the Plot 15 proposals are within the Market Quarter Zone floorspace thresholds and will be accompanied by the phase and site wide infrastructure provisions as they come forward as part of the phased delivery outline scheme. For the avoidance of doubt the LPA will only consider a departure from the indicative density for the Zone if development proposals can clearly demonstrate that they comply with or exceed the necessary residential amenity and design standards and not result in any demonstrable harm. This is discussed in below subsections of this report with the conclusion reached for this RMA that the standards with regards to residential amenity and design are acceptable.

6.4 Design

This section of the report covers matters relating to the design of the Plot 15 application curtilage, focussing principally on the masterplan context, the approach to layout in terms of built form and location of different uses/activities, the approach to development plot massing and elevation design treatment and details concerning the landscaping within the plot and the tertiary western street. Further, details concerning the highways activities and management of these ground level areas of public realm and highways infrastructure are covered within subsequent sections of this report.

Layout

Layout - Masterplan context

The indicative masterplan layout for BXC is shown on Parameter Plan 015 (Indicative Layout Plan). The parameters do not fix the layout or location of the development plots, rather they provide a general arrangement as one way in which the regeneration would be built out in accordance with the parameters. Accordingly, the parameters incorporate limits of deviation.

The S73 Permission incorporates a reconciliation process through Condition 1.17 (Illustrative Reconciliation Plan), that requires an up to date base plan to be submitted based on Parameter Plan 015 and containing the approved RMA proposals. The purpose of this is to reconcile the proposed RMA against extant RMA's and Parameter

Plans, to demonstrate that the proposals are complimentary and as such demonstrate that comprehensive delivery of the masterplan is capable.

In this instance, the LPA has approved the IRP Condition discharge application (LPA ref: 20/5127/CON) in relation to; Phase 2 (South) (Plots), Phase 2 (South) (School), Phase 2 (South) (Station Approach) and Phase 2 (South) (Thameslink Station Eastern Entrance) which incorporates Plot 15.

The plot details are shown in basic plan form comprising the Plot 15 building footprint and the tertiary street to the west. The application curtilage is shown within the context of the wider Phase 2 (South) proposals as well as the rest of the masterplan as approved to date and as anticipated to come forward in the future.

Of relevance to the Plot 15 RMA proposals are the following conclusions of the IRP process:

- Plots 15 and 16 have been designed as one plot (referred to as Plot 15): a residential development comprising four residential buildings around a podium courtyard with retail uses facing onto High Street South and Claremont Park Road.
- The Plot aligns itself with extant Plot 14 RMA curtilage, maintaining an appropriate width for the tertiary street between the two plots pursuant to Parameter Plan 002 (Highways Infrastructure).
- The Plot aligns itself with its local highways network pursuant to Parameter Plan 002 (Highways Infrastructure), namely 'Claremont Park Road' to the south, and 'High Street South' to the north.
- Parameter Plan 015 incorporates an east west pedestrian route dissecting the development plots between Market Square to Station Square, broadly running parallel to High Street and Claremont Park Road. This is not featured in the current Plot 15 proposals, nor within the IRP. The previous IRP process in relation to Phase 1 (South) established that, with the adjustment to the position of High Street South which moved south within the accepted limits of deviation, a further east-west route in addition to High Street South and Claremont Park Road, was not needed. Officers consider there is a rationale for this approach. Namely: High Street South under the current proposals is further south than originally envisaged reducing the development plot size and therefore reducing the feasibility of a route through the plots; the need for an alternative route in this location is diminished given the proximity of High Street the indicative pedestrian route; the current masterplan proposals facilitate better access between the north east corner of Claremont Park and Market Square through the provision of new, previously unidentified public open space between Plots 19 and 20; a combination of east west routes are still enabled through the BXS area, namely via Claremont Park Road, High Street and a route to the north of the flat iron building.

Layout – Public Realm and Highways Infrastructure

As identified in the Illustrative Reconciliation section of this report, Plots 15 and 16 have been consolidated into a single development Plot (Plot 15). In masterplan layout

terms, the provision of a single development plot has been found to be acceptable, as supported by the IRP process, and is compatible with the aspirations for activity and vibrancy for the Market Quarter Zone. The plot responds to the surrounding conditions by providing suitable scale and enclosure to High Street South, responding to Claremont Park to the south and addressing the tertiary streets to the east and west. The scale of the urban block created is appropriate with permeable routes being provided by the street network surrounding it.

The application site curtilage includes a single item of highways infrastructure to the west of the plot. This takes the form of a tertiary street providing a north to south route between High Street South and the podium parking access in the western elevation of the plot. Parameter Plan 002 shows this as a Tertiary Route (Minor Street) intersecting Building Zone MQ3 from Claremont Park Road to the south. This links Claremont Park Road and High Street South (East Works), however is shown as a no-through street. As described in Appendix 2 to the RDSF, this route is intended as a minor street servicing a localised function, providing access and egress into the Building Zone.

In terms of layout, the provision of this link through the plots is consistent with the Parameter Plan aspirations for this location. As such whilst the principle of the street provision in this location is acceptable in layout terms. The detailed design of the street covering matters relating to landscaping, transport and site management are addressed in the relevant sub-sections of this report.

In respect of Parameter Plan 003, Appendix 2 to the RDSF gives further guidance on how the public realm and urban structure illustrated in the Parameter Plan should be delivered. Claremont Park Road (Part 2) and High Street South are identified as locations requiring an active frontage at the ground floor.

The Western Tertiary street is proposed as the location for basement car parking access for Plot 15. This is contrary to Parameter Plan 008 that identifies this frontage as not suitable for a carparking entrance. This restriction aligns with this routes designation on Parameter Pan 002 as Tertiary Route (Minor Street). Notwithstanding this, under these RMA proposals this route is proposed as a no through route for domestic traffic, and hence basement parking access is more suitable given it would not conflict with through traffic movements.

Layout – Plot Details (uses)

The S73 Permission documents, namely the RDSF and appended Parameter Plans, RDAS and RDG, together create a series of development controls to secure the mixed-use development aspirations for this part of the Market Quarter Zone.

In terms of ground floor uses, the main guiding principle for Plot 15 is provided through Parameter Plan 004 (Ground Level Land Uses to Frontages). This Parameter control provides for predominantly retail, leisure or hotel uses facing onto High Street. This is aligned to the outline permissions aspirations for activity and vibrancy within this part of the masterplan area. This is contrasted by ground floor residential uses provided for on the southern and eastern frontages onto Claremont Park Road, and the adjoining Plots to the east, which aligns with the more residential neighbourhood feel to these locations.

The proposed building footprint occupies the northern proportion of the plot and addresses the High Street frontage in a parallel fashion, whereby to the south of the Plot, Block A projects out from the western and southern building line, with a stagger centrally in the southern elevation between Blocks A and D to incorporate a residents access from Claremont Park Road. The flexible retail uses (Class A1 and A3) appropriately address High Street and Claremont Park Road and future Plot 20 aspirations more generally.

The ground floor uses on the remaining two frontages, addressing the proposed tertiary streets either side of the building, are associated with the residential use of the building. These comprise of a range uses incidental to residential building including, lobbies, main reception areas, residential bicycle parking, refuse access, onsite management suites, and on the Claremont Park frontage the provision of four ground floor maisonette homes

In terms of the upper level uses, the building provides a range 1 – 3-bedroom homes across all levels, oriented principally around a central landscaped amenity space for residents as well as a roof top shared amenity space. The residential frontages at upper levels comply with Parameter Plan 005 (Upper Level Land Uses to Frontages).

The homes maximise their orientation through careful design, maximising opportunities for natural light and outlook across Claremont Park and Clitterhouse Playing fields where possible. Further discussion on the quality of accommodation is set out in the relevant sub-sections of this report.

Layout - Scale and Massing

The main parameter controls relating to building height are: Parameter Plan 007 (Maximum building heights) and Parameter Plan 008: (Minimum Frontages Heights). These controls seek to regulate the height and form of buildings to secure a varied, high quality townscape whilst ensuring a good quality of amenity for residents and people moving through the public realm is provided for. The RDAS also recognises the perimeter block approach as an acceptable way for delivering residential led development plots in the BXC, given that it facilitates active frontages to streets and public spaces while situating private amenity spaces within a central open space. The development responds to these principles through the provision of what the Design Statement (dRMM, December 2020).

Pursuant to this, Plot 15 massing comprises a courtyard building made up of four main buildings. The different buildings range in height from between 1-14 storeys (exclusive of plant) and are arranged around a central open courtyard space.

In relation to height, this ranges from (exclusive of roof plant) between 9 and 11 storeys on the south west frontage (Block A), between 1, 6, 8 and 10 storeys on the south east frontage with Claremont Park (Block D), between 8 and 14 storeys on the north east frontage (Block C) and between 1, 6, 7 and 8 storeys on the north west frontage (Block B) facing High Street.

The variation in height and breaks in the massing provides for a development with a

good level of variety of built form between the distinct yet related elements.

In terms of maximum heights and compliance with Parameter Plan 007 (Maximum building heights) the development complies with the maximum frontage and zonal height restrictions, save for the 11 storey element to Block A which has a height from ground level of 33m and the 14 storey element to Block 3 which has a height from ground level of 45m.

Compliance and breaches of Parameter Plan 007:

- Building A exceeds the maximum parameter height with the parapet of this building sitting 4.5m higher than the parameter, with the top of the plant / lift over-runs sitting 6m above the maximum height.
- Building B sits entirely within the maximum height envelope.
- The tallest element of Building C exceeds the maximum parameter height by a minor amount, the parapet is at 45.5m, and the lift over-run would extend to 47m. The maximum permitted height is 45m.
- Building D is 32.5m tall to the parapet, which sits below the maximum height. The lift-over-run extends to 34m which is 1m above the maximum. This element is set-back from the facade significantly and its visibility at street level would be limited.

The applicant states the following regarding the Parameter breaches in sections 6.24 to 6.25 of the submitted Explanatory Report:

Building A and C are designed to create varied frontage heights, as envisaged by the 30% allowance to exceed the maximum frontage height as described in the RDAS. Building A projects in plan towards Claremont Place. For this reason, the width of the tallest element of Building A has a minor deviation from the frontage rule by 5%, at 35% of the plot width along the south-eastern elevation. Building A also utilises the same rule on the south-western elevation but is well within the limit. Building C also exceeds the frontage height, with the tallest element measuring 31% of the plot width.

As demonstrated though the massing development and supporting rationale provided in the Design and Access statement (dRMM, December 2020) the height in these two locations and across the Plot more generally is considered and represents an appropriate response in massing terms to its immediate environs. The parameter plan 007 deviation is therefore considered acceptable in townscape terms.

Importantly, the plot design incorporates breaks in the massing which extend down to the first floor on each of the facades of the plot. These breaks in massing are important to achieve variation and distinction between different buildings on the plot, as well as allowing light into the centre of the plot and views out.

These breaks down to the podium level do however result in breaches in the minimum frontage height. In relation to the south east corner between Blocks A and B, the building drops to 5.5m in height and represents a deviation from Parameter Plan 008 (Minimum Frontages Heights) which provides for a minimum frontage height of 12m in this location.

This break in the frontage massing, as well as those which do not depart from parameters, do not in this instance detract from the defined building frontages but instead provide important relief with associated benefits to the townscape and residential amenity within and outside the plot curtilage. As such this parameter deviation is considered acceptable.

Consideration of the parameter breaches in EIA terms is considered in the Environmental Impact section of this report.

Elevation Design Treatment

The S73 Permission contains various controls in relation to the appearance of the BXC development. Those of relevance to the proposed buildings at Plot 15 are explained and assessed in this section.

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

Further, Section B4 (Component Materials) of the RDG provides guidance relating to different aspects of a façade composition. Sub section B4.2.1 provides examples of buildings where vertical and horizontal articulation, balconies and variety façade materials are incorporated. Sub section B4.2.2 goes on to provide series of elevation typologies with different approaches toward vertical articulation and the arrangement of front doors provided. It is noted that the elevation typologies are intended to provide an illustrative, diagrammatic, summary of how a number of specified component elements could come together to make a building elevation.

The elevation design approach for Plot 15 is set out within Section 4.5 of the Design Statement (dRMM, December 2020). The guiding principle for the development is to develop a suitable character for the residential buildings, which sit comfortably with the context of the emerging commercial centre to the west of the site. In addition, the intention is to create a ‘family’ of building on Plot 15 – which simultaneously have their unique character, but also read cohesively together as a plot.

Section 4.5.2 of the Design Statement (dRMM, December 2020) provides details of the different brick types, including complementary choices of mortar, pre-cast concrete, tile and metal work. This approach is successful in creating a cohesive palette of materials for each block whilst creating a distinction and reinforcing legibility between the different parts of the scheme. This variety is also successful in reducing the overall impression of scale across the development.

Each facade is its own composition with a defined base middle and top. These distinct vertical elements are dealt with in the Design Statement (dRMM, December 2020), and summarised below (Section 4.5.7 to 4.5.10):

Building A:

The frame is expressed indicatively as a profiled and tinted matt finish concrete, creating a bold frame and positively defining the corners of the building. On the southern corners of the building, there are in-set terraces, providing shading to these units and views out over the park. The frames alternate in width, with larger units starting on the corners, and alternating with thinner frames.

The facade areas inside the projected frame, are proposed as a darker glazed tile with a subtle green finish, less saturated than the frame. The intention is to create contrast between the matte finish of the frame and the glazed infill. Aluminium framed windows in anthracite grey, are punched into the tiled areas, defining areas above and below the window which are subtly recessed to create a vertical emphasis. Above the windows, there are integrated louvre panels to provide ventilation to the apartments.

The tiled facade also extends into the inset terraces for the solid wall areas.

The projecting and recessed balconies have a slim edge, coloured to match the window frames. The balustrades are composed of vertical flats, in the same colour. The soffits of the balconies are proposed as metal plank, again to match the railings and window frames.

At ground floor, the wider concrete frames extend down to ground floor, whereas the thinner ones terminate at level 01. The ground floor facade is in-filled with shop front glazing, with green copper coloured metallic louvres and panels where solid areas are required.

Building B:

Building B sits to the northern corner of the site, on High Street South. The building is proposed indicatively as a red brickwork, to form a counterpoint to the green façade of Building A. The facade will be built in running bond brick, with a series of vertical piers which project from the facade. These elements continue around the street facing perimeter of the building, and also form the facade of the galleries. Along the southwestern facade, the galleries are embodied within the overall form of the building, creating a strong vertical brickwork features, and offering activated horizontal walkways behind which contribute to the street scape.

At parapet level, the vertical piers extend slightly to create a subtle castellation around the edge of the building. They also extend over the top of the level eight gallery, connecting back to the inner facade at roof level. This allows maximum daylight to the top-most walkway.

The balconies on Building B are all projecting, with a similar character to Building A, vertical metal flats which match the colour of the window frames - a dark bronze colour. However, the railings on the Building B balconies extend down to cover the face of the balcony structure. The soffits to the projecting balconies are intended as metal planks in the same bronze colour.

Building C:

In order to create an identifiable character next to the red brick of Building B and the brown brick of Building D, we selected a warm grey brick, intentionally a light colour to soften the appearance of the tower.

Delicate stepped detailing around the windows is proposed, typically on both sides of the primary living room glazing and on a single side of the secondary windows and bedrooms. Stronger delineation is given every three or four levels, by use of a projected brickwork band, breaking up the massing into elements which can be read from further afield.

Building D:

Building D has been developed with a strong horizontal and vertical grid, giving definition to the steps in the building, and indicating the internal scale of apartments.

The grid is created with vertical and horizontal projected brickwork elements, the stretcher brickwork coursing is rotated to run along parallel to the projected banding either horizontally or vertically.

This creates a remaining infill, also in brickwork, and with which the windows are aligned top and bottom. To give further definition to the framing, typically the projected elements have a white mortar, whereas the frame has a darker mortar. This gives a strong definition to the building, whilst allowing a single unifying brick specification to be used.

At the base of Building D, there are a series of maisonettes. To allow these units to be read clearly, the allocation of mortar colours is reversed, with dark mortar to the frame and white to the infill. Furthermore, the infill brickwork is articulated with alternating projected courses. This treatment terminates mid-way through the ground floor to ensure it does not create a security risk (re. climbing up the facade).

Section 4.5.11 also includes detailed information on the proposed elevational treatment for the Pavilions and linking structures on Plot 15.

In detailed design terms, the elevations are approached in an uncomplicated manner derived from the uniform arrangement of fenestration incorporating a range of materials. The distribution of balconies is considered and not overly concentrated avoiding visual clutter at these upper levels. The overall impression is of a series of well-ordered facades that also incorporate sufficient variety through fenestration, balconies and massing form.

As such the elevation design treatment for the scheme is considered acceptable. A condition is recommended to secure details of all external materials for approval by the LPA.

Landscaping

Condition 2.1 (g) of the s73 permission requires RMA's to be accompanied by details of the landscape including summary of tree details, specification of temporary and

permanent surface finishes, post-construction landscaping near trees, tree planting (including tree pit details) and details of green and brown roofs. Other landscape related conditions, such as 27.4 and 27.6 and Table 10 of the RDSF, require landscape proposals for RMA applications to be supported with ecological enhancement, maintenance, and programme for commencing and completing planting.

Pursuant to the above the Plot 15 proposals are accompanied by a Landscape Design Statement (Gillespies, December 2020), which provides detail of the guiding principles, subsequent design development and final landscaped proposals for the scheme. These are centred on four areas principally which are listed below and dealt with in turn in this section of the report:

- High Street South
- Plot 15 Western Tertiary Street
- Plot 14 Western Tertiary Street
- Claremont Park Road.

With regards to landscaped areas across the site, including the tertiary street and public realm within the site, the Landscape Statement (Gillespies, December 2020) sets out the rationale in relation to the layout, choice of hard landscaping materials and the choice of plant and tree species proposed. These are well founded and appropriate to the contexts within which they are situated.

The details for the plot as a whole have been reviewed by the Council's Tree Officer and Ecology Officer who have not raised any objections.

This is secured through Condition 27.9 of the S73 Permission which requires a Landscape and Ecology Management Plan (LEMP) to be submitted and approved by the LPA for each phases or sub-phase of the development. In addition, details of planting and tree species, including plot sizing and tree pit details, will be secured through planning condition. As such, based on the details provided and forthcoming additional details secured through planning condition, the landscaping proposals across the plot is considered acceptable.

6.5 Residential Amenity

This section of the report focusses on standards of housing and the residential amenity within the proposed scheme, focussed primarily on the conditions that would be experienced by future residents and also, where appropriate, the impact of the development upon the amenity of the users of surrounding public realm, neighbouring development plots and also existing residential properties in the vicinity of the development.

Communal Space Standards (Internal)

The development provides main entrances to each block on each of the 4 elevations. There is also a combined main reception space for the market sale units in Blocks A, C and D on the southern façade.

The Mayors Housing SPG (March 2016), Standards 12, advises on the benefits of maintaining a reduced number of residential units per core in developments, not exceeding 8. The rationale is that this can help in creating a sense of community and ownership of communal corridor spaces, whilst physically reducing the distances residents will need to travel in corridors which often lack natural light and outlook owing to design constraints.

For Plot 15, it is acknowledged that Blocks A, B, C and D meet the recommended level as set out in the Mayors Housing SPG (2016).

Other provisions include resident's gym on the first floor (for use by Blocks A, C and D). In addition to this, the corridor widths will need to be designed to Building Regulations Part M4 (2) standards, as secured through planning condition attached to the S73 Permission, that requires communal parts of the approach route to dwellings including corridors to have a minimum clear width of 1200mm or 1050mm where there are localised obstructions. Further accessibility details are outlined under the accessibility part of this report.

As such, having regard to the overall amenity provisions within the scheme and the intended use as Affordable and Market Sale residential uses, the shared circulation provisions are considered acceptable.

Housing Space Standards

Condition 36.10 of the S73 Permission requires all housing to meet the space standards set out in Policy 3.5 and Table 3.3 of the London Plan, (and having regard to any successor policy or guidance). The relevant standards are those contained within the DCLG 'Technical housing standards – nationally described standard' and is included below for reference:

Figure 1: DCLG 'Technical housing standards – nationally described standard'

Table 1 - Minimum gross internal floor areas and storage (m²)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

The submitted plans and accommodation schedule demonstrate that all flats proposed meet these minimum standards.

These provide details of the provision of typical items of furnishings as well as storage that is appropriate to the intended occupancy of these units. These details show compliance with the Mayors Housing SPG which states that, in line with the Nationally prescribed space standard highlighted above, schemes should provide dimensions for key parts of the home, notably bedrooms and storage to demonstrate that the homes are capable of providing these basic amenities.

A further assessment of quality of outlook and natural light for the development, including the individual dwellings, is set out below under the 'Daylight and Sunlight' section.

External Amenity

Section A2.6.4 of the RDAS sets out that the strategy for the provision of private amenity space for residential development in the BXC. This is to provide a variety of private amenity space typologies in the form of balconies, terraces, communal courtyards and private gardens. The relevant RDAS standards are set out in the table below for reference:

Table 8: Section A2.6.4 of the RDSF, S73 external amenity space standards

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

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

*30% of units required to have a minimum 3sqm balcony or terrace

In line with the RDAS guidelines, the development provides a mixture of both private and communal amenity space. The communal spaces are principally within the central podium level gardens.

Two wheelchair units provided at this level within Block C also benefit from private gardens around the periphery of the podium space. On upper floors, the private amenity space requirements are provided through projecting balconies for many of the flats. Two communal landscaped roof areas are also provided in Block D at 6th and 8th floor.

In terms of the quantum of external amenity space, Section 5.3 of the Design Statement (dRMM, December 2020) provides a schedule of how this is provided, firstly in terms of the private amenity provisions for an individual unit, and then the residual communal amenity space requirements. This is copied below for information.

Section 4.2.10 of the Design Statement (dRMM, December 2020)

Affordable Housing Units	50 - 41 (of 50) with private amenity space
Market Sale Units	229 - 143 (of 229) with private amenity space
Units without Private Amenity	95
Communal Space Requirement	95 Units x 5m ² = 475m ²
Shared Residents Garden Area	743m ²
Shared Roof Terraces (Accessible to Building A, C and D)	243m ²
Total Communal Area	986m ² (511m ² over-provision)

The above table illustrates that the majority of apartments are provided with a private balcony, and sufficient area is provided in the resident's garden to act as communal outdoor amenity space for those units that do not have a balcony.

All three-bedroom apartments are provided with a balcony, and where possible this is provided at 8m². In some instances, on Building B, in order to ensure the apartments are not unduly affected in terms of daylight, three-bed balconies are sized at 5m².

Section 4.2.10 of the Design statement (dRMM, December 2020) outlines that in order to meet the residual communal amenity space requirements of 475sqm, the scheme provides in excess of this at 511sqm of shared outdoor amenity space. This is provided through the shared residents garden area and shared roof terraces (Blocks A, C and D).

Play Strategy

Section A2.6.3 of the RDAS sets out the broad play space strategy for the BXC. A hierarchal approach is set out. This is comprised of: 'Doorstep Play' to be provided within communal courtyards and the public realm within 125m walking distance of the front door; 'Neighbourhood Play Space' including play equipment, sports facilities and social spaces within 400m walking distance, and 'Community Play Space' characterised as a destination play space for both formal and informal play including equipment and sports facilities.

For plot developments, condition 46.6 is of particular relevance which requires residential development to provide on-site under 5 play space in accordance with the GLA SPG 'Shaping Neighbouring hoods: Play and Informal Recreation' (September 2012). In addition, Section A2.6.3 of the RDAS states that where 'Doorstep Play' is required, it needs to be at least 180sqm. A summary of the estimated child yield for Plot 15 and associated play space requirements for all age groups including under 5 years old using GLA's Play Space Calculator (as updated 23 October 2019) is summarised below.

The under 5 yield for the development proposed on Plot 15 is 87 children. 435m² of play space will be accommodated in the resident's podium garden. The details of this play space will be secured through draft condition 5.

In terms of the wider provision in line with the open space hierarchy, other parks in the regeneration area in close proximity to Plot 15, namely Claremont Park and Clitterhouse Playing Fields, provide Neighbourhood and Community play space to accommodate for the needs of older age groups.

Daylight and Sunlight Assessment

Assessment Criteria

Page 48-49 of the RDSF requires buildings to be designed to meet best practice standards, that is 'Site Layout Planning for Daylight and Sunlight, a guide to good practice' (Second Edition, BRE).

The application is accompanied by a Daylight, Sunlight and Overshadowing Assessment prepared by appointed consultants GIA (December 2020). In undertaking the assessment, the report has made baseline assumptions around the built

environment surrounding Plot 15, namely using the consented built form for Plot 14 RMA, and a 3d model of the updated illustrative masterplan context surrounding the plot, produced by Allies and Morrison, the original masterplan architects for the outline scheme.

With regards to daylight, the BRE outlines principally three methodologies for calculating levels received within residential homes. These are: Average Daylight Factor (ADF), Room Depth Criterion (RDC) and No Sky Line (NSC). These Indicators should be interpreted concurrently, together providing an accurate indication of daylight levels.

The BRE also provides guidance on measuring sunlight using 'Annual Probable Sunlight Hours' (APSH), in relation to individual dwellings and external amenity space. An explanation of these individual forms of measurement is set out below. It should be noted that whilst an assessment of these individual increments of natural light is required, a holistic assessment is also required to reach a view overall as to whether a satisfactory natural lighting environment is being provided.

- Average Daylight Factor (ADF) - Is the amount of daylight received inside a habitable room and is the principle indicator of daylight. The BRE provides minimum ADF values for specific rooms in dwellings which is; 2% for kitchens, 1.5% for living rooms and 1% for bedrooms. In assessing the combined living / kitchen / dining (LKD) spaces within the development, whilst there is an aspiration to achieve 2% (as per kitchen), given these rooms are inherently larger than either a standalone kitchens or living space, 1.5% ADF is considered an appropriate minimum target value for these spaces.
- Room Depth Criterion (RDC) – is a measure of the ratio of room depth to window area. This is particularly of use where access to daylight from windows in one wall only, and therefore the depth of a room can become a factor in determining the quantity of light.
- No Sky Line (NSC) – is the percentage of floorspace within a habitable room where, at a working plane height of 0.85m, there would be no view of the sky. The BRE guide recommends that this area should not exceed 20% of the floor area.
- 'Annual Probable Sunlight Hours (APSH) – is the form of measurement for the calculating amount of sunlight reaching an individual dwelling. It is only applicable to homes that contain windows within 90 degrees of due south as these are likely to receive sunlight. For those dwellings, the BRE advises they will receive reasonable levels if the centre of the main living room can receive at least 25% APSH, including at least 5% APSH in winter months between 21 September and 21 March.
- 'Annual Probable Sunlight Hours (APSH) – is the form of measurement for calculating the amount of sunlight within external amenity areas. The BRE advises in paragraph 3.3.17 that for areas to appear to be adequately sunlit throughout the year, at least half of the area should receive at least two hours of sunlight on 21 March.

Plot 15 Assessment (Daylight/Sunlight/Overshadowing)

Daylight:

The full results of daylight and sunlight modelling are set out within the appendices to the Daylight and Sunlight Report (GIA, December 2020). The conclusions drawn from these models are set out in Section 5 of the GIA report, specifically Chapter 5.1 in relation to daylight/sunlight for individual dwellings in Plot 15, Chapter 5.2 in relation to APSH for external amenity areas, and Chapter 5.3 in relation to impacts upon daylight and sunlight levels to the masterplan. These are addressed in turn.

In relation to daylight for individual dwellings, the main conclusion drawn from the report is that overall, 74% of habitable rooms would meet ADF minimum requirements. Other indices relating to daylight covering NSL and RDC are also set out however ADF is considered to be the most important of these values. The above is considered a good result given the plot's location within a densely built masterplan and the courtyard arrangement prescribed by the masterplan.

Bedrooms:

385 (76%) of the 509 bedrooms receive good levels of daylight, with ADFs in line with recommendation or greater. 44 of the remaining 124 bedrooms fall just marginally short of recommendation, achieving at least 0.8% as opposed to the suggested 1%. The remaining 80 bedrooms falling short of ADF recommendation are generally secondary bedrooms or are located in obstructed areas such as behind Building B gallery access. The design benefit of this gallery access, which includes achieving dual aspect units, is considered to outweigh these shortfalls in this instance.

Living/Kitchen/Dining:

67 (68%) of the 99 combined open plan living/ kitchen/dining rooms (LKDs) receive good levels of daylight, meeting or exceeding the recommended 2% ADF. In addition, 79 (80%) of the 99 LKDs enjoy good sky visibility, meeting or exceeding the NSL recommendation, while 16 of the remaining 20 rooms falling short of NSL recommendation still offer sky visibility from at least half of the room area. Furthermore, 71% of LKDs see good access to sunlight throughout the year and 92% of them meet or exceed the recommended level of winter sunlight, when the sun is lower in the sky and sun rays are not intercepted by the balconies before they reach the fenestration.

It is also worth noting that 14 of the 32 LKDs falling short of ADF recommendation still achieve the 1.5% ADF suggested for living areas and fall just short of the 2% recommended for rooms including a kitchen.

The GIA report states that such results are typical of contemporary living, where open plan layouts are preferred with kitchens located to the rear of the room, where they inevitably receive less natural light. As mentioned above, Officers consider that given the living room nature of these LKD spaces principally, it is reasonable therefore for the minimum ADF requirements relating to living rooms of 1.5% to be applicable, and in doing so would mean that 82% of LKD's perform well in terms of daylight ingress.

Annual Probable Sunlight Hours (APSH):

The information provided outlines that overall, 77% would have compliant APSH levels. For homes where the compliant APSH levels are not achieved, it should be noted that these properties have access to extensive external amenity spaces across the scheme which receive good levels of sunlight. In addition, for those homes falling short of APSH levels with balconies, the GIA report points out that the balconies act as a shading device, intercepting high-angle summer sunlight and letting sunlight penetrate within the rooms in winter, when solar gains are more appreciated. Moreover, in the summer months the intercepted sunlight will be transferred onto the balconies and residents will be able to enjoy direct sunlight on their balconies.

In terms of APSH levels afforded to external amenity spaces, the overshadowing test shows that 88.8 to 95.2% of the roof terrace areas would receive at least two hours of sunlight on 21st March, far exceeding the 50% minimum as recommended by the BRE. For the raised podium courtyard, this level is reduced to 23.4%. As set out in the report, the assessment revealed that approximately 11 days later (1st April) the 50% minimum would be achieved.

In terms of assessing these results together for natural light, focussing primarily on those units with living rooms or L/K/D's with ADF deficiencies, the GIA report sets out that additional compensating factors have been incorporated for these units comprising; maximising window area, placing bedrooms in areas receiving less light, incorporating light veneer to internal floors and optimising the layout to have the living area closer to the window, and dividing the kitchen area from the living room.

It is also acknowledged that in some instances the positioning of balconies has a negative impact on natural light levels, but as discussed above brings other benefits. As such, having regard to all of these characteristics together, it is considered the natural lighting environment for residents is acceptable.

In terms of APSH, the supplementary information provided by GIA (23 March 2020) confirmed that a total of 155 living rooms and LKD's would have an orientation within 90 degrees of due south and therefore have an expectation for some levels of sunlight. This accounts for 56% of the living spaces across the scheme which is reflective of the challenges with regards to APSH associated with perimeter style developments. The supplementary information provided by GIA (17 February 2020) outlines that the 81.7% of the 82 living rooms assessed would have compliant APSH levels whilst 71.2% of the LKD's assessed would have compliant APSH levels. This is increased to 82.1% for LKD's. For homes where the compliant APSH levels are not achieved, it should be noted that these properties have access to extensive external amenity spaces across the scheme which receive good levels of sunlight. In addition, for those homes falling short of APSH levels with balconies, the GIA report points out that the balconies act as a shading device, intercepting high-angle summer sunlight and letting sunlight penetrate within the rooms in winter, when solar gains are more appreciated. Moreover, in the summer months the intercepted sunlight will be transferred onto the balconies and residents will be able to enjoy direct sunlight on their balconies."

Daylight and Sunlight impact on Neighbouring Plots:

Section 5.4 of the GIA report evaluates the Plot 15 proposals in relation to the extant RMA scheme for Plot 14 to the east:

“Plot 14 is located to the east of Plot 15, and as such has the potential to see its southwest façade affected by the massing of Plot 15.

...the analyses have taken into account the evolving design of Plot 15 instead of the illustrative position. This has allowed both design teams to address the mutual implications of both plots, specifically the east facade of Plot 15 and the west of Plot 14 as much as possible.

Fig. 04 (in the GIA report) shows the differences in massing between the version of Plot 15 utilised for Plot 14 planning application and the current Plot 15 application.

The current design is very similar to that considered within Plot 14 planning application, with some additional (red) and removed (green) portions. Owing to the minimal changes to the massing, the results presented within Plot 14 application are still up to date and no further technical analysis is required.”

It is acknowledged by the LPA that during the design process for both Plots 14 and 15 the impact of each of the separate buildings form, massing and size have been taken into account as to not detrimentally impact the living conditions of each other. This has been assessed in detail in the Plot 14 RMA (20/5690/RMA) and the approved Daylight/Sunlight Report which is attached to the permission.

In relation to Plot 20 to the west, this plot is a commercial office building for which the daylight and sunlight standards do not apply. As such no assessment has been undertaken. Furthermore, this building is yet to come forward for reserved matters and therefore any design will need to respond to the context of Plot 15 in due course.

Wind Assessment

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

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

Pursuant to this, the application is accompanied by a Pedestrian Wind Comfort assessment for Plot 15 proposals, dated December 2020 prepared by AKTII. The conclusions of this assessment confirm trends of acceptable pedestrian wind comfort across the external environs of the scheme, including the central podium garden,

communal roof terrace and individual balconies. There are some minor exceptions recorded on the private roof terrace of Block A in winter months and north-eastern side private balconies. In relation to this minor departure, this is experienced at the northern and eastern corners and can be reasonably mitigated through balustrades in these locations for the private balconies and planters incorporated on the private roof terrace.

In Environmental Impact terms, where these minor exceptions are recorded, which would fall under the 'Microclimate' topic of the original ES, based on the findings of the submitted wind comfort analysis these would be unlikely to result in any new or different significant effects related to wind from those reported in the original ES. As such the proposals are acceptable with respect to wind comfort.

Noise Assessment – Plot 15 proposals

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

An Acoustic Design Report ('ADR') pursuant to Condition 29.1 in relation to Plot 15 has been submitted and is undergoing determination (LPA ref: 21/1551/CON). Based on an assessment of the external traffic noise and sound insulation performance of the building façade, the report confirmed the predicted noise levels within the proposed development are acceptable and that good internal noise standards with reference to BS8233 can be achieved for all proposed units through the adoption of acoustically rated glazing and either high performance acoustic passive ventilation or mechanical ventilation. The Council's Environmental Health Officer has reviewed the submitted documentation and raised no objections in relation to above assessment based on traffic borne noise sources.

Concerns have been raised by Environmental Health Officers in relation to the ability of the residential units to be adequately protected against airborne and structure borne noise arising from the licenced premisses (flexible retail units) on the ground floor and the residents gym, and the need for a noise report to be submitted to the LPA following the fit out of the gym, in particular to demonstrate that that noise levels in the nearest noise sensitive premisses would be below WHO community noise BS8233 standards. In response to this concern, it is highlighted that Condition 29.8 of the s73 permission requires a scheme of detailed noise mitigation measures to be submitted to the LPA for approval prior to above ground works commencing, demonstrating compliance with the relevant internal noise standards set out within paragraphs 2.82 – 2.85 of the RDSF and Condition 29.4 which links to the above mentioned noise standard, BS8233:1999.

Pursuant to this, Section 4.3 of the ADR (Cole Jarman, December 2020) provides some consideration of the likely strategies to be adopted to safeguard the amenities of residents from the transmission of airborne and structure borne sound. This includes the installation of sound insulation for non-residential uses that adjoin residential uses

that exceeds the minimum required for compliance with Approved Document E of The Building Regulations (ADE2003).

It is noted that these observations are illustrative at this stage given it is not a requirement of the RMA nor of condition 29.1 to provide such details at this stage.

Notwithstanding this, given the mixed use nature of this plot, early consideration of these matters is welcome in order to ensure that the structural elements of the scheme are sufficient to avoid the adverse transmission of sound, and as clarified on page 9 of the ADR (Cole Jarman, December 2020), specific noise mitigation designs will be developed and details submitted for approval in line with Planning Condition 29.8.

In relation to noise generated from the mechanical plant to meet the demands for comfort cooling and heating and plant extraction for the licenced premises and residents gym, the submitted Retail/amenity Ventilation and Extraction Statement (Loop Engineering, December 2020) provides calculations of the likely demands arising from the mixed uses in the building. Indicative details of the types of rooftop plant and extraction routing through the building to facilitate the M & E equipment are provided. Early consideration of these matters is welcome, and it is noted that Condition 29.5 of the s73 permission sets the maximum noise levels for plant operation.

Air Quality

The outline permission is subject to pre commencement conditions that aim to secure an acceptable air quality environment during the construction phase and for the lifetime of the development. Condition 30.6 requires that no less than 3 months prior to the commencement of construction works south of the A406, details of the type and location of equipment to monitor the levels of nitrogen oxides (NOx) and particulate matter (PM10) need to be agreed with the Councils Scientific Services.

This has taken place and the necessary monitoring stations are in place. Further, Condition 30.1 requires a scheme for pollutant and dust management to be submitted to the LPA prior to the commencement of works within a sub-phase identifying the arrangements for monitoring dust and pollutants over the construction period in relation to the nearest sensitive premises. These obligations are required to be fulfilled for the duration of construction works for the regeneration and so is a long-term objective. In addition, these activities are required to be in accordance with the approved Code of Construction Practice (COCP) (LPA ref:18/2380/CON).

Further to assessing air quality for the Plot 14 proposals specifically, it should be noted that Condition 30.4 of the S73 Permission requires details of all extraction and ventilation equipment to be submitted to and approved in writing by the LPA prior to commencement of any building. This will include details of any flues and odour filtration systems for the A3 units to ensure that odour can be adequately controlled.

6.6 Transport and Highways

This RMA application is supported by a series of interrelated Transport strategies. These are submitted under separate Condition discharges and are required to be submitted to the LPA prior to the registration of the relevant RMA they support. They provide the relevant transport principles and detail which the respective RMA is required to be aligned with. These strategies are as follows:

- Phase 2 (South) (Excluding Thameslink sub-phase) Transport Matrix pursuant to Condition 37.1 (LPA ref: 20/2951/CON – approved 23 October 2020;
- Phase 2 (South) (Excluding Thameslink sub-phase) Phase Transport Report (PTR) pursuant to Condition 37.2 (LPA ref: 20/4811/CON) – approved 11 February 2021;
- Plot 15 Reserved matters Transport report (RMTR) pursuant to condition 37.5 (LPA ref: 21/1551/CON) – pending determination;
- Car Parking Standards and Standards and Strategy (PCPSS) pursuant to condition 1.22 (LPA re: 20/4806/CON) – approved 15 March 2021;
- Servicing and Delivery Strategy (SDS) pursuant to condition 1.22 (LPA ref: 20/4807/CON) – approved 16 November 2020;
- Pedestrian and Cycle Strategy (PCS) pursuant to condition 2.1(a) (LPA ref: 20/4805/CON) – approved 26 February 2021.

Accordingly, the Plot 15 RMA submission has been prepared in line with the conclusions and proposals set out within these strategies, and whilst the RMA secures the relevant physical transport infrastructure such as; the layout and design of streets and public realm; and basement and on street parking bays, the transport operations are required to align principally with the wider strategy documents. This section of the report evaluates the relevant transport elements for the Plot 15 RMA proposals, drawing on the detail contained within the relevant pre-RMA strategies where necessary.

Car and Cycle Parking

Details of the parking proposals for Plot 15 are contained within the Plot 15 RMTR and the PCPSS. The latter provides the overarching strategy for cycle and car parking within the Phase 2 (South) (Plots) sub phase, as well as the sub-phases of Phase 2 (South) (School), Phase 2 (South) (Station Approach). Of relevance to this RMA are the conclusions in relation to Phase 2 (South) (Plots) and Plot 15 in particular.

In total 84 resident car parking spaces are provided for residents with 29 provided at grade within a podium car park and 55 provided within a proposed basement located beneath Plots 12, 13 and 14. The quantum of parking spaces represents a ratio of 0.3 spaces per unit. Vehicular access to the proposed basement (sited beneath Plots 12, 13 and 14) is afforded by the ramped access within the demise of Plot 13, pedestrian access will be afforded via Plot 14 as discussed within the accompanying Design Statement. Over 3% (11 spaces) of the parking will be assigned as disabled from the outset in accordance with the Draft London Plan. All accessible parking is provided at podium level.

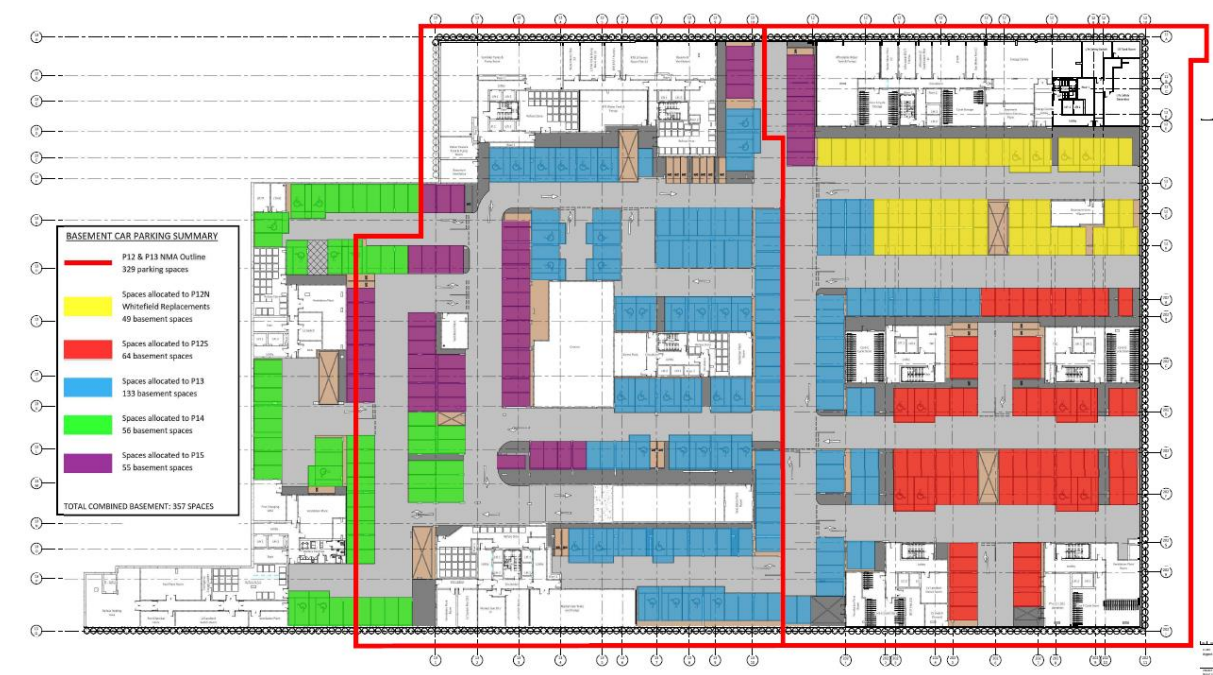
In terms of electric charging facilities, the Plot 15 Explanatory Report sets out that a total of 20% of car parking spaces will be provided with an electric charging facility with the infrastructure included to provide for a further 20% to be connected. These details are subject to details approved under Condition 39.7 of the outline permission, and as such the final provision will be secured through the approval of the condition.

The provision of 55 of the car parking spaces for Plot 15 is enabled through a combined basement strategy linking with Plots 12 and 13, also serving Plot 14. The planning procedure for securing this shared basement is through the current RMA proposals for Plots 14 and Plot 15, and through the currently registered non-material amendment applications to Plot 12 and Plot 13 in order to allow the extension of the consented shared basement beneath Plots 12 and 13.

The plan below forms part of the NMA proposals for Plot 12 and Plot 13 and shows illustratively how the parking spaces within the shared basement are intended to be distributed between the different development Plots.

It should be noted that this plan is shown for information purposes and members are asked to consider the proposals that fall within the Plot 15 application curtilage only, whilst having regard in particular to the additional spaces for Plot 15 provided beneath adjacent Plot 13 facilitated through non material application (LPA ref:20/5693/NMA). Further it should be noted that the operational details of parking are to be secured through the PCPSS for the sub phase and RMTR for Plot 15, as well as the NMA proposals for Plots 12 and 13, rather than through the Plot 15 RMA proposals themselves.

Figure 3 combined basement parking proposals across Plots 12,13,14 and 15, sourced from non-material application to Plot 13 (LPA ref:20/5693/NMA)



In considering the parking ratio of 0.3 for Plot 15, as an overarching principle for the Brent Cross Regeneration, the Section 73 permission proposed that residential car parking provision within the BXC would be staggered, with an assumption of higher maximum ratios of 1:1 provided for the earliest plots, reducing in subsequent phases when the new train station, bus station and improved walking and cycling routes are in place. The approved Transport Matrix for Phase 2 (South) (Excluding Thameslink Station sub-phase) (LPA ref:20/2951/CON) sets out that due to the delivery of Thameslink Station considerably earlier than originally proposed in the Section 73 Permission, revisions to the transport mode splits have been incorporated to reflect a higher proportion of trips using public transport and less car reliability than originally assumed for these early phases.

Further to public transport accessibility, the Plot 15 RMTR outlines the different committed public transport improvements including the Brent Cross Bus Station and earlier delivery of the train station, and the effect this is expected to have upon public transport accessibility level (PTAL) for the Phase 2 (South) area.

The analysis of the WebCat data sourced from TFL provides a comparison of current PTAL levels in relation to forecasted years of 2021 and 2031, showing a 3% increase in bus frequency across all services, plus an additional 16 trains per hour on the Northern Line in the AM peak at Brent Cross LUL Station by 2031. The WebCat PTAL forecasting does not include developer funded schemes such as those related to BXC unless they have already been implemented and as such the Plot 15 RMTR anticipates the Phase 2 (South) site will have an increased future PTAL of between 4/5.

From a policy standpoint, the reduced ratio would align with the most up to date objectives within the Mayors Transport Strategy, the London Plan (Publication London Plan December 2020), and Healthy Streets guidance. In addition it should be noted that the Barnet's draft Regulation 18 Local Plan provides for residential parking ratios of up to 0.5 for PTAL 4 areas and car free to 0.5 for PTAL 5 areas. The upper level PTAL's are anticipated for the regeneration area and therefore the proposals align with Barnet's emerging policy on residential parking.

Further to promoting non-car modes of travel, in terms of cycle parking, the Plot 15 RMTR (Table 4.4) outlines that the scheme will provide both long stay secure parking and short stay visitors parking for the residential and non-residential elements of the scheme in accordance with the London Plan standards (Publication London Plan, December 2020). The location of secure cycle parking for the residential and non-residential uses are shown on drawing titled 'Plot 15 Cycle Parking' provided in Appendix C of the Plot 14 RMTR. Details of secure cycle parking for Plot 15 will be secured through Condition 38.6 of the S73 Permission which states that: *"Prior to the beginning of any Plot Development within any Phase or Sub Phase details of a scheme for the provision of facilities for the secure storage of cycles for that Plot shall be submitted to and approved by the LPA."*

In terms of wider pedestrian and cycle infrastructure, the early phases of the regeneration pay particular attention to facilitating pleasant and convenient journeys both on foot or by bicycle. This is through the delivery of a well-considered and

accessible public realm and extensive bicycle infrastructure by way of segregated and integrated cycle lanes where appropriate, and improvements to facilitate routes outside of the regeneration area as outlined within the Area Wide Walking and Cycling Strategy (AWWCS). Additional crossings across the A41 are also being explored to improve the wider connectivity. The AWWCS improvements are summarised in the below table.

Table 9 – proposed pedestrian and cycle improvements as identified within the Area Wide Walking and Cycling Strategy:

Location	Proposals
Purbeck Drive leading to Clitterhouse Playing Fields	To install pedestrian and cycle directional signage including cycle warning signage
Purbeck Drive between Clitterhouse Playing Fields and Pennine Drive	To install CCTV at the entrance of the playing fields, to install dropped kerbs and tactile paving at the Purbeck Drive and Gotsworld Gardens approaches to the junction and to provide cycle symbol road markings and re-lining
Cheviot Gardens between Pennine Drive and Cheviot Gardens	To install cycle symbol road markings and cycle warning signage
Cheviot Gardens between Purbeck Drive and Mendip Drive	To install cycle directional signage and relining
The Vale	To install cycle directional signage, cycle warning signage, re-aligning and advanced stop lines and feeder lanes on the Vale approaches to junctions

In terms of wider cycle parking provisions, the Plot 15 RMTR refers to the intended provision of cycle hire services. There are no details provided at this stage regarding the specific nature of cycle hire services although it is noted that the establishment of a site wide Cycle Hire Club prior to the occupation of 200 dwellings in the development is a requirement of Condition 39.1 of the s73 permission. The definition of Cycle Hire Club in the s73 permission is:

“Cycle Hire Club” means the organisation to be procured or established by the developer(s) of the Northern Development and / or Southern Development jointly and severally in accordance with Paragraph 15 of Schedule 3 and Condition 39.1 of this Permission and Schedule 3 to the S106 Agreement to provide, operate and manage the hire of cycles across the Development;”

The Section 106 obligations in relation to the Cycle Hire Club under Schedule 3, Section 15 (Green Travel Measures) further sets out that the detailed operational funding mechanisms concerning the Cycle Hire Club, as well as their location and management, shall be consistent with the relevant Phase Transport Reports.

In this instance neither the approved Phase Transport Report for Phase 2 (South) (Excluding Thameslink Station sub-phase) (LPA ref: 20/4811/CON) or the Plot 15 RMTR provide details in relation to the Cycle Hire Club.

The PCCSS in relation to Phase 2 (South) similarly does not provide any specific details other than to say that the provision of cycle hire facilities forms part of the proposed transport improvements for the BXS development. Notwithstanding this, for the avoidance of doubt the Section 106 obligations and Condition 39.1 requirements relating to Cycle Hire Club remain applicable.

In terms of car ownership, as set out with the PCPSS which covers Phase 2 (South) (Plots), the 2011 census for car ownership in Barnet (more specifically the area covered by BXS) demonstrated that for the residential typologies envisaged as part of the regeneration within the BXS area and its environs, namely flats, maisonettes and apartments as defined in the census data (LC4415EW), the expectation was for a ratio of between 0.45 and 0.54 vehicles per household. Whilst this is greater than the average ratio proposed, the PCPSS for Phase 2 (South) goes on to provide a commentary of part of the evidence base supporting the London Plan (Publication Version, December 2020) which outlines the downward trend in car ownership across London, particularly in contexts that are more densely developed and with good PTAL levels such as proposed with the BXC redevelopment.

In terms of mitigating any impact associated with 'overspill' parking, as part of the wider BXC development, and as outlined in the approved site-wide Car Parking Management Strategy (LPA ref: 14/08109/CON), the Council will consider the implementation of Controlled Parking Zones (CPZs) funded in part by BXC in the wider area. Restrictions on existing residents parking will safeguard existing spaces for residents in the area, whilst also discouraging those who do not have access to one of the BXS car parking spaces to own a car.

Lastly, further to discouraging car ownership, as is required through Condition 39.2 of the s73 permission, no more than 200 residential units shall be occupied before a site-wide car club is established and the PCPSS for Phase 2 (South) acknowledges this requirement with future provision planned as the plots come forward. Similarly, to the Cycle Hire Club requirements, Schedule 3, Section 15 (Green Travel Measures) of the Section 106 Agreement outlines requirements in relation to the provision of a site wide car sharing club which shall remain applicable.

Transport Considerations

The RMA proposes a tertiary street to the west of the plot. The detailed designs present a street that is residential in terms of its scale and character, although domestic vehicles are restricted to access only via High street to access basement car parking, . Two-way car movements between High street and Claremont Park Road for waste and servicing vehicles are provided. The RMTR states the following about how the tertiary street is to be restricted in use in section 4.13:

“A one one-way arrangement with restricted access is proposed in order to prevent general traffic from routing through this street, preserving pedestrian priority within the public realm located south of Plot 20. A raised carriageway will be delivered alongside the square and the junction with Claremont Park Road including the proposed zebra crossing enhancing pedestrian permeability toward the park. Residents in vehicles will only access the northern half of the street, and only waste and servicing vehicles will be allowed to continue along the southern section of the street and egress from Claremont Park Road, thus reducing the quantum of vehicular movements within the southern section. The geometry of the street strengthens the character of low traffic access link, encouraging low speeds and allowing cyclists to ride on carriageway in primary position.”

The two-way traffic movements, as set out above, are acceptable from a transport perspective. This should not however prejudice its ability to fulfil the 'Tertiary Pedestrian and Cycle network' designation pursuant to Parameter Plan 003 (Public Realm & Urban Structure). Through route consideration.

Further to cycle movements on this street, the Plot 15 RMTR states that cyclists are expected to use the carriageway, given the low volume of traffic expected to use these streets. In addition, referring to the submitted Pedestrian and cycle Strategy (PCS) for Phase 2 (South) currently registered (LPA ref:20/4805/CON), this route is not intended as a principle north south route for bicycles. Segregated lanes on High Street (South) and a dedicated route on Claremont Avenue to the east fulfil this function. As such, this potential conflict with parameters has been considered through the different submission documents covering Phase 2 (South) and crucially the provision of pedestrian and cycle routes has been accounted for.

Residential Refuse Collections

In relation to residential refuse collections, drawing titled 'Plot 15 Waste Operations' included in Appendix C of the Plot 15 RMTR shows the location of the residential refuse store at the south west corner of plot facing onto the western tertiary street, with a dedicated servicing bay.

The size of the store and approximate number of bins has been prepared in accordance with the London Borough of Barnet guidance, 'Information for developers and architects – Provision of Household Recycling and Waste Service'. The Plot 15 RMTR, Appendix B (Highways Plans & Swept Path Analysis) provides details of the expected servicing vehicle movements based on a London Borough of Barnet Waste Vehicle with an overall length of 9.190m, showing an ability for these vehicles to access and undertake the proposed collections at the designated locations. The details have been reviewed by the Councils Highways and Transport consultee and no issues were raised with the operations. It is noted that final details relating to the refuse store provisions are required to be submitted to the LPA for approval prior to the commencement of the development pursuant to Condition 40.1 of the s73 permission.

Servicing and Delivery Management Strategy

The servicing and delivery requirements for the S73 Permission, covering all servicing matters save for residential refuse collections, are outlined at a site wide level under the Framework Servicing Delivery Strategy (FSDS), approved under condition 1.21. Beneath this, it is a pre-RMA requirement pursuant to condition 1.22 for a Servicing and Delivery Strategy (SDS) to be submitted prior to the submission of any RMA under a particular phase. This has been provided as referenced at the beginning of this section of the report (Transport and Highways).

The SDS provides details of the estimated demand for all types of servicing that would be typically associated with a mixed development of this nature. The nature of delivery and servicing demand for both the residential and flexible retail uses is outlined in paragraph 4.14 of the SDS, falling into the following broad categories:

- *“Post and parcel deliveries;*

- *Food delivery (Deliveroo, etc.);*
- *Equipment and furniture deliveries (including home removals);*
- *Residential grocery deliveries;*
- *Service/maintenance engineer visits;*
- *Food and beverage supplies for commercial units (e.g. beverages, ambient, chilled and frozen food products, general goods); and*
- *Building services.”*

As set out within paragraph 4.4 of the SDS, Servicing and delivery trip rates have been determined using the TRICS database for both uses. Based on this methodology, the servicing and delivery trip generation for Plot 15 is set out in table 4.3 ‘Estimated Daily Servicing and Delivery Trips’, amounting to 17 trips associated with the residential use and 26 associated with the retail uses. The servicing strategy for the Plot and wider Phase 2 (South) sub-phase has been prepared based on these assumptions, whilst also accounting for additional trips above these expected levels as clarified in paragraph 4.8 of the SDS.

The SDS provides an overview of the location of vehicular routing and dedicated bays within the proposed local highway network to accommodate these activities. Detailed drawings of the servicing bays are provided within Appendix C (Plot 15 Plans) of the RMTR, showing both retail and residential oriented servicing bays on the proposed western tertiary street. The Plot 15 RMTR, Appendix B (Highways Plans & Swept Path Analysis) provides details of the expected servicing vehicle movements on the proposed western tertiary street, based on the different vehicle types, showing an ability for these vehicles to access and undertake the proposed operations at the designated locations. The details have been reviewed by the Councils Highways and Transport consultee and accordingly the SDS was approved 16 November 2020.

Pedestrian and Cycle Strategy

Pursuant to Condition 2.8(a) a Pedestrian and Cycle Strategy (‘PCS’) has been submitted for Phase 2 (South) which also covers the tertiary route to the west of Plot 15. This outlines the principle pedestrian and cycle requirements for the phase, to connect with site wide and wider reaching cycle networking outlined in the Area Wide Access and Cycle Strategy (AWACS). Pursuant to this, the proposed tertiary street provides pedestrian and cycle circulation on this side of the site, which is set out above under ‘Transport Considerations’ section of this report, is considered to be acceptable. The wider road and cycle lane infrastructure for Phase 2 (South) is outlined within the Highways and Public Realm application subject to a separate current application (LPA ref: 20/5534/RMA). The details in relation to Plot 15 are therefore deemed acceptable.

Individual Travel Plan

The Individual Travel plan (‘ITP’) (Steer, December 2020) is a framework document for Plot 15 and will be populated with survey information once the site is occupied. The aim of the ITP is to minimise car use particularly for journeys that can reasonably be undertaken by sustainable methods of transport, and promote walking, cycling and public transport use.

The ITP will have objectives and targets which will need to be met. The first targets for

the site will be set using the S73 permission modal splits for the different uses on site. Given the infrastructure improvements within BXC that will support walking, cycling and public transport use, it is expected that the Plot 15 targets will be exceeded, with lower car-based trips and higher sustainable mode trips.

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

Construction Management

In terms of construction management, the COCP stipulates requirements for further strategies to safeguard the amenity of the local environment and of nearby residents during the construction period. These are principally: the Construction Environmental Management Plan (CEMP) requirements under condition 8.3 and 28.1, detailed construction traffic management (DCTMP) requirements under Condition 12.1b and noise and vibration monitoring requirements under Condition 29.2.

It should be noted that the DCTMP requirements relate primarily to ensuring construction activities do not negatively affect the continued flow of vehicles on the local and strategic highway network. Details of these strategies will be submitted in due course and will be required to be discharged prior to the commencement of works.

6.7 Other Material Considerations

Estate Management

The Section 73 scheme is subject to an estate management framework condition (7.1) that will be required to be approved by the LPA well in advance of the streets and areas of public realm to be managed by the Developers Estate Management Company (BXS LP) coming into use. The condition sets out that the estate management details:

“...may include the establishment of an Estate Management Body for adopting managing cleansing maintaining repairing and/or renewing such areas of Public Realm and other parts of the Critical Infrastructure within the Development (as may be appropriate in respect of the relevant Phase or Sub-Phase)...”

Safety and Security

In response to the schemes attainment of Secure by Design accreditation as recommended by the DOCO, a condition is recommended to be included to secure this.

In terms of fire safety, Policy D12 of the London Plan (March 2021) requires major development to be accompanied by Fire Statement providing details of, inter alia; building construction methods, means of escape and access to fire services personnel. The application is accompanied by a Fire Strategy (BB7, December 2020).

The scope of the Fire Strategy is set out in the Introduction on page 4:

The paragraphs and drawing comments below outline the major fire engineering considerations within the design as a basis to support the design team for the proposed site to satisfy the functional requirements of Part B to the Building Regulations.

This outline strategy is not intended as a full detailed fire strategy for the development. Further detail will be provided within the detailed fire strategy, which will be prepared in due course to fully resolve and justify all aspects of the fire strategy design and will be subject to agreement with the Approving Authority and Fire Service.

The LPA consulted the London Fire Brigade who provided comments on 15th March 2021 raising no objection to the submitted Fire Strategy. It should be noted that the matters covered in the BB7 report, as clarified in the Introduction of the report on page 4, are Building Regulation matters and not therefore planning considerations. As such, whilst it is acknowledged that early consideration of the fire strategy is sensible, the matters will need to be addressed within any forthcoming Building Regulations Assessment.

Access and Inclusivity

The S73 Permission sets out strategies relating to access and inclusivity and requires the involvement of an access consultant to ensure that detailed design meets the required design standards, good practice guidance and Building Regulations access requirements. The application is accompanied by an Access and Inclusivity Statement: Plot 15 (All Clear Design, November 2020).

The statement confirms that the access consultant has been actively involved in the preparation of the submitted proposals to ensure the integration of accessibility measures. The statement details accessibility measures in relation to parking, entrances and exits, vertical circulation (lifts and stairs), doors, floor finishes, and Wheelchair Accessible Homes. In relation to the design of homes, the statement outlines compliance with Conditions 36.5 and 36.6, which requires all housing to comply with the Part M4(2) of the Building Regulations with regards to adaptable housing, save for 10% of housing that is required to comply with Part M4(3) with regards to wheelchair adaptable housing.

In addition to the details outlined within the Access and Inclusivity Statement, the Southern Developer has engaged in pre-application discussions with the Consultative Access Forum (CAF) in the runup to the submission of applications for Phase 2 (South) comprising the plot proposals for 14 and 15 and the Highways and Public Realm application. The CAF has been set up at the outset of the BXC regeneration and is a group consisting of people with expertise in inclusive access and personal experience of disability issues drawn from the local and regional community including existing users of the local area and other facilities. Its formation is a planning obligation under Schedule 13 of the s73 Section 106 Agreement, with the subsequent terms of reference, insofar as regularity of engagement with the CAF and provisions for providing advice on development proposals, set out within Schedule 13 and also the CAF terms of reference document approved under ref:14/07957/CON.

A single meeting was held 5th August 2020 and covered the following topics:

- Plot 15; and
- Interim Transport Interchange.

Taking on board the advice provided through the CAF meeting, some of the key provisions within the scheme are outlined below:

- Compliance with Building Regulations Part M4(2) (Accessible and Adaptable Dwellings) which incorporates step free access throughout the development, including a lift access to the central courtyard;
- Maximum of 11 wheelchair accessible parking spaces can be provided at ground floor level;
- Cycle parking exceeds minimum standards providing space for further review of cycle parking layouts at detailed design stage to increase provision for larger and non-standard cycles while still providing cycle parking numbers at least consistent with current London Plan standards.

As such, the provision is considered to comply with the relevant policies and standards for provision of an inclusive and accessible scheme.

Sustainability

The S73 Permission contains various controls within the control documents and conditions in relation to energy and sustainability for the BXC development. Those of relevance to this RMA application for Plot 15 are explained and assessed in this section.

Carbon Emissions

In line with the Revised Energy Strategy for Brent Cross approved (LPA ref: 14/08106/CON), Conditions 35.6 and 35.7 require a minimum reduction in terms of kg of CO₂ emitted of 40% for residential properties and 25% for non-residential uses, relative to Part L of the Building Regulations (2010).

As agreed through a convening of the Brent Cross Energy Panel 20th October 2020, attended by representatives of the Developer, the GLA and the Local Authority, the presentation of this information is based on the most up to date Building Regulations, Part L (2013) as opposed to the 2010 standards referenced in the outline permission. Further, it was agreed that the incorporation of SAP10 Carbon Factors in conjunction with the Part L (2013) was appropriate given the update in the carbon factors and improvement in the energy centre mix with air source heat pumps (ASHP) becoming the primary source of heat in line with GLA recommendations to maximise the usage of renewable and green energy.

The results are summarised as follows;

- Regulated carbon dioxide savings of **39.5%** relative to a New-Build Part L1A 2013 compliant development for the residential areas, with SAP10 carbon factors;
- Regulated carbon dioxide savings of **45.8%** relative to a New-Build Part L2A 2013 compliant development for the non-residential areas, with SAP10 carbon factors;

- BREEAM New Construction 2018 targeting "**Very Good**" rating for the Retail areas "Shell only".

With regards to the carbon savings expressed as percentages, Officers are satisfied that these savings when translated to equivalent savings against Part L 2010 levels as per the outline permission requirements, would be greater than the 40% for residential and 25% for non-residential required. This is based on the GLA guidance on preparing energy assessments (2015) advice that, a 35% improvement on New-Build Part L1A 2013 compliant development for the residential areas is equivalent to 40% improvement against Part L 2010. Further, in relation to non-residential, the Developers consultants Buro Happold have provided details to confirm that a 17.6% improvement on New-Build Part L2A 2013 compliant development for the non-residential areas is equivalent to 25% improvement on 2010 standards. The details are therefore considered acceptable.

District Heat Network

Conditions 35.3, 35.6 and 35.7 require all principal residential buildings pursuant to RMA applications to connect to the district heat network, where feasible to do so. The Revised Energy Strategy approved under the S73 Permission provided for a main energy centre located in Plot 59 which is anticipated to be operational from 2025 onwards. Before that time, the district heating network will be served from the Heat Plant Room of Plot 12, and then additional heat may also be provided from a Heat Plant Room located in Plot 19. Once the Main Energy Centre at Plot 59 is operational these Heat Plant Rooms will be kept as back-up plant and to meet peak demand on site.

Water Efficiency

Paragraph 2.63 of the RDSF requires commitment to reduce water use in residential development to 105 litres/person/day. The Energy and Sustainability Statement submitted also incorporates water use assessment confirming the residential dwellings have been designed achieve a water usage of 105 litres per person per day.

In terms of rainwater harvesting, Paragraph 2.71 of the RDSF sets a site wide target for 10% rainwater falling on the site to be harvested for irrigation and cleansing use. The Energy and Sustainability Statement also confirms that rainwater harvesting has been designed to capture 10% of rain falling on the site for irrigation and cleansing use, and 'grey' water will be recycled from commercial buildings, if that proves necessary to meet demand. These provisions satisfy the RDSF requirements.

The Conclusion of the Energy and Sustainability Statement submitted confirm compliance with all energy and sustainability requirements stated above. Therefore, in respect of all energy and sustainability requirements the proposed development is in accordance with the parameters and principles of S73 Permission.

Flood Risk and Drainage

The submission includes a Drainage Statement in relation Phase 2 (South), Plot 15 and Public Realm (Arup, December 2020). The statement outlines that the outline permission included a Flood Risk Assessment (Volume BXC16) and therefore further flood risk assessments have not been sought to accompany individual RMAs.

The drainage statement addresses the requirements for the plot and its environs responding to the s73 planning conditions 44.5, 44.9, 45.2 and paragraph 2.75 of the RDSF.

The parameters relating to surface water runoff and discharge rates into statutory water infrastructure is enforced through compliance with the said conditions and these requirements reflect the conclusions of the original FRA for the Brent Cross Cricklewood Regeneration. Officers therefore agree that the submission of a drainage statement and an accompanying Stage 2 drainage report (Appendix D of Drainage Statement) addressing these matters is the correct approach for dealing with flood risk and drainage issues.

The proposed drainage strategy outlines that, through a variety of water attenuation methods, including SUDS features, the environment will comply with the s73 compliance conditions that relate to sustainable urban drainage, principally conditions 44.5, 44.9 and 45.2.

In terms of ground levels, Condition 45.2 requires that all finished floor levels (excluding car parks, service yards, customer collection areas, goods handling and ancillary basement activities) shall be set no lower than 300mm above the 1 in 100 year (+climate change) flood level. Page 8 of the Drainage Statement confirms that *“All FFLs are above this level (by minimum 300 mm) which therefore ensures compliance with S73 Permission Condition 45.2.”* Therefore, in respect of flood risk, the proposed development is in accordance with the parameters and principles of the S73 Permission.

Condition 44.5 requires SUDS to be maximised across the site and integral to the proposal. Paragraph 2.75 of the RDSF requires proposals to include a careful selection of SUDS features. Section 7.3.3 of the Drainage Statement (Arup, December 2020) states that:

Sustainable Urban Drainage Solutions (SuDS) are not proposed within the tertiary street. SuDS have been proposed throughout the wider development, within tertiary streets and larger soft landscaping areas. The surface water drainage design for the wider BXTown site also includes significant buried attenuation tanks within the proposed Market Square and Plot 27 Public Realm areas. These tanks will be used as online storage in order to restrict the flow rate to the Thames Water network.

In relation to the plot itself, the Stage 2 Drainage Statement confirms the most feasible disposal of surface water option for the site is to connect to the proposed sewers and to provide attenuation features in order to achieve the required discharge rate of 28 litres/sec. For the 1-in-100-year (plus 30% climate change) storm event required storage volume will be 206 m³.

The Lead Local Flood Authority were consulted on the application and raised no objection to the submission.

Based on the details provided, the drainage strategy is considered to be acceptable. It should be noted that final details of drainage infrastructure are required to be submitted under Condition 1.27 of the outline permission.

7. ENVIRONMENTAL IMPACT ASSESSMENT

The EIA procedure in the UK is directed by the Town & Country Planning (Environmental Impact Assessment) Regulations 2017 (the 'Regulations'), EU Directive 85/337/EEC (as amended), as well as the National Planning Practice Guidance (2014).

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

Regulation 9 of the Regulations requires local planning authorities to consider whether or not the environmental information already before them (i.e. the ES submitted with the 2013 application F/04687/13 and any additional environmental information) is adequate to assess the environmental effects of the development.

Accordingly, Table 10 (Content of the Explanatory Report within Section 6 the RDSF states that the explanatory report shall "*confirm that a Screening Opinion (where appropriate) has been issued (and that a further ES is not required) and to set out the scope of environmental information, if any, to be submitted.*"

The Plot 15 RMA proposals are accompanied by an Environmental Screening and Statement of Compliance (Arup, January 2021) herein referred to as EIA screening (Arup, January 2021). In terms of Parameter Plan compliance, the EIA screening (Arup, January 2021) sets out that consideration has been given to whether the proposed development would give rise to new or different significant environmental effects that were not previously assessed at the outline stage. This is based upon compliance with parameter plans and the development specification and an examination of additional or revised aspects of the development that could give rise to new or different environmental effects.

In terms of parameter plan compliance, Table 3 of the EIA Screening (Arup, January 2021) provides a summary of each parameter plan and where deviations are observed, the reasoning why these would not result in additional significant environmental effects. These deviations are described within Table 3 of this report and

cover the following parameters.

- Parameter Plan 002 Transport Infrastructure (Rev 19)
- Parameter Plan 003: Public Realm and Urban Structure (Rev 19)
- Parameter Plan 004: Ground Level Land Uses to Frontages (Rev 16)
- Parameter Plan 007: Maximum Building and Frontage Heights (Rev 15):
- Parameter Plan 008: Minimum Frontages Heights (Rev 12):

The deviations are addressed within the relevant sections of this report and found to be acceptable in planning terms. The EIA Screening (Arup, January 2021) provides a reasoning within Table 3 of the EIA Screening (Arup, January 2021) as to why these deviations would be unlikely to result in any additional significant environmental effects.

This is supported by further review of the relevant environmental topics contained within the Section 73 ES that, due to these specific deviations, require further assessment to fully determine the environmental impacts. Consideration has been given therefore to the following environmental disciplines; 'Townscape and Visual', 'Microclimate' and 'Air quality'. The LPA agree with this selection criteria in order to determine the environmental effects, pursuant to The Town and Country Planning Environmental Impact Regulations (2017), Schedule 3 'Selection Criteria for Screening Schedule 2 Development.' These are addressed in turn.

In terms of 'Townscape and Visual' the EIA Screening (Arup, January 2021) states that the townscape and visual impact assessment (TVIA) prepared as part of the BXC ES assessed the impact of BXC on the visual amenity of receptors (including residents introduced by BXC during early phases of development) from a series of viewpoints.

A snapshot of the S73 ES viewpoint plan showing the views relevant to the proposed development is shown in Figure 6 of the EIA Screening (Arup, January 2021). Given the proposed development does not exceed any of the overall maximum height parameters, the proposed deviations are not likely to be visible from additional sensitive receptors beyond those already identified and assessed within the BXC ES.

In addition, given the location of the proposed deviations, these are unlikely to be visible from any additional locations outside the BXC site.

In terms of Microclimate (wind), the EIA Screening (Arup, January 2021) states that the results of the wind assessment undertaken by AKT II demonstrate all assessed areas fell within the necessary Lawson Comfort Criteria (pedestrian sitting, walking and / or standing) for their relevant use, with the exception of a single balcony on Building C in the summer months and a few balconies on Building C and a private roof terrace on Building A in the winter (windiest) months. The inclusion of railings around the balconies ensure they will be suitable for their year-round intended use. Areas of distress have been identified within a small section of the private roof terrace on Building A which will be cordoned off to ensure that wind conditions are safe and comfortable through the year. In terms of microclimate (daylight and sunlight) the EIA Screening (Arup, January 2021) sets out that overall, the proposed development is compliant with BRE guidance and no new or different significant adverse microclimate effects are anticipated.

In terms of air quality, the EIA Screening (Arup, January 2021) states that an Air Quality Neutral assessment has been undertaken in line with adopted London Plan 2016 Policy 7.14 (Improving Air Quality). The full assessment prepared by Arup is enclosed within Appendix D of the EIA Screening (Arup, January 2021). The Air Quality Neutral benchmarks for Plot 15 have been calculated and compared with the planned emissions and trip rates. The total emissions for Plot 15, for nitrogen oxides (NOx) and particulate matter (PM10), are below the benchmarks (there will be no PM10 emissions from the gas-fired plant). The total emissions for transport are above the benchmarks. However, the overall difference of total emissions from buildings and transport are below the total emissions benchmarks. Therefore, the site is considered to be air quality neutral and to comply with the air quality neutral policy. No further mitigation is required.

Additional topics that did not form part of the s73 ES but are now defined topics of the Environmental Impact Regulations (2017) are considered. These are 'Climate change', 'Human health' and 'Major accidents and disasters'. In all three disciplines the RMA proposals, and deviations from parameters in particular, were not considered result in significant additional environmental effects. Further, cumulative environmental effects have been considered with regard to additional developments within proximity to BXC and applications submitted pursuant to the BXC outline permission and overall no new or different cumulative or in-combination significant environmental effects are anticipated as a result of the proposed development.

As such, taking account of the criteria set out in Regulations 6 (3) of the EIA Regulations and all other relevant factors, including schedule 3 criteria insofar as they are relevant to the proposed development, it is considered that the development described in the information accompanying the EIA Screening (Arup, January 2021) would **NOT** be likely to have significant effects on the environment, in the sense intended by the Regulations. Therefore, further environmental impact assessment (EIA) to accompany the reserved matters application (21/0070/RMA) is **NOT** necessary and an Environmental Statement, in line with the Regulations, is **NOT** required to be submitted in connection with the application.

8. EQUALITY AND DIVERSITY ISSUES

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

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

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

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

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

The site is accessible by various modes of transport, including by foot, bicycle, public transport and private car, thus providing a range of transport choices for all users of the site. 10% of the homes will be wheelchair accessible and/or able to be modified to accommodate a wheelchair occupier. The development includes level, step-free pedestrian approaches to the main entrances to the building to ensure that all occupiers and visitors of the development can move freely in and around the public and private communal spaces. Within the Plot 15 curtilage two blue badge parking bays are provided, located on the tertiary street to the west of the Plot. The Southern Developer has also engaged in pre-application discussions with the BXC Consultative Access Forum (CAF) in the lead up to the submission of applications for Phase 2 (South).

The proposals are considered therefore to be in accordance with national, regional and local policy by establishing an inclusive design, providing an environment which is accessible to all.

9. CONCLUSION

The proposal seeks approval for this second development plot within Phase 2 (South) (Plots) of the Brent Cross Cricklewood development. The reserved matters have been considered against the parameters and controls captured within the S73 Permission. Principle reserved matters issues relating to Landscape, Access, Appearance, Layout, Scale, and Land use have been demonstrated to comply with the S73 Permission, with the exception of minor deviations to parameters as set out within this report which have been assessed in planning terms and also in terms of the Environmental Impact Assessment Regulations (2017) and found to be acceptable on both counts.

The supporting technical details accompanying this application demonstrate satisfactory compliance with the relevant standards and policy including daylight and sunlight, drainage, residential space standards and amenity, accessibility and sustainability. Where minor departures have been identified these have been demonstrated to be acceptable.

The plot will provide a car parking ratio of 0.3 spaces. The level of car parking accords with parking standards established by the S73 Permission and wider policy requirements for a site of PTAL 4-5 at the time of occupation.

The design of the buildings and environment proposed would provide a high-quality residential environment and new urban realm.

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

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APPENDIX 1

DRAFT LIST OF PLANNING CONDITIONS

Reserved Matters Application in respect of Plot 15 and 16 within Phase 2 (South) (Plots), pursuant to Condition 1.3(ii) and Condition 2.1 attached to planning permission F/04687/13 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Area. The application seeks approval of details relating to layout, scale, appearance, access and landscaping for the residential led mixed use development of Plots 15 and 16, comprising residential units, retail (Use Class A1), flexible retail (Use Classes A1/A3), car parking and plant to be provided within a courtyard building with heights ranging from 1 to 14 storeys arranged around a private courtyard, and including the tertiary street to the west.

CONDITIONS

1. The development hereby permitted shall be carried out in accordance with the following approved plans unless minor variations are agreed in writing after the date of this reserved matters consent with the Local Planning Authority

BXS-M3015-PRJ001-A-DRM-DR-01-P000
BXS-M3015-PRJ001-A-DRM-DR-07-P100
BXS-M3015-PRJ001-A-DRM-DR-07-P101
BXS-M3015-PRJ001-A-DRM-DR-07-P102
BXS-M3015-PRJ001-A-DRM-DR-07-P103
BXS-M3015-PRJ001-A-DRM-DR-07-P104
BXS-M3015-PRJ001-A-DRM-DR-07-P105
BXS-M3015-PRJ001-A-DRM-DR-07-P106
BXS-M3015-PRJ001-A-DRM-DR-07-P107
BXS-M3015-PRJ001-A-DRM-DR-07-P108
BXS-M3015-PRJ001-A-DRM-DR-07-P109
BXS-M3015-PRJ001-A-DRM-DR-07-P110
BXS-M3015-PRJ001-A-DRM-DR-07-P111
BXS-M3015-PRJ001-A-DRM-DR-07-P112
BXS-M3015-PRJ001-A-DRM-DR-07-P113
BXS-M3015-PRJ001-A-DRM-DR-07-P114
BXS-M3015-PRJ001-A-DRM-DR-07-E100
BXS-M3015-PRJ001-A-DRM-DR-07-E101
BXS-M3015-PRJ001-A-DRM-DR-07-E102
BXS-M3015-PRJ001-A-DRM-DR-07-E103
BXS-M3015-PRJ001-A-DRM-DR-07-E104
BXS-M3015-PRJ001-A-DRM-DR-07-E105
BXS-M3015-PRJ001-A-DRM-DR-07-E106
BXS-M3015-PRJ001-A-DRM-DR-07-E107
BXS-M3015-PRJ001-A-DRM-DR-07-E110
BXS-M3015-PRJ001-A-DRM-DR-07-E111

BXS-M3015-PRJ001-A-DRM-DR-07-E112
BXS-M3015-PRJ001-A-DRM-DR-07-E113
BXS-M3015-PRJ001-A-DRM-DR-07-E114
BXS-M3015-PRJ001-A-DRM-DR-07-E115
BXS-M3015-PRJ001-A-DRM-DR-07-S100
BXS-M3015-PRJ001-A-DRM-DR-07-S101

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.

2. The ground floor commercial units if used for Class A3 purposes, as defined by the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, shall not be open for use by visiting members of the public outside the hours of 07:00 – 24:00.

Reason: To safeguard the amenity of adjoining residential occupiers.

3. Notwithstanding the submitted plans, construction of the relevant part of the development hereby permitted shall not proceed unless and until details of materials (including samples) to be used for the external surfaces of the building and hard surfaced areas within the plot and public realm areas have been submitted to and approved in writing by the Local Planning Authority including, though not limited to:

- Sample glazing with window/door frame(s);
- Balustrade and edge detail;
- Roofing materials, including roof parapets and overhangs to flats;
- Typical rainwater goods (section of gutter, downpipe etc);
- Sample areas of brickwork and mortar;
- Areas of parking and paving; and
- Hard Landscaping areas.

The development shall thereafter be implemented in accordance with the approved details.

Reason: To safeguard the visual amenities of the building and surrounding area

4. Notwithstanding the submitted plans, construction of the relevant part of the development hereby permitted shall not proceed unless and until the following construction details at 1:20 scale (except where otherwise indicated) have been submitted to and approved in writing by the Local Planning Authority:

- Balcony doors to flats;
- Balcony balustrades;
- Main entranceways to flat cores and maisonettes;
- Roof parapets and soffits to overhangs and recessed areas;
- Rainwater goods (gutters, down pipes etc) (1:100);
- All plant enclosures at roof level;
- Window setbacks and reveals;
- Sub-station and Car Park Ventilation;
- Locations of all service intakes and meters.

The development shall thereafter be implemented in accordance with the approved details.

Reason: To ensure quality of design and to safeguard the visual amenities of the building and surrounding area.

5. Notwithstanding the submitted plans, a detailed landscaping scheme for the courtyard area and podium garden within the plot shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of landscaping works within each area of landscaping. The landscaping scheme shall include details of the hard landscape design, soft landscape areas, children's play space facilities for under 5's, the species and size of all plants, trees (including tree pit details) and shrubs.

Reason: To ensure a satisfactory appearance of the development and to avoid unnecessary management issues from arising.

6. Notwithstanding the submitted plans, details of the species and size of all plants, trees (including tree pit details) and shrubs in respect of the public realm areas outside the curtilage of the buildings shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of landscaping works within each area of public realm.

Reason: To ensure a satisfactory appearance of the development and to avoid unnecessary management issues from arising.

7. Prior to the installation of external lighting in respect of:
 - (a) the building hereby permitted; or
 - (b) the public realm hereby permitted,

full details of a Lighting Strategy for the relevant part shall be submitted to and approved in writing by the Local Planning Authority. The Lighting Strategy shall include:

- Locations
- Lux levels
- Operating hours
- Associated lighting posts or other furniture

Thereafter the lighting shall be provided in accordance with the approved details.

Reason: In the interest of security, ecology and residential amenity.

8. With the exception of fire exit doors, all ground floor doors within the development, including refuse access stores and residential entrances, shall not open outwards.

Reason: In the interest of pedestrian and highway safety.

9. 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 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 unless agreed in writing with the Local Planning Authority.

Reason: To ensure quality of design and to safeguard the visual amenities of the building and surrounding area.

10. Prior to the first occupation of each building or part of a building or use, a 'Secured By Design' accreditation shall be obtained for such building or part of such building or use. The development shall thereafter be implemented in accordance with the approved details.

Reason: To ensure the site benefits from appropriate Secured by Design features in the interest of safety and amenity of residential and non-residential occupiers of the site.

INFORMATIVES

1. The term 'development' in the conditions attached to this decision shall be taken to mean the development permitted by this consent.
2. In accordance with Regulations 3 and 9 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, it is considered that this Reserved Matters submission reveals, with regard to the subject matter

of the application, that there are no additional or different likely significant environmental effects than is considered in the environmental information already before the Council including the Environmental Statement (BXC02) submitted with the Section 73 application (F/04687/13) and any further and/or other information previously submitted. The environmental information already before the Council therefore remains adequate to assess the environmental effects of the development and has been taken into consideration in this decision.

3. The London Fire and Emergency Planning Authority (the Authority) strongly recommends that sprinklers are considered for new developments. Sprinkler systems installed in buildings can significantly reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save properties and protect the lives of the occupants. Please note that it is the Authority's policy to regularly advise their elected Members about how many cases there have been where they have recommended sprinklers and what the outcomes of those recommendations were. These Quarterly reports to our Members are public documents which are available on the Authority's Website.
4. In relation to forthcoming Condition discharge pursuant to 1.27 and 44.5 of the outline planning permission (LPA ref: F/04687/13), the following details are required to be submitted:
 - 1) Evidence of how the proposed surface water drainage scheme has been determined following the drainage hierarchy, and how this relates to the site's contribution to the overall development plan.
 - 2) The existing surface water runoff rates from the site including supporting calculations used to determine the rates.
 - 3) Details of the existing and proposed impermeable areas are required (site plans and values).
 - 4) Calculations of the post development discharge rates and an explanation of methodology of the calculation. Proposed discharge rates should be in accordance with Policy S3 of the Non-statutory standards for sustainable drainage systems (2016).
 - 5) Calculations of the pre- and post-development runoff volumes for the 100-year 6-hour rainfall event. Proposed runoff volumes should be in accordance with Policy S5 of the Non-statutory standards for sustainable drainage systems (2016).
 - 6) The effect of how this area contributes to downstream areas and how upstream areas contribute to the drainage within this zone, e.g., the drainage report identifies predicted runoff flows from the carriageway and calculates storage on that figure. Outline drawings indicate there will be drainage from structures built either side of the carriageway which will have an effect on the total flows and the amount of storage required.

- 7) A fully labelled detailed network diagram showing all dimensions (pipe numbers, gradients, sizes, locations, manhole details, levels, inverts etc.) of every element of the proposed drainage system.
- 8) Details of the SuDS construction phasing; and, SuDS adoption details.

These details are requested by the Lead Local Flood Authority 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.

APPENDIX 2

Pre-Reserved Matters Conditions relevant to Plot 15 RMA (21/0070/RMA)

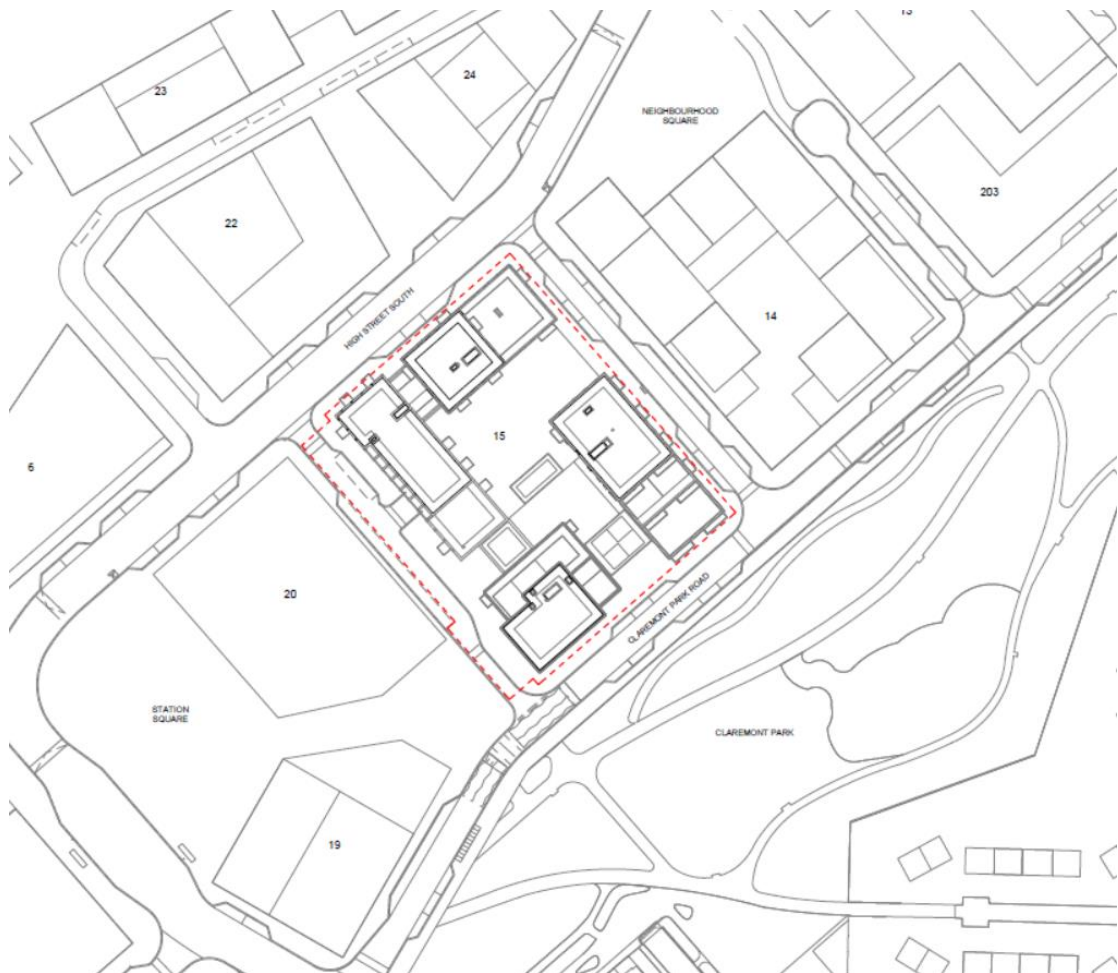
Condition Number	Description	Reference	Status
1.13	Submission of details for Condition 1.13 (Affordable Housing Viability Testing Report) in relation Phase 2 (South) (Plots), Phase 2 (South) (School), Phase 2 (South) (Station Approach) of planning permission F/04687/13 dated 23/07/14	20/4789/CON	APPROVED
1.22	Submission of details for condition 1.22 (Servicing and Delivery Strategy) relating to Phase 2 (South) (Plots), Phase 2 (South) (School), Phase 2 (South) (Station Approach), Phase 2 (South) (Thameslink Station Eastern Entrance) of planning permission F/04687/13 dated 23/07/14	20/4807/CON	APPROVED
2.8(a)	Submission of details pursuant to Condition 2.8(a) (Pedestrian and Cycle Strategy) relating to Phase 2 (South) (Plots), Phase 2 (South) (School), Phase 2 (South) (Station Approach), Phase 2 (South) (Thameslink Station Eastern Entrance) of planning permission F/04687/13 dated 23/07/14	20/4805/CON	APPROVED
11.2	Submission of details for condition 11.2 (Car Parking Standards and Strategy) relating to Phase 2 (South) (Plots), Phase 2 (South) (School), Phase 2 (South) (Station Approach) of planning permission F/04687/13 dated 23/07/14	20/4806/CON	APPROVED
27.1	Submission of details for condition 27.1 (Existing Landscape Mitigation Measures) in relation to Phase 2 (South) (Plots), Phase 2 (South) (Station Approach) and Phase 2 (South) (Thameslink Station Eastern Entrance) of planning permission F/04687/13 dated 23/07/14	20/4483/CON	APPROVED
33.3	Submission of details pursuant to Condition 33.3 (Telecommunications Statement) relating to Phase 2 (South) (Plots), Phase 2 (South) (School), Phase 2 (South) (Station Approach) and Phase 2 (South) (Thameslink Station Eastern Entrance) of planning permission F/04687/13 dated 23/07/14	20/4482/CON	APPROVED

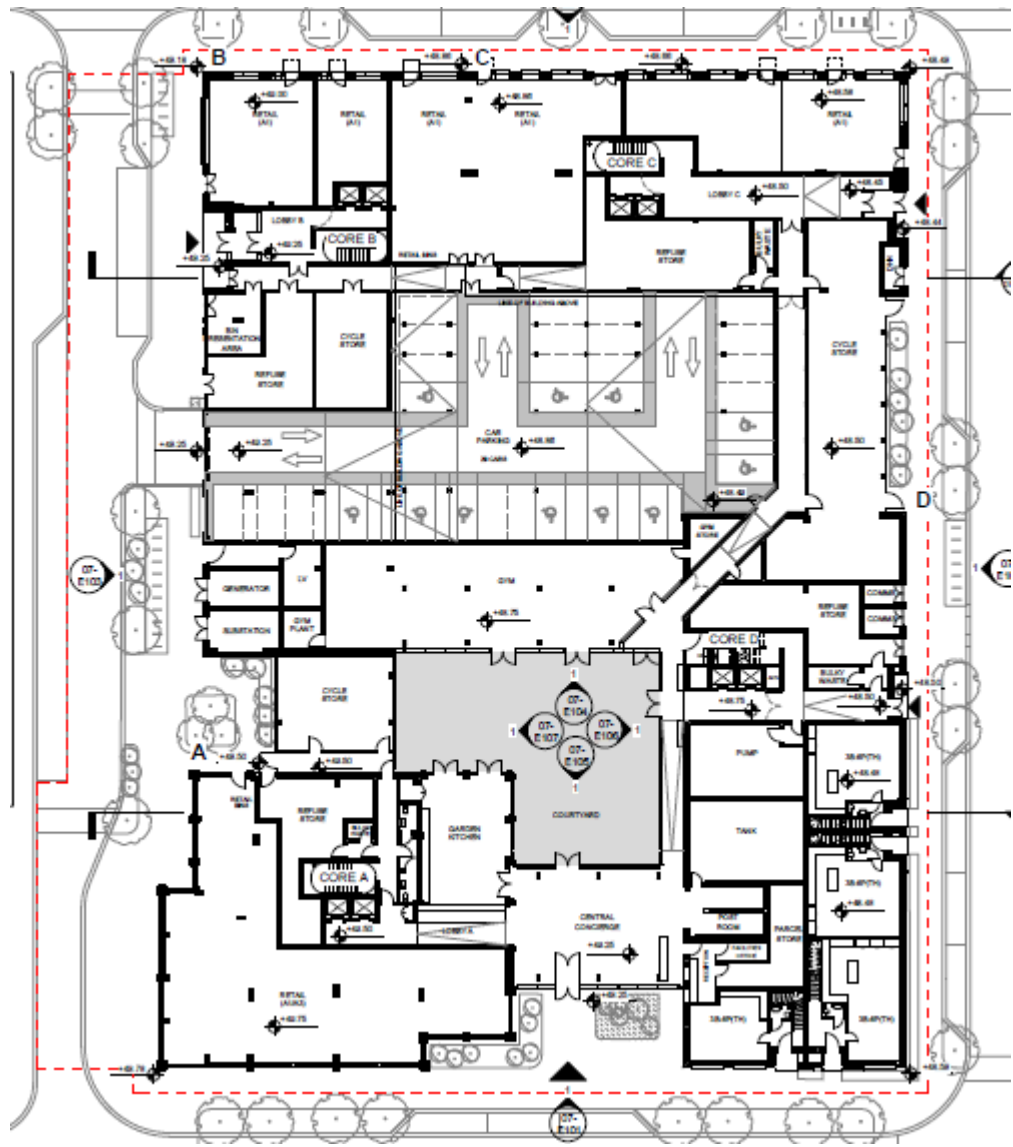
37.5	Submission of details pursuant to Conditions 37.5 (Reserved Matters Transport Report) and 29.1 (Acoustic Design Report) in relation Plot 15 within Phase 2 (South) (Plots) sub-phase of planning permission F/0467/13 dated 23/07/2014 for the comprehensive redevelopment of Brent Cross Cricklewood.	21/1551/CON	Under Consideration
1.17	Submission of details pursuant to Condition 1.17 (Illustrative Reconciliation Plan) relating to Phase 2 (South) (Plots), Phase 2 (South) (School), Phase 2 (South) (Station Approach), Phase 2 (South) (Thameslink Station Eastern Entrance) of planning permission F/04687/13 dated 23/07/14	20/5127/CON	APPROVED
29.1	Submission of details pursuant to Conditions 37.5 (Reserved Matters Transport Report) and 29.1 (Acoustic Design Report) in relation Plot 15 within Phase 2 (South) (Plots) sub-phase of planning permission F/0467/13 dated 23/07/2014 for the comprehensive redevelopment of Brent Cross Cricklewood.	21/1551/CON	Under Consideration
7.1	Submission of details for condition 7.1 (Estate Management Framework) relating to Phase 2 (South) (Plots), Phase 2 (South) (School), Phase 2 (South) (Station Approach) and Phase 2 (South) (Thameslink Station Eastern Entrance) of planning permission F/04687/13 dated 23/07/14	20/4481/CON	Under Consideration

Site Plan

ADDRESS: Plot 15 and 16, Phase 2 (South) (Plots), Brent Cross Cricklewood Regeneration Area

REFERENCE: 21/0070/RMA





LOCATION: Crown Honda
Hyde Estate Road
London
NW9 6JX

AGENDA ITEM 7

REFERENCE: 20/3906/FUL Validated: 02.09.2020

WARD: Colindale Expiry: 02.11.2020

CASE OFFICER: Carl Griffiths

APPLICANT: Parkside Investments Limited

PROPOSAL: Phased redevelopment of site comprising the demolition of all existing buildings and structures and construction of a mixed-use development to comprise a two storey podium level with three buildings above ranging in height from 20 to 24 storeys providing a range of uses including up to 470 residential units (Class C3), office and workspace (Class B1), self-storage (Class B8), flexible community space (Class D1) and a café (Class A3), associated car and cycle parking, public open space, landscaping, vehicular and pedestrian routes, servicing and access arrangements and other associated works. (The application is accompanied by an Environmental Statement)

RECOMMENDATION

Recommendation 1

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

Recommendation 2

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

- Legal Professional Costs Recovery

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

- Enforceability

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

- Indexation

All financial contributions listed to be subject to indexation.

- Residential Travel Plan (RTP)

- Full RTP that is ATTrBuTE and TRICS compliant to be submitted for approval at least 3 months prior to occupation of all 2 phases that meets the TFL TP guidance criteria.
- TRICS compliant monitoring within 4 months of 1st occupation and then in years 1, 3 and 5 and then every other year until 5 years after 1st occupation of the final unit.
- RTP to be updated and resubmitted for approval within 2 months of each period of monitoring
- RTP Champion in place at least 3 months prior to occupation and for the lifespan of the RTP until the RTP Review 5 years after 1st occupation of the final unit approved.
- £300 per unit RTP Incentive Fund for residents to select 2 out of 3 travel incentives – bike voucher, Oyster card, car club membership/use (up to maximum of £141,000
- RTP monitoring fee of £20,000;
- Car club – provision of 5 spaces

- Employment and Enterprise

The applicant would be expected to enter into a Local Employment Agreement with the Council in order to provide an appropriate number of employment outcomes for local residents. The number of outcomes (apprenticeships, work experiences, end use jobs etc) would be associated with the value of the development and would be based upon the formula set out within Appendix B (Calculating Resident Outputs for Development Schemes) of the Barnet Delivering Skills, Employment, Enterprise and

Training SPD. Based, on the scheme value – the following outcomes would be secured:

Non-Financial Obligation	Outputs
Progression into Employment (unemployed under 6 months)	20
Progression into Employment (unemployed over 6 months)	13
Apprenticeships (minimum NVQ Level 2)	34
Work Experience	44
School/College/University Site Visits	400
School/College Workshops	220
Local Labour	20%
Construction Training Initiative	Applicable

Any outcomes not delivered would be subject to a financial contribution of £20,000 per apprenticeship and £5,340 for every other employment outcome.

- Affordable Housing

Affordable housing to be provided in line with the approved affordable housing schedule set out below:

Tenure	No of Homes	% by Hab Rooms	% by Units
Affordable Rent	38	69.8%	77%
Intermediate	128	30.2%	23%
TOTAL AFFORDABLE	166	100%	100%

Early stage review mechanism to be secured to be triggered if scheme not implemented within agreed timescale. The formula for this is set out within the Mayor’s Affordable Housing SPG.

Nomination rights to be granted to LBB for all affordable rented accommodation.

- Carbon Offset Contribution

A carbon offset contribution to be secured in accordance with the Mayor of London's Zero Carbon target for new developments if the development fails to achieve the necessary carbon reductions. The formula for calculation of the contribution is as follows: *(CO2 emitted from the development (tonnes) per year) minus (CO2 target emissions (tonnes) per year) x £1800*. This payment would be phased in installments with payment triggers linked to the development.

- Transport/Highways and Public Realm

A contribution of £40,000 to be made towards the cost of a review of local CPZ's and implementation costs if demonstrated to be necessary.

A contribution of £2000 towards the amendment of Traffic Management Order (TMO) to ensure that the new occupants are prevented from purchasing parking permits in local CPZs.

Section 38/Section 278 works to be undertaken in respect of a new or upgraded crossing to be provided on Hyde Estate Road with the design to be submitted to and agreed in writing by the LPA.

Any other Section 38/Section 278 works to be undertaken in respect of highway, footway improvement works within the Active Travel Zone of the site with the final scope of works to be agreed with the LPA.

Any highway works necessary pursuant to the Refuse and Servicing condition to be undertaken under Section 38/Section 278.

A contribution of £400,000 to provide additional bus services in the vicinity of the site.

A contribution of £20,000 to be made towards improvements to Hendon Central LUL Station

Recommendation 3

That subject to Recommendation 1 and upon completion of the agreement specified in Recommendation 2, the Head of Development Management or Head of Strategic Planning to approve the planning application reference 20/3906/FUL under delegated powers, subject to the conditions as set out within Appendix 2 of this report.

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

MATERIAL CONSIDERATIONS

Relevant Planning Policy

Introduction

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the development plan is The London Plan and the development plan documents in the Barnet Local Plan. These statutory development plans are the main policy basis for the consideration of this planning application.

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

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

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

The London Plan

The London Plan (2021) published 3rd March 2021 sets out the Mayor's overarching strategic planning framework from 2019 up to 2041. This document replaced the London Plan 2016.

Barnet Local Plan

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

Core Strategy (Adopted 2012):

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

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

CS3 (Distribution of growth in meeting housing aspirations)

CS4 (Providing quality homes and housing choice in Barnet)

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

CS6 Promoting Barnet’s Town Centres

CS7 (Enhancing and protecting Barnet’s open spaces)

CS8 (Promoting a strong and prosperous Barnet)

CS9 (Providing safe, effective and efficient travel)

CS10 (Enabling inclusive and integrated community facilities and uses)

CS11 (Improving health and well-being in Barnet)

CS12 (Making Barnet a safer place)

CS13 (Ensuring the efficient use of natural resources)

CS14 (Dealing with our waste)

CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

DM01 (Protecting Barnet’s character and amenity)

DM02 (Development standards)

DM03 (Accessibility and inclusive design)

DM04 (Environmental considerations for development)

DM05 (Tall Buildings)

DM06 (Barnet’s Heritage and Conservation)

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

DM10 (Affordable housing contributions)

DM11 (Development principles for Barnet’s town centres)

DM13 (Community and education uses)

DM14 (New and existing employment space)
DM15 (Green belt and open spaces)
DM16 (Biodiversity)
DM17 (Travel impact and parking standards)

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

Local Supplementary Planning Documents:

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

Strategic Supplementary Planning Documents and Guidance:

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

National Planning Guidance:

National planning policies are set out in the National Planning Policy Framework (NPPF) (2019).

The NPPF is a key part of reforms to make the planning system less complex and more accessible. The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. The document includes a 'presumption in favour of sustainable development'. This is taken to mean approving applications which are considered to accord with the development plan.

The Community Infrastructure Levy Regulations 2010:

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

Environmental Impact Assessment Regulations (2017)

The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 (hereafter referred to as ‘the EIA Regulations’) requires that for certain planning applications, an Environmental Impact Assessment (EIA) must be undertaken.

The term EIA is used to describe the procedure that must be followed for certain projects before they can be granted planning consent. The procedure is designed to draw together an assessment of the likely environmental effects (alongside economic and social factors) resulting from a proposed development. These are reported in a document called an Environmental Statement (ES).

The process ensures that the importance of the predicted effects, and the scope for reducing them, are properly understood by the public and the local planning authority before it makes its decision. This allows environmental factors to be given due weight when assessing and determining planning applications.

The Regulations apply to two separate lists of development project. Schedule 1 development for which the carrying out of an Environmental Impact Assessment (EIA) is mandatory and Schedule 2 development which require the carrying out of an EIA if the particular project is considered likely to give rise to significant effects on the environment. The proposed development does not fall within Schedule 1 of the regulations.

The development which is the subject of the application comprises development within column 1 of Schedule 2 of the Regulations. The development is deemed to fall within the description of Infrastructure projects and more specifically urban development projects (paragraph 10(b)).

As a development falling within the description of an urban development project, the relevant threshold and criteria in column 2 of Schedule 2 of the Regulations is that the area of development exceeds 5 hectares or 150 residential units.

Given the nature and scale of the development, it was common ground with the applicant that the application would need to be accompanied by an ES in line with the Regulations. On this basis no Screening Opinion was sought from the LPA.

An EIA Scoping Report, was submitted to the London Borough of Barnet (LBB) as the relevant planning authority by DP9 on behalf of the applicant. The Report requested an EIA Scoping Opinion (under Section 13 of the Regulations) and the LPA subsequently issued a Scoping Opinion in April 2020 confirming that the proposed scope of the ES was acceptable.

The current application is thus accompanied by an ES, the scope of which has been agreed by the LPA, fully in accordance with the Regulations and is set out below:

ES Chapter (Volume 1)	Topic
Chapter 1	Introduction
Chapter 2	Environmental Impact Assessment Methodology
Chapter 3	Alternatives and Design Evolution
Chapter 4	The Proposed Development
Chapter 5	Demolition and Construction
Chapter 6	Socio-Economics
Chapter 7	Traffic and Transport
Chapter 8	Air Quality
Chapter 9	Noise and Vibration
Chapter 10	Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare
Chapter 11	Wind Microclimate
Chapter 12	Effect Interactions
Chapter 13	Likely Significant Effects and Conclusions
Chapter 14	Mitigation and Monitoring Schedule
Chapter 15	Glossary and Abbreviations

1.0 Site Description

- 1.1 The site is located to the east of the A5 adjacent to the junction with Hyde Estate Road. The site is 0.87 hectares in size and is bound to the east by Hyde Estate Road and to the north by the BT Telephone Exchange and Switching Centre. A brook, known as the Silk Stream, is situated to the east of the Site beyond Hyde Estate Road.
- 1.2 The site is currently occupied by a two-storey Crown Honda car showroom, servicing and workshop facility (Sui Generis) and two adjoining single-storey garage units occupied by National Tyres & Autocare and Halfords Autocentre (Class B2). Surface-level car parking (circa. 136 spaces) associated with the existing uses is provided across the Site.
- 1.3 Whilst the majority of the Site comprises hardstanding, the site boundary to the south and to the west is lined with low-level planting and shrubbery. There are also a number of small trees scattered across the Site, none of which are subject to Tree Preservation Orders (TPOs).
- 1.4 The Site is not located within a Conservation Area, nor is it situated within close proximity to any listed buildings.

2.0 Proposed Development

- 2.1 Permission is sought for the phased redevelopment of the site comprising the demolition of all existing buildings and structures and construction of a mixed-use development to comprise a two storey podium level with three buildings above ranging in height from 20 to 24 storeys providing a range of uses including up to 470 residential units (Class C3), office and workspace (Class B1), self-storage (Class B8), flexible community space (Class D1) and a café (Class A3), associated car and cycle parking, public open space, landscaping, vehicular and pedestrian routes, servicing and access arrangements and other associated works.
- 2.2 Phase 1 is located at the east of the Site, comprising Units A and A2 and the associated car parking. Phase 2 is located at the west of the Site, comprising the Crown Honda Car Showroom and associated car parking.
- 2.3 The development would entail three tall buildings with a hexagonal form and heights of 20, 23 and 24 storeys. The development would be linked across both phases at podium level with a pedestrian bridge, creating a single, cohesive, podium-level

garden. Access to the podium level would be from two points, one from the A5 and one from Hyde Estate Road.

2.4 The ground and first floors of the development below podium level would accommodate a range of non-residential uses whilst the three hexagonal buildings atop the podium would accommodate the residential accommodation.

2.5 The development would propose the following floorspaces:

Use	Proposed (GIA sqm)	Proposed (GEA sqm)
Residential (Class C3)	48,206	51,753
Flexible Office / Workspace (Class B1)	711	778
Self-Storage (Class B8)	768	776
Café (Class A3)	188	196
Flexible Community (Class D1)	337	377
Shared Plant, Refuse and Cycle Parking	561	582
Total	50,771	54,462

2.6 In terms of the residential provision, the development would deliver 470 residential units in a range of unit sizes and tenures, with 35% provided as affordable units. The development would be delivered in two phases with Phase 1 delivered as 100% affordable. The development proposes the following overall residential mix:

Tenure	1 bed	2 bed	3 bed	Total
Private	97	177	30	304
Intermediate	60	54	14	128
Affordable Rent	4	13	21	38
Total	161	244	65	470
%	34%	52%	14%	100%

2.7 In terms of parking, a total of 136 secure car parking spaces would be provided at first floor level within the podium, equating to a provision of 0.28 parking spaces per dwelling. 14 wheelchair accessible bays whilst 20% of the car parking spaces will benefit from electric vehicle charging points, with the remaining 80% delivered as passive charging spaces. 900 secure short stay and long stay cycle spaces would be provided at ground floor level and within the public realm, which would be allocated as follows:

- Residential Long Stay – 860 spaces;
- Residential Short Stay (Visitor) – 13 spaces;
- Non-residential Long Stay (Employee) – 15 spaces; an
- Non-residential Short Stay (Visitor) – 12 spaces.

3.0 Relevant Planning History

- 3.1 The application site has extensive planning history, largely relating to minor applications for works to the existing buildings. These applications are not considered to be relevant to the consideration of the current scheme and as such are not listed. Those applications considered to be of most relevance are set out below.

Crown Honda Showroom

- 3.2 Planning permission was originally granted on 16th February 2009 (Ref: H/04142/08) for 'Construction of a motor car dealership comprising B1(c)/B2 car workshop (809sqm), B8 parts store (160sqm), B1(a) offices (578), car showroom (683sqm), external car display and car parking, following the demolition of the existing offices and extension and conversion of the existing warehouse / workshop building. Alterations to vehicular access from Hyde Estate Road.
- 3.3 A Certificate of Lawful Development (Ref: 20/0446/191), was granted in October 2020 to demonstrate that the existing lawful use of the building is Sui Generis in its entirety.

Units A and A2

- 3.4 Planning permission was originally granted for Units A and A2 as part of the wider consent which included the Sainsbury's site to the south. Planning permission was granted in June 1992 (Ref: W00632DC) for the erection of 3 industrial buildings (Class B2), a retail store (Class A1), petrol filling station and associated car parking.
- 3.5 Units A and A2 have since been subject to numerous applications, most recently with planning permission having been refused in July 2015 (Ref: 15/02772/FUL) for the change of use of both units to a car showroom.

4.0 Consultations

- 4.1 As part of the consultation exercise, 702 letters were sent to neighbouring occupiers with 9 objections and 1 letters of support subsequently being received.

Summary of Neighbour Objections

- 4.2 The material planning considerations contained within the objections received from neighbouring residents can be summarised as follows. In the interests of brevity, objections have been summarised and categorised. The substance of each objection is addressed within the main body of the report.

- Development is incongruous within its context
- Local infrastructure cannot cope with additional development
- Insufficient parking
- Overlooking and daylight/sunlight of neighbouring properties
- Excessive building heights
- The development would conflict with the use of the adjacent Royal Mail delivery premises
- Development will add to existing traffic congestion
- The tall buildings may impact on wind conditions adjacent to the site

Responses from External Consultees

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

Consultee	Response
Greater London Authority	<p>London Plan policies on industrial land, housing, design, heritage, access, energy, flood risk and transport are relevant to this application. The application is broadly supported in strategic planning terms, but the following matters should be addressed to ensure full compliance with the London Plan and the Publication Publish London Plan:</p> <p>Principle of development: The principle of a residential-led redevelopment of the underutilised brownfield and partial non-designated industrial site is broadly supported, subject to provisions to secure the full re-provision of industrial floorspace.</p> <p>Affordable housing: The development proposes 36.5% affordable housing by habitable room split 70:30 in favour of affordable rent. Subject to the resolution of the above with regard to industrial reprovision, the scheme may follow the Fast Track Route. In the event the fast track threshold is not met, the development must follow the Viability Tested Route.</p>

	<p>Urban design and heritage: The design responds well to the local context and proposes a high-quality redevelopment. Further information in relation to the ground floor treatment of residential buildings and active frontage. No harm has to nearby heritage assets has been identified.</p> <p>Climate Change: Further information in relation to carbon reporting, estimated energy cost, overheating, capacity for future connection to a DHN, the proposed GSHP systems, and carbon offsetting. The applicant should confirm the carbon shortfall in tonnes CO2. A WLC assessment and CE statement should be provided.</p> <p>Transport: The development should secure highway mitigation to facilitate improve cycle infrastructure around the site. Assessment of the impact of the development on Hendon Central Station is required to establish if mitigation is required. A financial contribution of £400,000 is estimated to be required to provide extra capacity to meet the needs of the development (paragraphs</p>
Environment Agency	<p>We have no objection to the application on flood risk grounds. The site is located partly in Flood Zone 2 outside of the 1 in 100 year plus climate change flood extent, and not within 8m of a main river and therefore falls under our Flood Risk Standing Advice.</p>
Metropolitan Police – Designing Out Crime	<p>I do not object to this proposal but due to the reported issues affecting the ward, high levels of burglary within Barnet, I would respectfully request that a planning condition is attached to any approval, whereby the development must achieve Secured By</p>

	<p>Design (SBD) accreditation, prior to occupation.</p> <p>It is also very important to highlight that public access to the podium garden area is not an ideal scenario from a crime prevention perspective (reduced levels of legitimate activity, reduced natural surveillance etc) and should be avoided where possible. However, if this public access requirement needs to remain, then appropriate mitigation via physical gate/boundary security and a robust security strategy from estate management should help to ensure that this area is cleared and secured from public access during hours of darkness and help to remove potential issues of crime and disorder from occurring within the estate.</p>
<p>Andrew Dismore AM</p>	<p>This is another unacceptable planning application, for an overly dense and tall development on the A5, next to three other huge developments.</p> <p>Three skyscrapers of 20 to 24 storeys is far too high, and in conjunction with other proposed tall buildings in the area will lead to a tunnelling effect along the A5, a straight road dating back to Roman times. It creates an overbearing appearance for the street scene.</p> <p>470 units on a small footprint is too dense. This will put tremendous pressure on local services, such as the already overburdened bus network. Local schools are already oversubscribed, as are local GPs. Local infrastructure cannot cope.</p> <p>There is a lack of parking in this development. We know that other large developments in this area tend to be occupied by families, not single people, given the relative affordability of these</p>

	<p>properties. These families tend to be car owners, for which there is no parking available, which will put pressure on neighbouring roads.</p> <p>The mix of units is also unacceptable. The borough has a great need for family sized homes, which are not provided here. There is also insufficient affordable housing, falling well below the 50% target for which the borough should be aiming.</p> <p>For all of the above reasons, this planning application should be refused.</p>
Thames Water	<p>With the information provided, Thames Water has been unable to determine the waste-water infrastructure needs of this application. Thames Water has contacted the developer in an attempt to obtain this information and agree a position for FOUL WATER drainage, but have been unable to do so as such, Thames Water request that a condition is attached requiring details of waste water discharge to be submitted for approved prior to commencement.</p>
London Borough of Brent	<p>The information made available during the consultation period was not sufficient to assess the impact of the development on the highway network within Brent's remit, and the application cannot therefore be supported on highway grounds at this time.</p>

- 4.5 Officers are content that the matters raised in the consultation responses above have been adequately addressed within the main body of the report and have been conditioned where necessary.

Responses from Internal Consultees

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

Consultee	Response
Environmental Health	No objection subject to appropriate conditions. Detailed comments incorporated into officer report below
Waste and Recycling	No objections raised.
Transport and Highways	No objections raised subject to appropriate conditions and S106 obligations. Detailed comments incorporated into officer report below.

- 4.7 Officers are content that the matters raised in the consultation responses above have been adequately addressed within the main body of the report and have been conditioned where necessary.

PLANNING ASSESSMENT

5.0 Principle of Development

- 5.1 The existing site comprises of the Crown Honda car showroom, servicing and workshop facility (Sui Generis) and two adjoining single-storey garage units occupied by National Tyres & Autocare and Halfords Autocentre (Class B2). The application site is not designated as a protected employment site however the B2 use is an employment use for the purposes of policy assessment. Employment policies within the development plan are not applicable to the Sui Generis use.
- 5.2 The existing B2 (Industrial) premises has a floorspace of 811 sqm whilst the proposed development would comprise 711 sqm of flexible use B1 floorspace along with 768 sqm of B8 floorspace, equating to a total reprovision of 1479 sqm of employment floorspace provision. Policy DM14 seeks to protect employment floorspace and in this case it is clear that the proposed development would entail an 82% uplift in B use class floorspace, in accordance with the objective of the policy.
- 5.3 Nevertheless, as well as a quantitative assessment of the employment floorspace provision at the site, it is important to consider the nature and type of the uses being reprovided. In this regard, Policy E7 of the Replacement London Plan (2021) is relevant and states that mixed-use redevelopment on non-designated industrial sites can only be supported where there is no reasonable prospect for continued industrial use or industrial/storage/distribution uses are re-provided as part of the mixed-use scheme.
- 5.4 In this case, whilst there is an 82% uplift in employment floorspace, 711 sqm of that provision would be flexible use B1 floorspace entailing B1-B1(c) uses. As set out

within GLA Stage 1 response, whilst potentially capable of providing replacement industrial capacity, unless designed to a B1c specification, the flexible nature of the floorspace could result in a loss of industrial capacity.

- 5.5 In order to ensure that there is no loss of industrial capacity, a cascade clause would be secured through the Section 106 Agreement which would ensure that the floorspace would be marketed first and foremost at potential B1(c) occupiers before cascading to other potential uses. In conjunction with the cascade clause, a strategy for marketing and engagement with potential light industrial occupiers to be submitted to the LPA would be secured.
- 5.6 Subject to the proposed S106 clauses, officers consider that the application is in full accordance with employment policies DM14 of the Barnet Local Plan and E7 of the London Plan/
- 5.7 Having established that the employment element of the application is acceptable, it is also pertinent to consider that acceptability of the redevelopment of the site to provide a mixed-use development including residential and commercial.
- 5.8 The development site represents an undesignated brownfield site within a sustainable location. Paragraph 121 of the NPPF states that “LPAs should take a positive approach to applications for alternative uses of land which are currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs.” Paragraph 121 goes on to support proposals to “use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or sites or the vitality and viability of town centres.”
- 5.9 The development provides a limited amount of retail and community/leisure floorspace at ground floor level within the proposed residential blocks. The proposed range and scope of the retail and community uses facilitate a well-balanced mix of commercial activity and local services across the site. Given their limited scale, these additional uses are unlikely to impact on vitality or investment in the surrounding local and district centres. On this basis, officers consider that the application is not in conflict with Policy
- 5.10 It is therefore clear that the proposed development is accordant with strategic policies at a local, regional and national level in respect of the proposed uses and the principle of development is acceptable.

6.0 Residential Density

- 6.1 The replacement London Plan was adopted on the 2nd March 2021 replacing the earlier 2016 iteration of the London Plan. The 2021 Plan takes a less prescriptive approach than the previous plan and Policy D6 states *inter alia* that the density of a development should result from a design-led approach to determine the capacity of the site with particular consideration should be given to the site context, its connectivity and accessibility by walking and cycling, and existing and planned public transport (including PTAL) and the capacity of surrounding infrastructure. Policy D6 goes on to state that proposed residential development that does not demonstrably optimise the housing density of the site in accordance with this policy should be refused.
- 6.2 The application site is best described as ‘urban’ defined within the London Plan as “areas with predominantly dense development such as, for example, terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 metres walking distance of a District centre or, along main arterial routes”
- 6.3 The density of the proposed development across all phases would equate to 540 units per hectare. Whilst this would be well in excess of the optimum density range set out in the previous 2016 London Plan, the assessment that must be made is against the 2021 London Plan where higher densities (exceeding 350 units per hectare) may be acceptable subject to additional design scrutiny (Policy D2). Policies D1, D1A and D1B of the 2021 London Plan place a great emphasis on a design-led approach being taken to optimising the development capacity of a particular site and to make the best use of land, whilst also considering the range of factors set out in the preceding paragraph.
- 6.4 In this case, the application has been subject to a design-led approach to optimise the potential of the site with cognisance of the factors outlined above. Whilst full assessment is set out within the relevant sections of this report, in all respects officers consider that the scheme delivers a high-quality development which fully justifies an increased density. The application was subject to a robust pre-application process with the LPA, and officers are clear that the scheme represents a high quality of design
- 6.5 Numerous responses have been received through the consultation exercise objecting to the application on the basis of the excessive density, particularly in light of the cumulative impact with the emerging development to the north at Colindale Telephone Exchange, Rushgroves and the Silk Park developments. In this respect, it is appropriate that the density of the scheme is assessed on its own merits in

accordance with the preceding paragraphs of this report. In terms of the cumulative impact of the development with other emerging schemes; the manifestation of the cumulative impacts are assessed within the relevant sections of this report. The impacts of the development are mitigated as necessary through the S106 agreement.

7.0 Residential Standards and Living Quality

7.1 A high quality built environment, including high quality housing in support of the needs of occupiers and the community is part of the ‘sustainable development’ imperative of the NPPF. It is also a relevant consideration in Barnet Core Strategy Policies CSNPPF, CS1, CS4, and CS5 Development Management DPD policies DM01, DM02 and DM03 as well as the Barnet Sustainable Design and Construction SPD, Residential Design Guidance SPD.

Dwelling Mix

7.2 Policy DM08 of the Local Plan states that new residential development should provide an appropriate mix of dwellings.

7.3 The development proposes 470 residential units across all phases with the following mix of units:

Tenure	1 bed	2 bed	3 bed	Total
Private	97	177	30	304
Intermediate	60	54	14	128
Affordable Rent	4	13	21	38
Total	161	244	65	470
%	34%	52%	14%	100%

7.4 It is considered that the scheme comprises a good mix of housing types and sizes, including a good level of larger family sized units. Whilst there is a large proportion of 1 and 2 bedroomed units, this is considered to be appropriate given the site’s characteristics and location. The 2 bed (4 person) units would also allow occupation as family accommodation. Officers therefore consider the proposed dwelling mix to be acceptable and in accordance with Policy DM08 of the Local Plan.

Residential Space Standards

7.5 Table 3.1 in the London Plan provides a minimum gross internal floor area for different sizes of dwelling. This is set out in the table below, which shows the areas relevant to the units proposed within the development:

	Dwelling Type (bedrooms/persons)	Minimum Internal Floorspace (square metres)
Flats	1 bed (2 persons)	50
	2 bed (3 persons)	61
	2 bed (4 persons)	70
Houses	3 bed (5 persons)	86

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

Wheelchair Housing

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

7.8 The applicant's Planning Statement sets out that 10% of the residential units would be provided as wheelchair adaptable in line with aforementioned policy context and in accordance with Part M4(3) of the Building Regulations. This is considered to be acceptable and a condition is attached which would secure these wheelchair units. It should also be noted that all units would be provided in line with Lifetime Homes standards.

Amenity Space

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

Outdoor Amenity Space Requirements	Development Scale
For Flats: 5m ² of space per habitable room	Minor, major and large scale
For Houses:	Minor, major and large scale

40m2 of space for up to four habitable rooms 55m2 of space for up to five habitable rooms 70m2 of space for up to six habitable rooms 85m2 of space for up to seven or more habitable rooms	
Development proposals will not normally be permitted if it compromises the minimum outdoor amenity space standards.	Householder

- 7.10 The development proposes a mix of private and communal amenity areas. All units will have access to private amenity space in the form of private balconies or internalised amenity space similar to winter gardens in accordance with the aforementioned standards. All residents will also benefit from access to communal amenity space at both podium level and roof level, whilst also benefitting from a range of internal shared ancillary amenity facilities.

Children's Play Space

- 7.11 London Plan Policy S4 require development proposals to make provisions for play and informal recreation based on the expected child population generated by the scheme. The Mayor's Play and Recreation SPG and London Plan Policy S4 expect a minimum of 10 sq.m. per child to be provided in new developments.
- 7.12 The child yield/playspace calculator was updated in June 2019, and in October 2019, and based on the updated calculator the development would have a child yield of 948 with a consequent requirement to provide 1,403 sqm of playspace. The development proposes a total of 1,135 sqm of playspace. Given the scale of the requirement generated from the updated GLA calculator, it is considered that in order to achieve quantitative compliance with the playspace requirement would likely require an excessive portion of the open space on the podium deck given over to playspace. Such a scenario would not be conducive to providing a high-quality development in respect of all of the other functional requirements including the public open space at podium level which is a significant benefit of the scheme.
- 7.13 It is considered in qualitative terms, the playspace on site would be of a high quality and would be adequate in terms of providing for the younger age groups. For the older age groups, West Hendon Playing Fields are located a short walk from the site and a wayfinding strategy to the fields would be secured through the S106. It is also important to note that all of the on-site playspace would be open to all residents and not segregated by tenure.

Privacy and Outlook

- 7.14 Policy DM01 of the Local Plan requires that development have regard to the amenity of residential occupiers. In this regard it is necessary to consider the design of the scheme and the privacy that would be afforded to future occupiers of the development.
- 7.15 In terms of privacy and outlook, within the site the separation distances would be 26 metres between the facing elevations of Building A and Building B and 27 metres between the facing elevations of Buildings B and C. The distances are in excess of the recommended 21 metre minimum. Further, the fundamental design of the development with a hexagonal form with each building offset ensures that opportunities for direct overlooking or loss of outlook is minimised.

Daylight/Sunlight and Overshadowing

- 7.16 A 'Internal Daylight, Sunlight and Shadow Report' from Point 2 surveyors was submitted in support of the application which assesses whether the development would provide residential accommodation considered acceptable in terms of daylight and sunlight, as well as communal amenity areas that would not be unduly overshadowed.
- 7.17 In terms of daylight, the relevant assessment criterion is the Average Daylight Factor (ADF) as recommended by the BRE. In terms of ADF, the report sets out that of the 1313 rooms analysed, 1206 (92%) will meet or exceed BRE/British Standard daylight guidance for a bedroom (1%) or principal living space (1.5%) based on the Average Daylight Factor (ADF) methodology. 92% is considered to be a very good level of compliance in such an urban location, cognisant of the wider benefits of the scheme and is in excess of the level of compliance in comparable neighbouring schemes that have been approved.
- 7.18 In terms of sunlight, the relevant assessment criterion is Annual Probable Sunlight Hours (APSH) and Winter Probable Sunlight Hours (WPSH). In terms of APSH, the report concludes that of the 687 rooms analysed on the basis that they have one or more windows which face within 90° of due south, 432 (63%) will meet or exceed BRE annual sunlight guidance of 25% in total and 5% during the winter months. This is considered to be a good level of compliance given the nature, location and characteristics of the scheme; again comparing favourably to neighbouring approved schemes.
- 7.19 In terms of overshadowing, the relevant assessment relates to the communal amenity areas and the assessment criterion is set out in Section 3.3 of the BRE

guidelines and states that “at least half of a garden or amenity area should receive at least two hours of sunlight on 21 March. If as a result of new development an existing garden or amenity area does not meet the above, and the area which can receive two hours of sun on 21 March is less than 0.8 times its former value, then the loss of sunlight is likely to be noticeable. If a detailed calculation cannot be carried out, it is recommended that the centre of the area should receive at least two hours of sunlight on 21 March”.

- 7.20 As set out above, BRE guidelines recommend that in order for an area to be well sunlit throughout the year, at least 50% of the space should see two or more hours of direct sunlight on 21st March. The GIA assessment sets out that, apart from the enclosed upper floor communal roof terraces in towers A & C all areas will fully meet BRE guidelines. This is considered to be acceptable and further demonstrates the well designed layout of the development.

Noise

- 7.21 Chapter 9 of the ES, prepared by Ensafe, assesses noise impacts upon the Proposed Development and the existing noise sensitive dwellings, as a result of traffic noise and noise from commercial uses whilst consideration is also given to the cumulative impacts of road traffic and demolition and construction noise.
- 7.22 The Noise Assessments submitted set out that there will be no significant noise effects caused by the development. Additionally, the effects arising from the cumulative change in road traffic are not considered to be of any significance.
- 7.23 The noise assessment has been reviewed by the Council’s Environmental Health officer who had no objections to the application subject to relevant conditions being attached. Conditions are attached accordingly.

Agent of Change

- 7.24 In addition to the noise impacts of the proposed development, it is also necessary to consider whether the introduction of the residential element of the development would represent an ‘agent of change’ in respect of the proximity to the neighbouring Garrick Road Industrial Estate. London Plan Policy D12 is relevant in this regard and requires that the applicant demonstrates that there would be sufficient mitigation measures in place to ensure that: i) the proposed combination of future employment and residential uses at the site would successfully coexist as part of the proposed co-location; and, ii) surrounding businesses/industrial areas would not be compromised

by the proposed development in terms of their function, access, servicing and hours of operation.

7.25 Representations were received from the adjoining landowner relating to such matters and the applicant subsequently made representation acknowledging the development's status as an 'agent of change'. Conditions and a S106 clause would be in place to mitigate any potential harm to the amenity of future occupiers and officers are satisfied that the co-existence of the adjacent sites would not be unduly harmful to residents.

8.0 Affordable Housing

8.1 London Plan 2016 Policy 3.12 seeks the maximum reasonable amount of affordable housing to be negotiated. The Barnet Core Strategy (Policy CS4) seeks a borough wide target of 40% affordable homes on sites capable of accommodating ten or more dwellings.

8.2 The current application is referable to the GLA and as such the Mayors Affordable Housing and Viability SPG is relevant. The SPG sets out a 'fast track' viability route whereby no viability appraisal is required if a development provides a level of 35% affordable housing (calculated by habitable room).

8.3 The scheme proposed would deliver 36.5% affordable housing on a habitable room basis, or 35% on a per unit basis, exceeding the 35% affordable housing threshold. proposed development proposes the following affordable mix:

Tenure	Total	% (by unit)	% (by hab room)
Affordable (Phase 1)	166	35%	36.5%
Private (Phase 2)	304	65%	63.5%
Affordable Tenures			
Intermediate	128	77%	69.8%
Affordable Rent	38	23%	30.2%

8.4 It should be noted that Mayor's Affordable Housing SPG and Policy H6 of the 2021 London Plan outline that affordable housing should be provided on the basis of 30% at low cost rent, 30% an intermediate product and 40% at the discretion of the LPA. In this case, the mix accords with this mix and includes a range of products, including 30.2% London Affordable Rented homes (by hab room) for which there is the greatest demand in this part of the borough. 21 of the 65 LAR homes would be 3-bedroom family units representing 32% of the total provision and providing much

needed family sized affordable accommodation for the borough. The raison d'être of affordable housing policies is to maximise the amount of affordable housing secured from residential developments and in this case, adjusting the tenure split allows the scheme to maximise its affordable housing delivery.

- 8.5 Whilst in line with the Mayor's SPG and qualified for the 'fast track' approach, the scheme is still below the local target of 40% as set out within Policy CS4 of Barnet's Local Plan. It is however acknowledged that for fast track schemes, applicants are not required to submit viability information and will only be subject to an early review if the agreed level of progress is not made in a two-year time frame. It should also be noted that the GLA indicated support for the affordable housing proposals within the Stage 1 response subject to confirmation on the affordability of the Affordable Rented units.
- 8.6 Having regard to all of the above, officers consider that the 36.5% of the habitable rooms being provided as affordable is acceptable and is a significant benefit to the scheme which must weigh heavily in favour of the application in the context of the holistic assessment.

9.0 Design, Appearance and Visual Impact

- 9.1 The proposes 3 blocks across 2 phases with varying heights and forms. The following table summarises the heights of each of the blocks across both phases.

Building	Height (Storeys)
Building A	24
Building B	20
Building C	23

- 9.2 As is clear from the table above, all of the blocks would constitute a tall building for the purposes of assessment, with the Barnet Local Plan defining a tall building as one which is 8 storeys or above. The height of the proposed buildings therefore necessarily dictates that a full tall buildings assessment of the application must be undertaken.

Tall Building Assessment

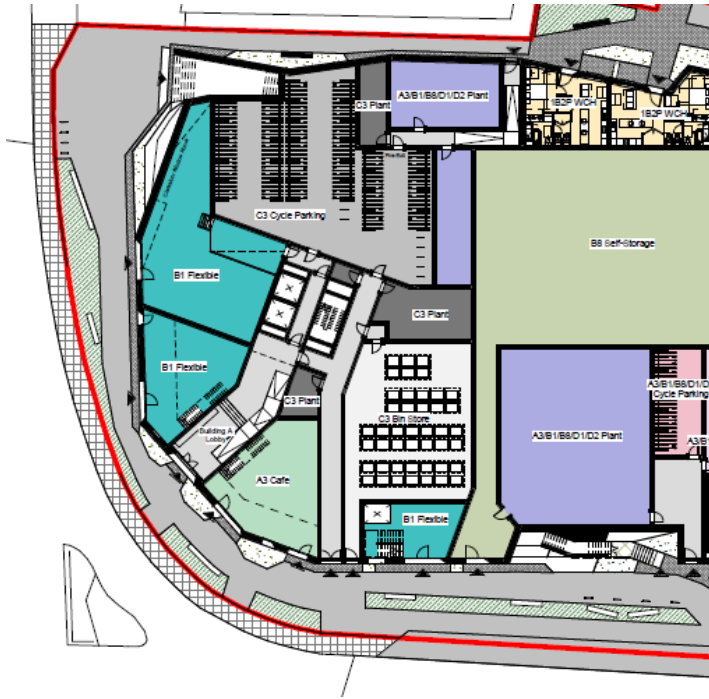
- 9.3 Policy D9 of the London Plan 2021 sets out that locations for tall buildings should be plan-led, and that development proposals for tall buildings should address their visual, functional, environmental and cumulative impacts.

- 9.4 Core Strategy Policy CS5 of the Barnet Core Strategy identifies those areas of the borough where tall buildings will be suitable. These include the nearby Regeneration Areas at Brent Cross and Colindale, but not the application site itself. The application therefore represents a departure from development plan policy and it should be noted that it was advertised as such as part of the consultation exercise.
- 9.5 Notwithstanding the departure from the development plan, Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 state that all applications must be determined in accordance with the development plan, unless material planning considerations dictate otherwise. The key consideration is therefore whether material planning considerations exist which justify the tall buildings in this location. In this case, officers consider that the principle of tall buildings at this location is acceptable for a number of reasons.
- 9.6 Most pertinently, is the emerging context within which the application site is located. To the north of the site is the Colindale Telephone Exchange which has consent for comprehensive redevelopment that would rise to a maximum of 17 storeys with other building heights ranging between 3 and 12 storeys. Further to the north of the Colindale Telephone Exchange site is the former Homebase site, currently being built out as 'The Rushgroves' which rises to a maximum of 14 storeys. To the south of the application site is the existing Sainsburys site which has consent for comprehensive redevelopment to provide 1309 residential units, a new supermarket in buildings of up to 28 storeys in height. Notwithstanding its location outside of the identified strategic tall building locations of Policy CS5, it is therefore clear that the character of surrounding area has been subject to a fundamental change in terms of the prevailing architectural typologies and in terms of the scale of development.
- 9.7 The proposed development in this case would be complimentary to the taller emerging character of the surrounding area. The image below, extracted from the applicant's Design and Access Statement (DAS) shows the emerging context with the massing of the proposed development plotted (in brown tone).



(image looking from NE to SW)

- 9.8 Whilst there is lower rise development in the wider context, as can be seen above the site itself lies directly between the tall building development approved at the adjoining Sainsburys and Colindale Telephone Exchange sites so is congruent with the emerging height and scale of its environment.
- 9.9 In light of the above, officers consider that the emerging context provides a material planning justification for a departure from Policy CS5 of the Core Strategy and that the principle of tall buildings is acceptable in this location.
- 9.10 Having established the acceptability of the principle of tall buildings in this location, it is also necessary to carry out further assessment in respect of Policy DM05 of the Local Plan which identifies 5 criteria which tall buildings would adhere to. These criteria are set out below with an assessment of the application against each criterion.
- i) An active street frontage
- 9.11 Within the ground floor level of Phase 2, fronting the A5 and Hyde Estate Road, the development would incorporate active frontages in the form of flexible B1, A3, residential entrances (Use Class C3) as well as entrances to the cycle store and B* storage premises. These can be clearly seen on the image below.



9.12 Within the ground floor of Phase 1, the development would provide active frontages through residential entrances along with an entrance to a further B8 unit. Again, this can be clearly seen on the image below showing the necessary active frontages.



ii) Successful integration into the urban fabric

9.13 As set out in the preceding section of this report, the area surrounding the application site is undergoing a major change in terms of the scale of development and in respect of emerging developments to the north and further afield at Hendon Waterside. Whilst it has already been set out that this provides justification for the tall buildings in principle, in order to fully assess compliance with criterion (ii) it would be necessary to undertake a detailed assessment of the proposed heights and the extent to which they integrate with the surrounding context.

9.14 In order to allow for such an assessment to be undertaken by the LPA, the applicant has provided a Townscape, Built Heritage and Visual Impact Assessment (Peter Stewart Consultancy and Miller Hare) within the ES (Volume 2 Part 1). In order to ascertain the scope such an assessment, a number of viewpoints were agreed between the applicant and the LPA. These viewpoints are represented in the image below.



9.15 Based on the submitted TBHVIA, officers consider that the development would successfully integrate with the emerging context. Whilst there are some views where the height of the development would be visible in the context of the lower rise residential development in the wider context, these are mostly longer views and the prominence of the development would be no greater than that of the approved

neighbouring development. The height strategy is considered to represent a sound approach in terms of optimising the development potential of the site and responding to the nature of the surrounding emerging context on and around the A5, particularly in light of nearby developments.

iii) A regard to topography and no adverse impact on Local Viewing Corridors, local views and the skyline

9.16 There are no local viewing corridors or strategic local views which would be impacted by the development. On a wider scale, the application site does fall within the backdrop of London View Management Framework (LVMF) viewpoint 6A.1 from Blackheath towards St Pauls. The height of the development means it would be not be perceptible in the backdrop and as such there would be no impact on the setting of the view.

iv) Not cause harm to heritage assets and their setting

9.17 The application is not located within the vicinity of any conservation area, however there is a Grade II listed milestone located to the south of the site, within the neighbouring Sainsburys site. The heritage significance of the Grade II Listed Milestone is predicated on its age and use and highly specific roadside setting rather than its wider setting. As such, it is considered that the proposed development in the wider setting of the asset would have negligible impact on the significance of the Grade II Listed Milestone.

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

9.18 As part of the ES addendum, the applicant also provided a chapter incorporating a wind microclimate assessment (Chapter 11 – RWDI). The assessment takes account of baseline wind conditions then goes on to model wind conditions with the proposed development in situ.

9.19 The assessment sets out that with the implementation of the mitigation measures outlined, all pedestrian accessible locations around the proposed development in the context of the existing surrounding buildings would have acceptable wind conditions for the intended pedestrian use. With the cumulative surrounding buildings scenario, most of the of locations around the site would have acceptable wind conditions for the intended use. However, in three specific locations, the conditions would be windier than suitable for their intended uses. As a result,

further mitigation measures have been recommended at these locations and would be secured by condition.

- 9.20 On balance, it is considered that the development would not have an unacceptably detrimental impact in terms of wind conditions in accordance with the requirements of the criterion. In order to secure the mitigation measures, a condition is attached.

CABE/English Heritage Advice on Tall Buildings

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

Layout

- 9.22 In terms of layout, the development entails three tall buildings of 24, 20 and 23 storeys atop a two-storey podium. Access to the podium would be from two access points on the A5 and Hyde Estate Road. The layout and in particular the podium deck has been subject to a rigorous design-led pre-application process. The podium deck would be publicly accessible and would create a safe, attractive and welcoming pedestrian link across the site which would ensure connectivity with the site and its surroundings. The gradient and the design of each of the ramped access points has been carefully considered to maximise pedestrian movement.
- 9.23 The layout and positioning of the buildings was the subject of an iterative design-led pre-application process and it is considered that the current proposals respond well to the emerging urban grain of the surrounding developments

Design and Appearance

- 9.24 In terms of appearance, the design has iterative pre-application process to test different options. The current proposals represent an exemplary architectural approach in terms of the overall approach and in terms of the proposed detailing. In particular, the irregular balcony pattern and soft landscaping on the building facades add visual interest and soften the bulk and mass of the development.

Conclusion

- 9.25 Having regard to all of the above, officers consider that the principle of tall buildings in this location is acceptable. Whilst the application site is not identified as a

strategic tall buildings location within Policy CS5, there are material circumstances which justify a departure from policy in this regard. The proposed scale and massing of the development is acceptable and would ensure integrate into the surrounding urban fabric. Officers also consider that the scheme is of an exemplary design quality and is in accordance Barnet Policy DM01. With this in mind, it is considered that the exemplary design quality should be considered as a significant benefit of the scheme.

10.0 Amenity Impact on Neighbouring Properties

Daylight

- 10.1 The applicant has submitted a Daylight/Sunlight report within the ES (Chapter 10) which is inclusive of a full daylight assessment from Point 2. The standardised assessment methodology for daylighting is set out within the BRE document Site Layout Planning for Daylight and Sunlight (BRE, 2011). Within this document it is set out that the primary tool is the Vertical Sky Component (VSC) and that the target value for windows to retain the potential for good daylighting is 27% or more than 0.8 times its former value.
- 10.2 In line with BRE guidelines, it is only necessary to carry out the VSC assessment on a neighbouring window if a 25-degree line drawn from the centre of the window would subtend the facing elevation of the subject development. In this case, the report identifies the following neighbouring locations as necessitating the additional assessment:
- Hyde Crescent
 - Alberrillery Court
 - Colindale Telephone Exchange (future development scenario)
 - Silk Park (future development scenario)
 - Goldsmith Avenue
 - Colin Gardens
 - Malvern Court
 - Rhodan Gordon Court
 - The Hyde Primary School
- 10.3 In light of the above, officers consider that both the scope and the methodology of the daylight assessment was appropriate.
- 10.4 The results of the assessment show that 1309 of the 2021 windows tested would be in compliance with the VSC targets equating to 65% compliance. In particular, these

failures would be focused on 3 rooms within Abertillery Court along with Silk Park and Colindale Telephone Exchange future development scenarios. In terms of the existing Abertillery Court buildings, the harm would be limited to 3 rooms. In terms of the future development scenarios, the daylight levels in each of the neighbouring developments would already be limited by overhanging balconies. Overall, it is considered that the level of daylight impact is acceptable on balance.

Sunlight

- 10.5 In relation to sunlight, the BRE recommends that the Annual Probable Sunlight Hours (APSH) received at a given window in the proposed case should be at least 25% of the total available including at least 5% in winter. Where the proposed values fall short of these, and the absolute loss is greater than 4%, then the proposed values should not be less than 0.8 times their previous value in each period.
- 10.6 The BRE guidelines state that “..all main living rooms of dwellings should be checked if they have a window facing within 90 degrees of due south. Kitchens and bedrooms are less important, although care should be taken not to block out too much sun”. In accordance with the BRE Guidelines the following properties were therefore assessed:
- 10.7 The assessment considered all appropriate properties and the assessment sets out that 691 of 841 windows would be in compliance with BRE standards in terms of both APSH and winter APSH, equating to a compliance level of 82%. This level of compliance is considered to be good in the context of the urban surroundings.

Privacy and Outlook

- 10.8 If both developments were built out, Building A would be situated less than 15 metres from the south elevation of the westernmost 17 storey building of the Telephone Exchange development. In order to minimise any opportunity for mutual overlooking, the building has been designed with a hexagonal form which allows for the window positioning to be offset from the windows opposite. Buildings B and C and would enjoy a greater separation distance from the shared boundary with the Telephone Exchange site allowing for compliance with the recommended 21m separation distance.

Conclusion

- 10.9 With the above in mind, officers consider that, on balance, the application is in accordance with Policy DM01 in terms of impact on residential amenity and would

not result in any unacceptable harm to the living conditions of any surrounding occupiers.

11.0 Sustainability

- 11.1 The 2021 London Plan, requires within Policy SI2 that major development are to be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:
- be lean: use less energy and manage demand during operation.
 - be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly.
 - be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site. be seen: monitor, verify and report on energy performance.
- 11.2 Local Plan policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrate compliance with the Mayors targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy.
- 11.3 With regards to the energy hierarchy set out within the aforementioned London Plan policy, it is considered that the application is broadly in accordance. The application is accompanied by an Sustainability Statement from XCO2 which sets out that the energy efficiency measures and sustainable energy measures that would be incorporated within the scheme.
- 11.4 The residential and non-residential elements of the development are estimated to achieve a reduction of 52 and 17 tonnes per annum (11% and 28%) respectively in regulated CO2 emissions compared to a 2013 Building Regulations compliant development. This is in line with the London Plan targets of a minimum 10% and 15% improvement on 2013 Building Regulations from energy efficiency.
- 11.6 Heat pumps are proposed in the form of a (centralised) GSHP system. A COP of 3.4 is assumed for heating and 6 for cooling. The applicant is proposing to install 66.5 kWp of Photovoltaic (PV) panels equating to circa 350 sq.m of net PV area and 57,427 kWh of electricity generation. A roof layout has been provided however at Stage 1, the GLA outlined that there may be scope for additional PV equipment to be accommodated at roof level.
- 11.7 The development required to meet the zero-carbon target as the application was received by the Major on or after the 1st October 2016. The applicant is therefore required to mitigate the regulated CO2 emissions, through a contribution to the borough's offset fund. This contribution would be predicated on the formula set out within GLA guidance and would which would be secured through the Section 106.

The GLA have also requested additional detail in respect of carbon reporting, estimated energy cost, overheating, capacity for future connection to a DHN, the proposed GSHP systems, and carbon offsetting which would be secured at Stage 2.

Other Sustainability Issues

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

12.0 Planning Obligations

- 12.1 Policy CS15 of the Barnet Local Plan states that where appropriate the Council will use planning obligations to support the delivery of infrastructure, facilities and services to meet the needs generated by development and mitigate the impact of development.
- 12.2 In accordance with development plan policies the following obligations are required to be secured through a legal agreement with the developer. If permission were granted it is considered that the package of planning obligations and conditions recommended would, when considered alongside the financial contributions that the development would be required to make under the Barnet CIL, mitigate the potential adverse impacts of the development and ensure the provision of the funding needed for the delivery of the infrastructure that is necessary to support the scheme.

Affordable Housing

- 12.3 In accordance with policy H5 of the London Plan 2021 and Policies CS4, CS15 and DM10 of the Barnet Local Plan, officers recommend that the following number and mix of affordable housing unit types and sizes are secured by S106 Agreement at the application site:

Tenure	Total	% (by unit)	% (by hab room)
Affordable (Phase 1)	166	35%	36.5%
Private (Phase 2)	304	65%	63.5%
Affordable Tenures			
Intermediate	128	77%	69.8%
Affordable Rent	38	23%	30.2%

- 12.4 Officers also recommend that an early stage review mechanism should be included in the S106 agreement should permission be granted. This mechanism would ensure that if circumstances changed and the scheme became more economically viable, a correspondingly appropriate additional financial contribution and/or additional affordable housing would be made to the Council. In addition, triggers would be included to ensure timely delivery of the affordable housing and to ensure that the affordable housing is retained as such in perpetuity.

Employment and Training

- 12.5 In accordance with development plan policies which seek contributions to employment and training from schemes the proposal would be required to deliver employment and training opportunities through a Local Employment Agreement.
- 12.6 If permission were granted, the employment agreement would need secure the following minimum levels of employment output and would also set out specifically how the applicant would achieve this.
- Progression into employment, less than 6 months – 20
 - Progression into employment, more than 6 months – 13
 - Apprenticeships – 34
 - Work experience – 44
 - School / College / University site visits – 400
 - School / College workshops – 220
- 12.7 The LEA would be subject to discussion with the Council and would be agreed prior to the commencement of development. Alternatively, the applicant may wish to make a financial contribution in lieu of the employment outcomes outlined above. Such a contribution would be commensurate with the number of outcomes secured and in line with SPD guidance.

Travel Plan and Travel Plan Monitoring

- 12.8 In accordance with policy DM17 of the Local Plan the applicant would be required to enter into Strategic Level Travel Plans for both the residential and commercial development which would seek to reduce reliance on the use of the private car and promote sustainable means of transport.
- 12.9 The Residential Travel Plan provided would be required to include the appointing of a Travel Plan Champion and the use of (financial) Travel Plan incentives (up to a maximum of £141,000) for the first occupier of each residential unit. These incentives are discussed in further detail in the relevant section of this report but would comprise of a voucher to a minimum value of £300 per dwelling to be spent on Car Club Membership, an Oyster Card with a pre-loaded amount and/or Cycle Scheme vouchers all designed to encourage the use of more sustainable modes of transport. A contribution of £20000 would be required towards the monitoring of the Residential Travel Plan.

- 12.10 A Commercial Travel Plan would be required to be ATTrBuTE and itrace compliant to be submitted at least 3 months prior to occupation of all 3 phases that meets the TFL TP guidance. A monitoring fee of £20,000 would also be required for the commercial travel plan.
- 12.11 The monitoring contributions would enable the Local Planning Authority to continue to monitor the scheme to ensure the development is making reasonable endeavours to meet travel related sustainability objectives in accordance with policy DM17 of the Local Plan.
- 12.12 In line with the incentives above, the provision of a car club and the allocation of 5 car parking spaces within the site to be provided and retained for use by the car club.

Traffic Management Order

- 12.12 The application would be required to provide £2000 funding towards Contributions towards the amendment of Traffic Management Order (TMO) to ensure that the new occupants are prevented from purchasing parking permits in the CPZ to be implemented pursuant to planning permission H/05828/14 or any other CPZ within the local area. Alternative means of securing this obligation without the financial contribution may be secured through the agreement, subject to legal considerations.

Transport, Highways and Public Realm

- 12.13 The application would make a contribution of £400,000 towards the provision of additional or enhanced bus services in the vicinity of the site. Such a contribution is necessary to mitigate the impact of the development on public transport and to ensure that it can continue to operate efficiently.
- 12.14 The application would also secure the highway and footway improvements within the vicinity of the site including a new or improved pedestrian crossing on Hyde Estate Road and highway/pedestrian improvements as demonstrated through an Active Travel Zone assessment.
- 12.15 The development proposes 129 parking spaces which represents a parking ratio of 0.27 for the residential element of the development. As a result, it is considered necessary for a £40,000 contribution to be secured to fund a CPZ review and implementation if considered necessary. In addition, all residents would be precluded from applying for a residential parking permit in surrounding CPZs.

Carbon Offset Contribution

- 12.16 As set out within paragraph 11.11 of this report, the development is required to meet the zero-carbon target and the applicant is therefore required to mitigate the regulated CO2 emissions through a contribution to the borough's offset fund.

- 12.17 This contribution would be based on the formula set out within GLA guidance and would be secured through the Section 106.

Community Infrastructure Levy

- 12.18 The proposed development is liable for charge under the Barnet Community Infrastructure Levy (CIL) at a rate of £135 per square metre. The Barnet CIL liability of the scheme is determined by the amount of new floorspace being provided, deducting both the social housing element which is exempt from CIL liability. The scheme would also be liable to pay the Mayoral CIL.
- 12.19 Taking into account both the Mayoral and Barnet CIL, the scheme would be liable for a payment of approximately £22m with approximately £16m payable to the Council. This would be used to fund local infrastructure projects and should be considered alongside the wider S106 package.

13.0 Flood Risk / SUDS

- 13.1 Policy CS13 of the Barnet Core Strategy states that “we will make Barnet a water efficient borough and minimise the potential for fluvial and surface water flooding by ensuring development does no cause harm to the water environment, water quality and drainage systems. Development should utilise Sustainable Urban Drainage Systems (SUDS) in order to reduce surface water run-off and ensure such run-off is managed as close to its source as possible subject to local geology and groundwater levels”.
- 13.2 Owing to the Site’s location in Flood Zone 1, which indicates a low risk of tidal and fluvial flooding, it was agreed with LBB that flood risk be scoped out of the ES. The planning application is, however, supported by a Flood Risk Assessment, prepared by RMA. The assessment sets out that the proposed development will be safe and that it would not increase flood risk elsewhere. In terms of SUDS, a condition is attached requiring the submission for a strategy for approval.

14.0 Contaminated Land

- 14.1 The London Plan states that appropriate measures should be taken to ensure that development on previously contaminated land should be accompanied by an investigation to establish the level of contamination in the soil and/or groundwater/surface water and identify appropriate mitigation. Consequently, a Phase 1 and Preliminary Site Investigation Report from RMA was submitted as part of the application and reviewed by the Council’s Environmental Health officers.
- 14.2 The submitted report identifies a number of potential risks and in order to mitigate these risk, the Council’s EHO has requested that a condition be attached requiring site investigation works to be carried out prior to the commencement of development and subsequent mitigation to be implemented should it be required. Such a condition would be attached if permission were granted.

15.0 Air Quality

- 15.1 The application site is located adjacent to the A5 and a Borough-wide Air Quality Management Area (AQMA) declared by LBB. The site is also located near to an air quality Focus Area in West Hendon; these are locations identified by the Greater London Authority that not only exceed the EU annual mean limit value for nitrogen dioxide, but also have high levels of human exposure. Accordingly, air quality was scoped into the Environmental Statement and a chapter of the statement has been submitted in respect of this matter (Chapter 9).
- 15.2 The scope and methodology of the Air Quality Assessment submitted as part of the ES was agreed with the Council prior to being undertaken.
- 15.3 The submitted AQA concludes no significant adverse impacts from the proposed development which is considered to be reasonable and robust by the Council's EHO.

16.0 Transport / Highways

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

Residential Car Parking

- 16.2 The London Plan 2021 sets out the standards for residential parking based on inner/outer London and PTAL. Outer London PTAL 2 is up to 1 space per dwelling and Outer London PTAL 3 requires 0.75 spaces per dwelling.
- 16.3 Car parking standards for residential development are also set out in the Barnet Local Plan and recommend a range of parking provision for new dwellings based on the site's Public Transport Accessibility Level (PTAL) and the type of unit proposed. Policy DM17 of the Local Plan sets out the parking requirements for different types of units with the range of provision is as follows:
- Four or more-bedroom units - 2.0 to 1.5 parking spaces per unit
 - Two and three-bedroom units - 1.5 to 1.0 parking spaces per unit
 - One-bedroom units - 1.0 to less than 1.0 parking space per unit

- 16.4 The development proposes the following levels of residential parking provision:
- Phase 1: 46 car parking spaces (inclusive of 5 disabled spaces) for 166 residential dwellings
 - Phase 2: 83 car parking spaces (inclusive 9 disabled spaces) for 304 residential dwellings
 - Total Residential Provision: 129 car parking spaces for 470 residential dwellings (ratio of **0.27 spaces per dwelling**).
 -
- 16.5 The development proposes the following levels of non-residential car parking provision is to be as follows:
- Phase 1: 0 spaces for A3 café (196 sqm), B1 flexible (778 sqm), B8 self-storage (136 sqm) and D1 flexible community (97 sqm)
 - Phase 2: 3 disabled spaces for B8 self-storage (639 sqm) and D1 flexible community (280 sqm)
- 16.6 In terms of the level of residential parking, officers consider that the 0.27 ratio is appropriate. The proposed development is located on the A5 Edgware Rd / Hyde Estate Rd and has a moderate PTAL of 2/3. The site benefits from frequent bus services which intersect adjacent to the site and is approximately a 10-minute walk to Hendon Station. Visitors, staff and residents of the site can also access Hendon Central LUL Station, which is a 20-minute walk, 10-minute cycle ride or 10-minute bus ride away.
- 16.7 In addition to the existing sustainable travel modes outlined above, as part of the S106, significant additional sustainable transport improvements would also be secured in the form of a £400,000 bus contribution; pedestrian and cycle improvements; travel plan incentives of £300 per new occupier. All of these measures are designed to provide attractive alternative transport measures and reduce reliance on the car for future residents. This is consistent with overarching sustainable transport strategy at local, regional and national level.
- 16.8 It should also be noted that the Colindale Telephone Exchange scheme to the north of the application site, which benefits from a committee resolution to approve with a residential parking ratio of 0.50 whilst to the south the Sainsburys/Silk Park development was approved with a parking ratio of 0.33 both of which are broadly comparable to the level proposed with the current application.
- 16.9 Disabled parking, electrical vehicle charging points, a car parking management plan and car club spaces would be secured through condition and S106 as appropriate in accordance with relevant policy. In terms of overspill parking, a contribution would be secured to amend existing Traffic Management Orders to ensure future residents cannot apply for permits for local CPZ's. A £40,000 contribution would also be secured to fund a study into local CPZs and for the implementation of an additional

CPZ if considered necessary. This would ensure that overspill parking would be minimised.

Cycle Parking

- 16.10 Cycle parking would be provided to a quantum that is compliant with London Plan policy. Cycle stores for all uses meet with at least the minimum standards of the London Plan and LCDS. The provision of suitable LCDS compliant cycle stores would also be secured by condition to ensure that the cycle stores are fully usable and functional.

Public Transport Impact:

- 16.11 As previously stated, the application site has a PTAL of 2/3 with frequent bus services which intersect adjacent to the site; a 10-minute walk to Hendon Station; and a 20-minute walk, 10-minute cycle ride or 10-minute bus ride from Hendon LUL Station.
- 16.12 In terms of buses, following assessment from TFL Bus Services and based on the modal share – the impact of the development on bus services would require a contribution of £400,000. A £400,000 contribution has been agreed by the applicant accordingly and would be secured through the S106 to be used to increase the frequency of bus services in the vicinity of the site. Subject to this contribution, it is considered that the impact of the development on nearby bus services would be fully mitigated.

Servicing / Deliveries / Freight

- 16.13 As initially proposed, the servicing strategy would make use of two proposed bays on Hyde Estate Road. On reviewing this arrangement, the Councils Highways officers raised concern at the potential safety risks of the servicing bays. The applicant subsequently undertook additional investigation to establish if all of the servicing requirements could be undertaken on site.
- 16.14 The additional assessment established that it would be theoretically possible for all of the servicing to be undertaken on site from an on-site location in Phase 2. Such an option may impact on the efficiency of the servicing arrangements and as such it is considered prudent that further details are required by condition. A robust condition is suggested which would require a further Road Safety Audit of the street bays to be undertaken which would then inform the final design and final servicing strategy. Any changes to the approved highway layout (in terms of the bays) would then be undertaken through Section 38 or Section 278.

Conclusion

- 16.15 Having regard to the above and subject to the relevant conditions and S106 obligations, it is considered that the application is in accordance with relevant Barnet and Mayoral policies and is acceptable from a transport and highways perspective.

20.0 Equalities and Diversity

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

“(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.”

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

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

20.3 The above duties require an authority to demonstrate that any decision it makes is reached “in a fair, transparent and accountable way, considering the needs and the rights of different members of the community and the duty applies to a local planning authority when determining a planning application.

20.4 Officers consider that the application does not give rise to any concerns in respect of the above.

21.0 Conclusion

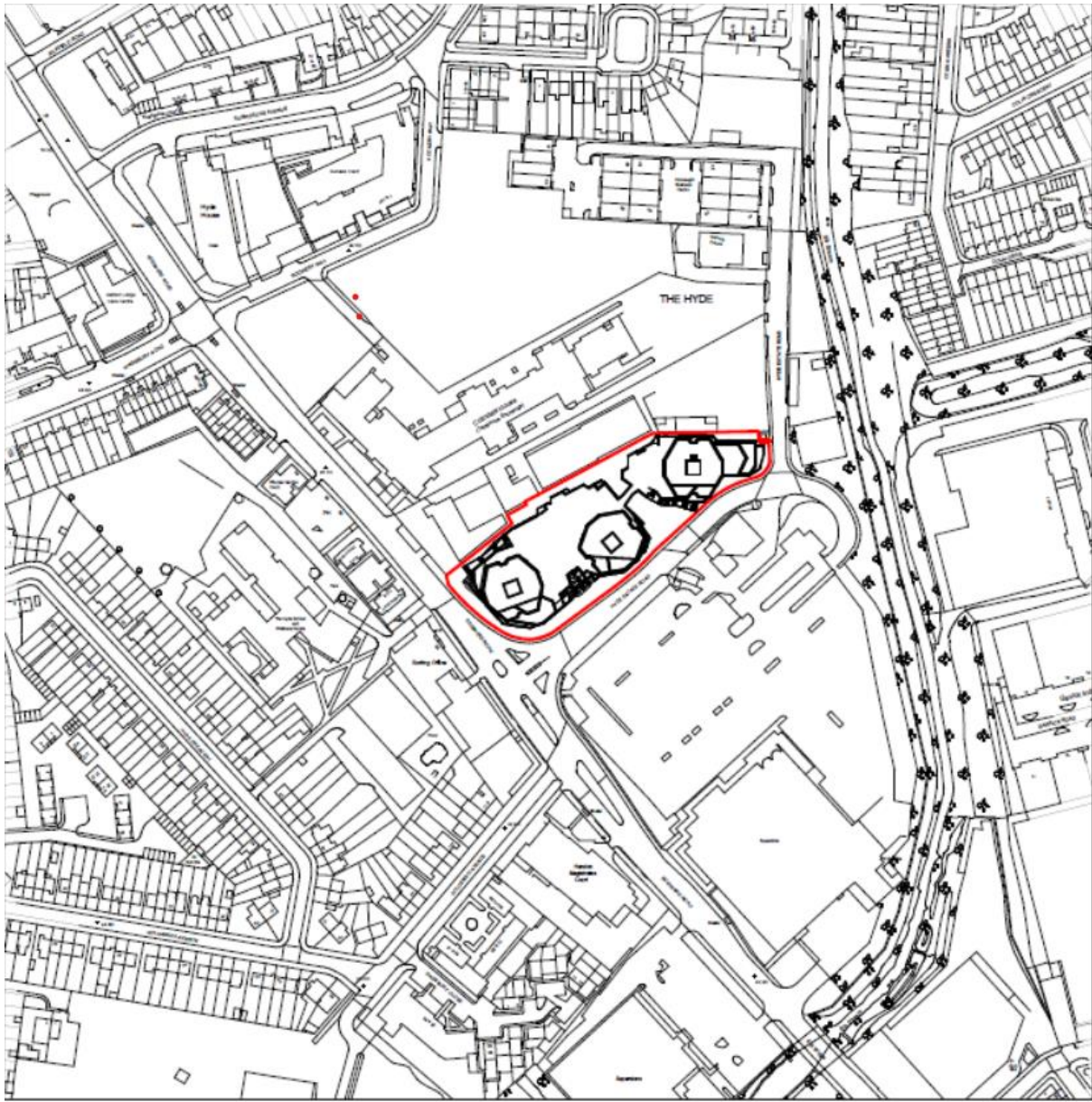
21.1 In conclusion officers consider that the development is acceptable having regard to the relevant local, regional and national policies.

21.2 Whilst it is acknowledged that the application does not accord with strategic tall buildings Policy CS5 in terms of location, it is considered that there are material planning circumstances which justify the approval of the application. The scheme would deliver many significant benefits which are considered to weigh in favour of the application and justify a departure from the development plan.

21.3 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies

contained within the development plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. Whilst the application is not in accordance with strategic tall buildings Policy CS5 as it lies outside of the locations identified as appropriate for tall buildings, it is considered that there are material planning considerations which justify a departure from this particular policy. It is thus concluded that the proposed development generally and taken overall accords with the development plan. Accordingly, subject to a Stage 2 referral to the Mayor of London and subject to the satisfactory completion of the Section 106 Agreement, **APPROVAL** is recommended subject to conditions which will be set out in the Addendum prior to the Committee meeting.

Appendix 1: Site Location Plan



Appendix 2: Conditions

Conditions and Informatives will be reported in full in the Addendum.

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LOCATION: IBSA House and Former Printworks, The Ridgeway, London, NW7 1RN

REFERENCE: 19/6551/FUL

Received: 06 December 2019

AGENDA ITEM 8

Accepted: 17 December 2019

WARD: Mill Hill

Expiry: 17 March 2020

CASE OFFICER: Hardeep Ryatt

APPLICANT: Ziser London

PROPOSAL: Demolition of existing printworks/factory buildings and redevelopment of the site (to provide a total of 197 residential units) including conversion of the existing IBSA House office building into 61 flats with associated external alterations. Erection of 5 no. new blocks ranging from 3 to 6 storeys in height to provide 136 flats. Provision of private amenity space, communal rooftop terraces, refuse storage, 344 cycle parking spaces and basement and surface level parking for 197 cars. Single storey extension to the existing gate house to provide management/security office. Associated alterations to landscaping and ancillary works.

RECOMMENDATION 1:

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

RECOMMENDATION 2:

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

1. Legal Professional Costs Recovery
Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;
2. Enforceability
All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;
3. Indexation
All financial contributions listed to be subject to indexation.
4. Affordable Housing
Provision of 42no units and 20% by habitable room (Intermediate) – with both early and late stage review mechanism.

5. Employment and Enterprise
The applicant would be required to enter into a Local Employment Agreement with the Council in order to provide an appropriate number of employment outcomes for local residents. Alternatively, the applicant may wish to make a financial contribution in lieu of the employment outcomes outlined above. Such a contribution would be commensurate with the number of outcomes secured and in line with the Barnet Delivering Skills, Employment, Enterprise and Training SPD guidance.
6. Carbon Offset Contribution
Payment of £481,109 index-linked as a contribution to ensure that the development achieves net zero carbon dioxide emissions, in accordance with the London Plan 2021.
7. Highways Improvement Works
The applicant shall provide a contribution of £24,000 (exc. VAT) in order for the highway authority to implement the following highway improvement works and any subsequent design/construction overruns:
 - A new dropped kerb tactile crossing as the site vehicular access;
 - A new dropped kerb tactile crossing across The Ridgway south of the site; and
 - Remove vegetation to establish full footway width on the eastern and western footways of Bittacy Hill, allowing for some resurfacing.
8. Section 278 Highway Works
All necessary works to the public highway under section 278 of the Highways Act to facilitate the implementation of the development in agreement with the Local Highways Authority.
9. Residential Travel Plan Monitoring
Payment of a monitoring contribution of £10,000.
10. Residential Travel Plan Incentives Fund
£300 per unit Residential Travel Plan Incentive Fund to be used by 1st occupiers to get 2 of the 3 TP incentives of the following:
 - Oyster card with £150 credit
 - Cycle shop voucher to the value of £150
 - Car club credit/membership to the value of £150
11. Control Parking Zone (CPZ)
Financial contribution towards Local CPZ monitoring, consultation and implementation, final sum to be agreed.
12. Traffic Management Order
Financial contribution (per phase if applicable) towards the amendment of Traffic Management Order (TMO) to ensure that the new occupants are prevented from purchasing parking permits in local CPZs.
13. Monitoring Fee
A contribution of £5,000 towards the monitoring of the S106 agreement.

RECOMMENDATION 3:

That subject to Recommendation 1 and upon completion of the agreement specified in Recommendation 2, the Service Director of Planning and Building Control or Head of Development Management to approve the planning application reference 19/6551/FUL under delegated powers, subject to the conditions as set out within this report.

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

CONDITION(S)

Conditions and Informatives will be reported in full in the Addendum.

1. MATERIAL CONSIDERATIONS

1.1 Key Relevant Planning Policy

Introduction

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the development plan is The London Plan and the development plan documents in the Barnet Local Plan. These statutory development plans are the main policy basis for the consideration of this planning application.

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

A number of other planning documents, including national planning guidance and supplementary planning guidance and documents are also material to the determination of this application. In this instance, the Mill Hill East Area Action Plan (adopted January 2009).

More detail on the policy framework relevant to the determination of this development and an appraisal of the proposal against the development plan policies of most relevance to the application, is set out in subsequent sections of this report dealing with specific policy and topic areas.

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

National Planning Policy Framework (February 2019)

The 2019 NPPF was adopted in February 2019 replacing the 2012 NPPF and includes minor clarifications to the revised version published in July 2018. The NPPF sets out the Government's planning policies for England and how these should be applied¹. It provides a framework within which locally-prepared plans for housing and other development can be produced.

The NPPF states that, "good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people". The NPPF also states that the purpose of the planning system is to contribute to the achievement of sustainable development. In addition the NPPF retains a 'presumption in favour of sustainable development', unless any adverse impacts of a development would "significantly and demonstrably" outweigh the benefits.

The London Plan 2021

The new London Plan which sets out the Mayor's overarching strategic planning framework for the next 20 to 25 years was adopted on the 2nd March 2021 and now supersedes the previous Plan (2016).

The new London Plan policies (arranged by chapter) most relevant to the determination of this application are:

Chapter 1

- GG1 Building strong and inclusive communities
- GG2 Making the best use of land
- GG3 Creating a healthy city
- GG4 Delivering the homes Londoners need
- GG5 Growing a good economy
- GG6 Increasing efficiency and resilience

Chapter 2

- Policy SD1 Opportunity Areas
- Policy SD3 Growth locations in the Wider South East and beyond
- Policy SD10 Strategic and local regeneration

Chapter 3

- Policy D1 London's form, character and capacity for growth
- Policy D2 Infrastructure requirements for sustainable densities
- Policy D3 Optimising site capacity through the design-led approach
- Policy D4 Delivering good design
- Policy D5 Inclusive design
- Policy D6 Housing quality and standards
- Policy D7 Accessible housing
- Policy D8 Public realm
- Policy D11 Safety, Security and resilience to emergency
- Policy D12 Fire safety
- Policy D14 Noise

Chapter 4

Policy H1 Increasing housing supply

Policy H2 Small sites

Policy H3 Meanwhile use as housing

Policy H4 Delivering affordable housing

Policy H5 Threshold approach to applications

Policy H6 Affordable housing tenure

Policy H7 Monitoring of affordable housing

Policy H8 Loss of existing housing and estate redevelopment

Policy H10 Housing size mix

Policy H11 Build to Rent

Chapter 5

Policy S4 Play and informal recreation

Chapter 6

Policy E11 Skills and opportunities for all

Chapter 7

Policy HC3 Strategic and Local Views

Policy HC4 London View Management Framework

Chapter 8

Policy G1 Green infrastructure

Policy G2 London's Green Belt

Policy G4 Open space

Policy G5 Urban greening

Policy G6 Biodiversity and access to nature

Policy G7 Trees and woodlands

Chapter 9

Policy SI 1 Improving air quality

Policy SI 2 Minimising greenhouse gas emissions

Policy SI 3 Energy infrastructure

Policy SI 4 Managing heat risk

Policy SI 5 Water infrastructure

Policy SI 6 Digital connectivity infrastructure

Policy SI 7 Reducing waste and supporting the circular economy

Policy SI 8 Waste capacity and net waste self-sufficiency

Policy SI 12 Flood risk management

Policy SI 13 Sustainable drainage

Policy SI 17 Protecting and enhancing London's waterways

Chapter 10

Policy T1 Strategic approach to transport

Policy T2 Healthy Streets

Policy T3 Transport capacity, connectivity and safeguarding

Policy T4 Assessing and mitigating transport impacts

Policy T5 Cycling

Policy T6 Car parking

Policy T6.1 Residential parking

Policy T9 Funding transport infrastructure through planning

Chapter 11

Policy DF1 Delivery of the Plan and Planning Obligations

Barnet Local Plan

The development plan documents in the Barnet Local Plan constitute the development plan in terms of local planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The relevant documents comprise the Core Strategy and Development Management Policies documents, which were both adopted in September 2012. The Development Management Policies document provides the borough wide planning policies that implement the Core Strategy. These policies will be used for day-to-day decision making.

The Local Plan development plan policies of most relevance to the determination of this application are:

Core Strategy (Adopted 2012):

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

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

CS4 (Providing quality homes and housing choice in Barnet)

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

CS7 (Enhancing and protecting Barnet's open spaces)

CS8 (Promoting a strong and prosperous Barnet)

CS9 (Providing safe, effective and efficient travel)

CS11 (Improving health and well-being in Barnet)

CS12 (Making Barnet a safer place)

CS14 (Dealing with our waste)

CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

DM01 (Protecting Barnet's character and amenity)

DM02 (Development standards)

DM03 (Accessibility and inclusive design)

DM04 (Environmental considerations for development)

DM06 (Barnet's heritage and conservation)

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

DM10 (Affordable housing contributions)

DM14 (New and existing employment space)

DM15 (Green belt and open spaces)

DM16 (Biodiversity)

DM17 (Travel impact and parking standards)

Mill Hill East Area Action Plan (AAP) 2009:

The Mill Hill East Area Action Plan (AAP) was adopted by the Council in 2009 and forms part of Barnet's Local Plan containing policies relevant to the determination of planning applications in the area. The AAP forms a material consideration in the

determination of Planning Applications in this area. The relevant policies for the consideration of this application are:

MHE2 (Housing)
MHE3 (Employment)
MHE12 (Sustainable Transport)
MHE13 (Parking)
MHE14 (Creating a Sustainable Development)
MHE15 (Design)
MHE16 (Delivering Design Quality)
MHE17 (Conserving Built Heritage)
MHE18 (Delivering the AAP)
MHE19 (Planning Obligations)

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

Local Supplementary Planning Documents:

Planning Obligations (April 2013)
Residential Design Guidance (April 2013)
Sustainable Design and Construction (April 2013)
Delivery Skills, Employment, Enterprise and Training from Development through S106 (October 2014)

Mayoral Supplementary Planning Documents and Guidance:

Barnet Housing Strategy 2015-2025
Accessible London: Achieving an Inclusive Environment (April 2004)
Sustainable Design and Construction (May 2006)
Wheelchair Accessible Housing (September 2007)
Planning for Equality and Diversity in London (October 2007)
Shaping Neighbourhoods: Play and Informal Recreation (September 2012)
All London Green Grid (March 2012)
Housing (March 2016)
Affordable Housing and Viability (August 2017)
The Control of Dust and Emissions during Construction and Demolition (July 2014)
Mayor's Transport Strategy (2018)

Barnet's Local Plan (Reg 18) 2020

Barnet's Local Plan Reg 18 Preferred Approach document sets out the Council's preferred policy approach together with draft development proposals for 67 sites. It is Barnet's Emerging Local Plan. Whilst this will increase in weight as it progresses through the consultation and examination stages, it is now a material planning consideration and therefore any future planning decision requires some awareness of the emerging policies contained within the draft Local Plan. Of particular relevance to the proposed development is:

Policy GSS07 Mill Hill East

Millbrook Park is making progress as an example of good suburban growth. The implementation of the 2011 planning consent following the adoption of the Mill Hill

Area Action Plan in 2009 has already delivered 600 new homes, with the expectation of a further 1,645 units to be completed.

Within the wider area around Mill Hill East there is capacity to deliver 1,400 additional new homes.

The Council will positively consider proposals on suitable sites to deliver further good suburban growth, including at Mill Hill East Station, Watchtower House and IBSA House, which together could deliver around 745 new homes.

Any development proposal must consider the Mill Hill Conservation Area and Green Belt designations.

The application site is within the Mill Hill East Growth Area and the Proposed Site Allocation List (no.46) as identified in the Proposed Barnet Local Plan. This document states at para 4.18.3:

A planning framework for Mill Hill East has been established with the Area Action Plan adopted in 2009. With development also underway at the former National Institute of Medical Research other development opportunities have emerged around the Mill Hill East AAP area including Watchtower House, IBSA House and Mill Hill East station. Careful consideration of development within the Mill Hill Conservation Area and Green Belt will be required. These three sites are identified in the Schedule of Proposals at Annex 1.

The Local Plan 2012 remains the statutory development plan for Barnet until such stage as the replacement plan is adopted and as such applications should continue to be determined in accordance with the 2012 Local Plan, while noting that account needs to be taken of emerging policies and draft site proposals.

The Community Infrastructure Levy Regulations 2010

Planning obligations need to meet the requirements of the Community Infrastructure Levy Regulations 2010 (as amended) to be lawful. Were permission to be granted, obligations would be attached to mitigate the impact of development.

2. PLANNING CONSIDERATIONS

2.1 Site Description

The land to which this proposal relates lies entirely within the London Borough of Barnet. The application site extends to an area of approximately 2 hectares and can be broadly split into two parts; the west side (front part of the site containing a part five, part-six storey building) and the east side (rear part of the site containing a printery). Vehicle access is taken from The Ridgeway to the west.

The western half of the site comprises a part five, part six-storey (plus basement) IBSA House and associated surface parking. Internally, IBSA House contained a mix of different administrative functions associated with the former owners, the Servants of Jehovah's Witnesses religious institution. The existing building has rhythmic windows and an L-shaped form that leads to a tower forming a focal point to the south-west part of the building. The main body of the building is faced in multi red brickwork which is in very good condition and is adorned by dark red painted render architrave that wraps around the building above the ground floor. The tower has a

vertical element on each elevation and forms a small gable at roof level which is surrounded with painted render which matches the architrave, lintels, and cills to the fenestration. The roof shape is that of a traditional mansard roof and falls away to a crown roof. The total gross internal area is approximately 11,500sqm. Surface parking lies adjacent to the building.

The eastern half of the site encompasses the former Printworks and factory buildings which were formally associated with the production and distribution of IBSA's "Watchtower Magazine" and also includes an area of hardstanding (primarily used for HGV parking). The existing buildings in this portion of the site comprise of two large interconnecting industrial sheds with a total gross internal floor area of approximately 7,700sqm split between the basement, ground and mezzanine levels. Prior to the winding down of operations in these buildings in early 2018, maintenance and support functions were located within the basement. The building is of a functional design and industrial appearance and is not considered to contribute positively to the appearance of the site or the wider area.

The Gatehouse building is a small single storey building located at the main entrance to the site and functions as a security/monitoring presence for both vehicles and pedestrians entering the site. This has a total gross internal area of approximately 29sqm.

The use of the site is linked with Watch Tower House located around 100 metres further north along the Ridgeway. These sites are in the process of becoming surplus to requirements due to the construction of a new UK headquarters at the former Temple Farm site near Chelmsford in Essex.

An area of woodland area lies to the north of the existing buildings and is located within the application site. This comprises an area of TPO trees (Tree Preservation Order).

The application site is bounded to the south and east by the recent Millbrook Park residential development. Two-storey residential dwellings along the Ridgeway are located to the west of the application site.

To the north (and northern side of Partingdale Lane) is the Metropolitan Green Belt and an area designated as a Site of Metropolitan Importance for Nature Conservation which is known as the Mill Hill Substation Pastures. Burtonhole Brook (a tributary of Folly Brook) and the Grade II Site of Borough Importance for Nature Conservation known as Burtonhole Lane and Pasture are located nearby. The Grade I Site of Borough Importance for Nature Conservation known as Folly Brook and Darlands Lake Nature Reserve is situated c950m from the application site.

Mill Hill East, including the Northern Line London Underground Station, are located around 0.5 miles to the south. Mill Hill Broadway shops and railway station are accessible by bus to the west of the application site. The site has a public transport accessibility level (PTAL) rating of 1B, bordering 2 and is served by three bus routes including the 221, 240 and 382.

The site is not within a conservation area, although the Mill Hill Conservation area is located c150m to the west of the site. There are no listed buildings on site, however, there are three listed designations in the vicinity:

- Grade II Listed Partingdale Manor (50m from site but screened by heavy planting);
 - Grade II Listed War Room Bunker (330m from site but screened by heavy planting);
- and
- Grade II Listed Milestone outside number 8 The Ridgeway.

The application site is located within Flood Zone 1 (less than 1 in 1,000 annual probability of river or sea flooding).

2.2 Proposed Development

This application seeks planning permission for the demolition of the existing printworks/factory buildings and redevelopment of the site to provide a total of 197 residential units. This would involve:

- conversion of the existing IBSA House building into 61 flats with associated external alterations plus extension and adaption of the existing lower ground-basement floor and adapting it for car park use;
- erection of 5 new blocks ranging from 3 to 6 storeys in height to provide 136 flats, plus extension and adaption of the existing lower ground-basement floor and adapting it for car park use;
- provision of private amenity space, communal rooftop terraces, refuse storage, 344 cycle parking spaces and basement and surface level parking for 197 cars.
- single storey extension to the existing 'gatehouse' at the front of the site, to provide management/security office.
- associated alterations to landscaping and ancillary works.

Modest external alterations are proposed for IBSA House in order to adapt the building to residential use such as new fenestration and private balconies for all units. Maintaining the original height and utilising the existing building whilst enhancing the appearance sympathetically would ensure the established appearance of the site from The Ridgeway is largely retained. The existing gatehouse at the front of the site adjacent to the Ridgeway would also be retained and marginally extended at ground floor only.

The planning statement prepared by Firstplan states the redevelopment of the rear half of the site would deliver five distinctive residential blocks (Blocks A – E), which range in height from three to six storeys, including basement car and cycle parking. Block A is situated along the northern boundary and is part 6 storey with the eastern end dropping to 4 storeys towards the eastern perimeter. Block B is 6 storeys and sits in the centre of the site, separated from IBSA House by a landscaped area that leads to a woodland viewing deck and access to the established woodland to the northern section of the site.

The two smaller four storey Blocks C and E sit on the eastern edge of the site, and the smallest 3 storey Block D is on the southern edge facing Albuhera Mews. The arrangement of the blocks results in the taller elements are located in close proximity to IBSA House, which is an established building of 5/6 storeys. Proposed Blocks A and B would respect the existing five storey element of IBSA House, by lowering the levels of the rear site, which in turn reduces the overall visibility of the new development blocks.

The overall site layout has been designed to optimise the use of land whilst providing new landscaping and public realm for future residents. The current site is virtually entirely covered by the footprint of the existing buildings. The proposal seeks to significantly reduce the built footprint creating a permeable layout and a connected pattern of development.

Revisions and additional information

In the course of the assessment, additional details and clarification were provided in respect of various detailed aspects of the scheme e.g. boundary treatments, drainage, energy, landscaping, ecology, access, parking layout/pathways and additional tree planting along the southern and eastern boundary. These have involved various minor amendments to the scheme. However, most importantly following lengthy negotiations the affordable housing provision has been independently viability tested by the council and separately by the GLA; and increased from 5% to 20%.

2.3 Relevant Planning History

Planning applications relating to the application site are:

Reference: 19/4347/ESR

Address: IBSA House, The Ridgeway, London, NW7 1RN

Decision: Environmental Statement not Required

Decision Date: 6 September 2019

Description: Environmental impact assessment screening opinion

Reference: 19/0329/PNO

Address: IBSA House, The Ridgeway, London, NW7 1RN

Decision: Prior Approval Required and Refused

Decision Date: 13 May 2019

Description: Change of use from Offices (Class B1(a)) to 127 Residential dwellings (Class C3)

Reference: 18/5801/PNO

Address: IBSA House, The Ridgeway, London, NW7 1RN

Decision: Prior Approval Required and Refused

Decision Date: 22 November 2018

Description: Change of use from B1 (Office) to C3 (Residential)

Reference: 18/1998/PNO

Address: IBSA House, The Ridgeway, London, NW7 1RN

Decision: Prior Approval Required and Refused

Decision Date: 22 May 2018

Description: Change of use from Use Class B1 (office) to Use Class C3 (residential) to provide (221 Units)

Reference: H/00807/14

Address: IBSA House, The Ridgeway, London, NW7 1RN

Decision: Approved following legal agreement

Decision Date: 22 May 2014

Description: Extension of IBSA House comprising three-storey extension to the north-west wing at first, second and roof level, and three-storey extension to the south wing at second, third and roof level, to create 3,233sqm of additional office floorspace

Reference: H/05138/13

Address: IBSA House, The Ridgeway, London, NW7 1RN

Decision: Environmental Statement not Required

Decision Date: 26 November 2013

Description: Environmental impact assessment screening opinion and scoping opinion.

Reference: H/04237/12

Address: IBSA House, The Ridgeway, London, NW7 1RN

Decision: Approved subject to conditions

Decision Date: 20 December 2012

Description: Insertion of 6no. velux roof windows to west elevation in mansard roofslope and 2no. double glazed windows in the tower gable to replace existing louvres

Reference: H/02631/11

Address: IBSA House, The Ridgeway, London, NW7 1RN

Decision: Approved subject to conditions

Decision Date: 9 September 2011

Description: Installation of heat recovery unit cylinder between the two roofs of the building.

Reference: H/04511/08

Address: IBSA House, The Ridgeway, London, NW7 1RN

Decision: Approved subject to conditions

Decision Date: 27 January 2009

Description: Insertion of rooflights to north elevation.

Applications relating to TPO works at the application site are:

Reference: TPP/0154/19

Address: IBSA House, The Ridgeway, London, NW7 1RN

Decision: Trees: Refused

Decision Date: 13 May 2019

Description: 1 x Pine (applicant's ref. T1) - Reduce 30% (3m crown reduction all over), Remove any decayed or split branches. Standing in area A1 of Tree Preservation Order

Reference: TPP/0614/18

Address: IBSA House, The Ridgeway, London, NW7 1RN

Decision: Trees: Approved subject to Conditions

Decision Date: 11 January 2019

Description: 1 x Sycamore (Applicant's ref. T1 / 13.4) - Reduce by 1 third. Standing in area A1 of Tree Preservation Order

Reference: TPM/0707/16

Address: IBSA House, The Ridgeway, London, NW7 1RN

Decision: Trees: Approved subject to Conditions

Decision Date: 23 December 2016

Description: 1 x Ash (applicant's ref. 106 / 108) - Remove one branch overhanging neighbour's garage. Standing in area A1 of Tree Preservation Order, 1 x Hornbeam (applicant's ref. area A134) - Remove. Standing in area A1 of Tree Preservation Order, 1 x Lime (applicant's ref. area A134) - Remove. Standing in area A1 of Tree Preservation Order

Reference: TPP/0709/16

Address: IBSA House, The Ridgeway, London, NW7 1RN

Decision: Trees: Refused

Decision Date: 23 December 2016

Description: 1 x Cedar (applicant's ref. C4) - Remove limb as specified. Standing in area A1 of Tree Preservation Order

Reference: TPF/0700/16

Address: IBSA House, The Ridgeway, London, NW7 1RN

Decision: Trees: Split Decision

Decision Date: 16 December 2016

Description: 1 x Conifer (applicant's ref. 481) - Remove. Standing in area A1 of Tree Preservation Order, 1 x Lime (applicant's ref. 471) - Remove. Standing in area A1 of Tree Preservation Order

Reference: TPF/00170/15

Address: IBSA House, The Ridgeway, London, NW7 1RN

Decision: Trees: Approved subject to Conditions

Decision Date: 12 May 2015

Description: 1 x Horse Chestnut (applicant's ref. T200) - Fell. Standing in area A1 of Tree Preservation Order

2.4 Pre-application Consultation by the Applicant

A Statement of Community Involvement has been submitted with the Planning Application, prepared by Kanda, which outlines the consultations which the applicant carried out prior to the submission of the application.

This document states that the applicant has undertaken consultations with key stakeholders, representatives and local residents. A targeted flyer served to facilitate public consultation and gather responses and opinions. In addition, an exhibition of the proposals was held on Tuesday 15th October 2019.

2.5 Public Consultations

As part of the consultation exercise, 298 letters were sent to neighbouring properties and residents. In addition the application was advertised in the local press and site notice(s) was posted. A total of 98 responses were received, comprising 97 letters of objection and 1 letter of representation (neither support nor object).

Representation:

The letter of representation received is set out below:

- Provision of pedestrian access from the rear (Eastern area) of the site through to Tommy Flowers Mews should be considered in order to connect the new residential community with the Millbrook Park community as a whole.

Public Objections:

The letters of objection received are summarised as follows:

- Infrastructure and utilities in Mill Hill area already overstretched due to the recent new developments.
- The tube, bus and local facilities - schools and GP surgeries are already overcrowded.
- Overshadow the recent new housing in Millbrook Park and will make an irregular roof line.
- Much of this area of Mill Hill has had a huge amount of redevelopment over the past few years, without adequate provision for car parking.
- Increase congestion along Ridgeway/Bittacy Hill.
- Air pollution will also increase.
- Proposal is too high and too dense - inappropriate over-development of the site.
- New buildings would have a negative impact to the neighbours (Albuhera Mews & Tommy Flowers Mews), the facing balconies and communal roof garden result in loss of privacy and overlooking.
- More frequent tube journeys and direct services required, TFL should open up the derelict line to help ease pressure
- Local transport provision is inadequate.
- Insufficient car parking spaces.
- Inappropriate development for this area. Incongruous tower blocks not in keeping with the Mill Hill village.
- The area is already over-developed.
- Danger to cyclists because of parked cars and not appropriate due to steep hill.
- Cycle spaces are also unrealistic and impractical in a development that sits on the top of a very steep hill.
- The public transport locally is inadequate. Mill Hill East station is a single track station which is regularly full before it leaves the station.
- Barnet Council has refused this site for residential development three times previously and it should be refused again to developers who wish to cash in on sites that are currently and should remain as office space by building residential accommodation.
- The area backs onto green belt, should not turn the area into a concrete jungle
- For the local residents backing onto this proposed 4-6 storey development it would block out natural light and be an eye-sore.
- The site should be converted to retail/services space.
- Demolition process will be awful with dust, fumes and possibly asbestos.
- A whole community is being destroyed. The green suburb is being turned into an urban mass resembling Manhattan.
- Existing developments in the area already causing significant disruption and congestion. Additional new large developments not needed in the area.

- Visible across the green belt land, would also be out of character and scale with the surrounding two story houses on the Ridgeway and the three story houses at the top of the adjoining Inglis barracks development.
- Over-development, height of the new buildings and the altered top story of the existing building would create a skyline inappropriate to the site
- The site never generated much vehicular traffic because the workers commute on foot from Watch Tower house.
- Block A should be omitted and Blocks B,C,D and E reduced to maximum 3 storey.
- Result in an incongruous development on a sensitive site adjacent to the Green Belt, and will result in a loss of trees that will exacerbate the impact of views into the site and lead to a loss of residential amenity.
- Application contravenes the underlying design principles for the development at Millbrook Park in that there should be only low rise buildings adjacent to Partingdale Lane and the Green Belt.
- The Millbrook Park development was specifically designed so that houses at the top of the hill were limited to three stories, to limit the damage to the skyline and views from Partingdale Lane and the surrounding Green Belt and Conservation Area.
- Partingdale Lane is a road that requires greater protection one side is green belt and structure comprising Partingdale Manor and Manor End, Grade II listed, with TPOs protecting the trees and gardens.
- The area requires employment and this site should remain in order to provide employment
- The transport plan for the application is flawed in many parts. The plan also assumes residents will cycle to Mill Hill Broadway, which is 3.2 km from the site. While some (more likely very few) may do so, Mill Hill East is within walking distance and West Finchley and Finchley Central are much nearer.
- Does not provide adequate footway or cycle path development, despite providing cycle parking spaces. As part of the developer's section 106 commitments the provision of good quality cycle lanes in the area must be funded.
- The developer's own assumptions in the travel plan show the majority of residents will enter and leave the development by car during peak times. This will saturate an already congested area for traffic.
- De-value existing properties making them difficult to sell.
- Three previous applications have been refused and the same arguments/reasons for refusal apply to this application.

Elected Representatives:

A letter of objection was received from Andrew Dismore AM (London Assembly Member for Barnet and Camden) objecting to the proposed development. The letter received can be summarised as follows:

- In the new Millbrook Park development all the buildings alongside Partingdale Lane were required to be a maximum of 2 storeys to respect the lane and the adjacent Green Belt.
- However the proposed buildings along the lane will be 6 storeys high and on elevated ground. The tree screen between the buildings and the lane is deciduous

and can be seen through during winter. The blocks will be visible from and impact on the Green Belt.

- Result in overlooking and enclosure - particularly to Partingdale Lodge, Turpins and the Cottages 1 - 6.
- Overdevelopment of the site, with the additional impact of extra traffic and a burden on already stretched facilities, such as school places and doctors' surgeries.

Officer Comment

A number of the buildings at the top of Millbrook Park are 3 storeys and include 4 storey blocks. Block A is part 6 reducing to 4 storey and screened by the extensive and thick green woodland, within and to the north of the site. Furthermore the ground level would be dropped so Block A (and Block B) would sit in line with five-storey height of IBSA House. The planning submission is supported with both photographic and measured surveys (prepared by BB Partnership Ltd) undertaken at a number of viewing points from both: the surrounding public realm and urban areas on the east, south and west side; and the Green Belt to the north side. These are examined in section 3.3 of this report. In summary it is considered the development would not have a detrimental impact on the openness of the Green Belt.

Neighbouring/Residents Associations & Local Amenity Groups:

Mill Hill Residents Association:

The Mill Hill Residents' Association would like to submit a number of objections to the above planning application. Here is a collation of the main points that have been voiced and that we feel need to be considered as part of this consultation.

Previous Planning Applications

Firstly, we there have been apparently three refusals already by LBB for this development and now our residents are being asked to respond once again to this proposed development.

Many of our members are asking what the difference is between the past proposals and this one as this has not been clearly communicated as part of the latest consultation.

Also, a number of our members are assuming that their previous objections would still be considered as part of this fourth attempt to get permission for this development and that they do not need to resubmit their objections for this round 4. If they do, then we ask that those members of the public that have already submitted their objections for the previous applications be notified so that they be made aware that they need to to post their objections once again.

Green Belt Issues

This development is yet another erosion of our green belt.

The character and attraction of what used to be a Green Belt village location has been and continues to be rapidly eroded with each new estate development over the past years. The rate and scale of each large new development that has been permitted to proceed is out of place and is having an environmental impact on the surrounding green belt.

Out of Character

There is a lot of strong feeling that the looming residential blocks are out of character with the current low rise, 1930's suburban housing stock and listed buildings in the area.

Overdevelopment of the area

In addition to being out of character there is also a lot of concern that the area as a whole is being massively overdeveloped. Within just a short distance of this proposed development are already new dwellings in Millbrook Park and additional new dwellings on the NIMR site. With just these two projects alone we are talking of a good few thousand new dwellings and the feeling is that this is already more than enough for such a small area of Mill Hill.

Lack of sufficient Public Transport

There are serious concerns that the already very overstretched public transport infrastructure in the area will simply not be able to cope at all with the additional massive increase in demand.

While we have been told that there are discussions about providing additional buses and bus routes along the ridgeway to accommodate the additional new residents that will be moving into the thousands of new dwellings that are currently being developed, there is still no sign that this will happen in the near future, if at all!

Further, we are concerned that Mill Hill East tube station will not be able to cope with the huge additional demand that will be caused by so many new residents in the area. The Mill Hill East tube is already standing only space during rush hour.

For this reason approving yet another set of residential units in the area, without first resolving the current lack of adequate public transport, is very worrying.

Lack of Sufficient School & Medical Facilities

Similar to the problem with lack of public transport infrastructure, many local residents are already complaining that there are not enough school places in the area for local children.

When it comes to medical facilities, many residents are telling us of excessive waiting periods of many weeks to get a simple doctor's appointment.

As it is, the existing schools and medical clinics (and hospitals) are already seriously struggling to cope with the existing demand and many residents are frightened that if new schools and medical facilities are not provided in advance of any new developments, the current infrastructure will not be able to cope at all.

Loss of Employment

A number of members have expressed concern that the change of designation from office use to residential use will further reduce the very limited employment opportunities for locals in the area. We have already seen a huge erosion of employment capabilities with the residential development at NIMR and now we are seeing a further erosion of employment opportunities for locals by converting this site into residential use too. The concern is that there seems to be no plans in place to create new job opportunities in the area to replace, and indeed expand on, the loss of jobs that these developments are causing.

For the above reasons, we believe that further building developments in and around that area should be rejected.

Officer Comment

All of the above representations have been taken into account and are considered within the relevant sections of this report and which form part of the assessment set out below. For clarity it should be noted that previous refusals referred to prior approval applications which were refused due to the site being identified as a single planning unit in sui generis use, rather than planning considerations.

The planning submission is supported with both photographic and measured surveys (prepared by BB Partnership Ltd) undertaken at a number of viewing points from both: the surrounding public realm and urban areas on the east, south and west side; and the Green Belt to the north side. These are examined in section 3.3 of this report. In summary it is considered the development would not have a detrimental impact on the openness of the Green Belt.

The previous developments recently granted in the vicinity have all been taken into consideration and referenced within the relevant reports. The site is an allocated site marked for redevelopment within the draft local plan. Modest external alterations are proposed for IBSA House. Maintaining the original height and utilising the existing building would ensure the established appearance of the site from The Ridgeway is largely retained. The proposed new buildings to the rear of the site derive from this design concept and therefore relate to the existing building and the site enveloped with a comprehensive landscaping scheme. Therefore the proposed development is considered in keeping with the character of the site.

Monetary contributions would be secured through a formal legal agreement as part of the highway improvement works and measures identified as part of the Active Travel Zone Assessment. Various additional contributions would be secured through the formal s106 agreement and listed under Recommendation 2 at the start of this report, such as the Residential Travel Plan and incentive funds.

In relation to the loss of the employment on the site, this change has been fully supported by the Council's Economic Development Team who have agreed an appropriate financial payment to better support employment opportunities elsewhere in the Borough and in more sustainable town centre sites.

Mill Hill Neighbourhood Forum:

Concerned that the infrastructure to support this and other recently approved developments is not in place or planned. A secondary School (all faiths) that students from NIMR, Millbrook Park, IBSA House and other nearby roads not in the Mill Hill County catchment area could walk to, is much needed and further provision of a GP surgery for the area is required, together with more frequent trains in and out of Mill Hill East tube line with many being through trains throughout the day not just at peak times. CIL & Section 106 monies should be dedicated specifically to resolving these very real issues facing the local community.

We acknowledge that the front part of the scheme is stepped-down on the north elevation, but are concerned that the rear buildings (notably F) are above guidelines set out in the MHEAAP for buildings facing Partingdale Lane and the Green Belt beyond. Recognising that the top of the Millbrook Park site is topographically higher at ground level than the IBSA House site, we suggest that the height of Building F be reduced by two floors to mitigate this issue. This would also serve to provide residents on the upper floors of Building A more light and extensive views into the Green Belt land to the north. It would further reduce the overlooking of houses in Partingdale Lane.

Mill Hill Preservation Society:

Background

The development team presented the proposal to our Committee at The Studio, and subsequently held a public exhibition at Old Camdenians.

Previous applications have also been commented on, we refer to our letter 22nd August 2019 on application 19/4347/ESR in which we raised issues related to PTAL,

Employment loss, Location, Characteristics of the Development, the Potential Impact and concluded the application was ill-considered that would have an adverse impact on the local environment. The comments we made in that letter are still relevant to this application and we wish them to be taken into account against 19/6551/FUL. For ease of reference the letter referred to is attached.

Assessment

The site is an existing employment site and as such Policy DM14 of the Development Management Policies applies. It is noted that the Applicant has sought to argue that this policy isn't relevant due to Millbrook Park being approved and that employment land lost. They have not sought to provide any analysis or assessment as to the acceptability of the loss of this employment site. Whilst the background to the Mill Hill East Area Action Plan (2009) may be of some merit, it does not simply mean that the designation within that adopted document, as a 'retained employment' area can be simply ignored.

The Applicant's approach to the loss of employment land is at best dismissive and lacks any robust evidence to demonstrate that the loss of this mixed use site is acceptable and is not required for any alternative employment use. It is assumed that the site has not been marketed for any alternative use, or continued mixed use, therefore the Applicant has no evidence to show it is not required for its continued use or an alternative employment use.

Whilst the findings associated with Millbrook Park may be similar for this site, they did submit a robust Employment Study and therefore addressed Policy DM14. The Applicant should be made to adhere to planning policy and similarly demonstrate that this site is not required.

Whilst the site is not located within the Green Belt, it is adjacent to it, accordingly, the site is sensitive and as such any proposed development needs to be reflective of this edge of settlement, more rural location. We would therefore expect a development to be lesser density, and of the highest design standards appropriate to the sensitive location and in accordance with the National Planning Policy Framework. We find this is not the case.

We would like to refer to the design principles for the Millbrook Park development that is adjacent to the site. The heights of the various phases were managed carefully, with 2 and 3 storey houses near the Green Belt edge, increasing in size across, and down, the site towards the underground station where 6 and 7 storey blocks are located. This philosophy has been adhered to and respects the nature of both the Green Belt and Partingdale Lane.

Appreciating that this site does not need to comply with the design principles established as part of an adjacent development, the Applicant cannot seek to rely on the employment land argument applied to the Millbrook Park development and then ignore other parameters.

The proposal fundamentally undermines the established design approach to the area. The retention of IBSA House will automatically lead to residential properties at a higher level than the surrounding development, but this does not set a precedent for an additional 5 blocks of development between 3-6 storey's, complete with upper floor terraces. The retention and conversion of IBSA House provides a 'nod' to the historic use of the site.

The surrounding residential development is comprised of 2-3 storey dwellings, with some flat blocks, but not exceeding 3 storeys. Most surrounding development is also at a lower level than the IBSA site - when reviewing the site sections submitted with the application this is not proposed to be altered. This is particularly significant when reviewing sections D-D and 4-4.

Consequently, any ground floor of the proposed site will automatically be at a higher level than the adjacent residential units.

To the north, the development will tower above the established tree belt dominating the rural edge, undermining the openness of the Green Belt, while development to the south, adjacent to Albuhera Mews, will be significantly closer to the boundary and almost 2 storey's higher (when including the roof plant) than the existing eaves of the factory building.

Accordingly, the physical scale of this development will be overbearing on adjacent properties, and unduly dominate from numerous vantage points, most significantly the wider Green Belt. The appearance of such large dominant blocks will result in an alien feature within the landscape undermining the concept which underlies the whole development of the adjacent Barracks site, with which the proposal will be read.

We are especially concerned about Block A: this is the one parallel to Partingdale Lane being of six storeys plus roof constructions and is immediately adjacent the main Front Site building where it steps down in height to one or two storeys as the land drops away. Block A is totally disproportionate to the adjacent blocks on the frontage and to the immediate surroundings.

The height of the blocks is a significant issue. They will be an unwelcome intrusion into an otherwise rural scene and will be visible over a wide area from almost all directions. Users of the Green Belt and its footpaths need to be considered. As such the proposals will run against current thinking that such rural views are beneficial to health and therefore to be safeguarded; of added importance in this location is that 'the valley' is illustrated in several of the wider London Plans as an area to be included in 'Living Landscape' and 'Green Grid' proposals, the object of which is to keep such areas for people to walk in and mentally escape the 'built environment'. The proposal would be contrary to the Health and Wellbeing agenda set out in the National Planning Policy Framework.

The design of the blocks are also considered to be somewhat random, providing a vague nod to the host building, their boxy form bears no relationship to the red brick 'L' shaped host building, or the adjacent new development which successfully combines a dominance of more traditional built form, with hints of contemporary design, again with a focus on red brick and render.

The height and massing of the buildings, as highlighted above will dominate the public vantage points of the site and rural area beyond, but this will only be further exacerbated by the alien form of design proposed that will create a significant discord between what is appearing to be a successful adjacent development and a visual eyesore.

Concerns regarding the visual impact of the development are further exacerbated when regard is given to the impact on adjacent trees. Whilst the Arboricultural Report alludes to no impact on trees, it does raise some concerns.

The report fails to consider the increase in below ground excavation towards the northern boundary, with the introduction of a ramp and additional parking adjacent to this boundary.

These works will require significant retaining walls and detailing, such that regard needs to be given to the impact on the root structures of adjacent trees. The loss of any trees adjacent to this boundary will further open up the views of the site from the wider Green Belt.

To the south the Arboricultural Report highlights an area of land whereby hard-surfacing needs to be removed by hand to allow for level changes and tree roots, however, this position is then undermined when development is required to occur within the tree protection zone. Appreciating that the Applicant has indicated a piling method for foundations, there is no indication as to how an invasive machinery-hungry method required for blocks of this size can be reconciled against the need to hand remove hard surfacing to protect the trees?

Lastly, there has been no regard given to the future impact on trees. The CGI's submitted with the application show clearly that the separation distances between trees and blocks are limited, such that the pressure to remove trees in the future due to the impact on sunlight and daylight, along with nuisance leaf fall will be high. We also object to the description by the Applicant of the tree strip alongside Partingdale Lane as 'woodland' as it is no more than deciduous scrub in a lot of places that does not screen the existing low rise buildings effectively, and which will certainly not screen such a large development. Being deciduous it has no screening impact in winter.

We turn to neighbour amenity, large tower blocks looming over existing residential properties, complete with balconies large enough to sit out and enjoy, will result in direct overlooking into habitable room windows around the site. The worst relationship will be along the southern boundary and the relationship with properties on Albuhera Mews. The plans show a separation distance of circa 23.5m, this may be a suitable relationship for a back to back dwelling situation, where there is no terracing at first floor or above, in this instance there are three storey balconies. Even if it could be argued that there is no direct loss of amenity as a result of this relationship, there is a perceived loss of amenity and privacy, as the central balconies on Block D particularly have direct views into bedroom windows.

Conclusion

It is our opinion that this application is unacceptable on a number of grounds, but most critically, the Applicant has failed to address the matter of the principle of a change of use of the site in the first instance by failing completely to address Policy DM14. It is not acceptable for a developer to 'cherry pick' policies considered to apply to them to best suit their case.

Further to this we are of the opinion that the proposal will result in an incongruous development on a sensitive site adjacent to the Green Belt, and will result in a loss of trees that will exacerbate the impact of views into the site and lead to a loss of residential amenity.

It is not considered that there are amendments to this application that can be made to make it acceptable. The application should be refused or withdrawn and the Applicant required to address the matter of Employment Land before any alternative scheme is progressed.

Officer Comment

These representations have been taken into account and are considered within the relevant sections of this report and which form part of the assessment set out below. In addition please see officer comments above. In terms of the trees, The Landscape Statement confirms the existing boundary planting will be retained wherever possible and would be enhanced and strengthened by introducing new tree planting along the length of the eastern and southern boundary. The proposed trees would complement the retained trees as part of a long-term succession strategy and help to provide replacement screening and soften views of the development.

The landscape buffer around the site and the removal and planting of trees is a key element of the proposal and has been carefully considered. Additional information has also been sought from officers and detailed in section 3.6 of this report. The existing mature trees along the southern and eastern boundary provide screening for properties on Albuhera Mews and Tommy Flowers Mews, the scheme proposes to keep as many of these existing trees as possible. Where trees have to be removed and in existing gaps new trees will be planted. These will be selected with consideration of canopy height and width in relation to proximity to the new buildings and density of canopy to ensure they do not cause overdue shading to new apartments.

An Arboricultural Impact Assessment in support of the development proposals. However clarity was sought on the number of trees to be removed. The applicant has confirmed 55 existing trees are shown to be removed and 73 new trees are proposed to be planted. However exact numbers will not be known until construction begins as factors such as the ground conditions and methods of construction will affect how many trees can be retained. Therefore the numbers of trees shown to be removed is a worst-case scenario, with all trees likely to be affected shown to be removed, at this stage. These details have been reviewed by the councils Arboriculturalist who has confirmed the principle as set out is acceptable. It has been agreed that the details should be secured through conditions including for example a comprehensive landscape, ecological and woodland management plan.

2.4.6 Responses from External Consultees

Greater London Authority (GLA)

Strategic Issues Summary

Principle of development: The proposed residential redevelopment of the site within an Area of Intensification is strongly supported in principle subject to providing the maximum viable level of affordable housing (paragraphs 18-25).

Affordable housing: The quantum (5%) and mono-tenure nature of the proposed affordable housing is wholly unacceptable. GLA officers seek significant improvement to the quantum and tenure diversity of the affordable housing offer and will robustly interrogate the financial viability assessment to ensure that the maximum amount of affordable housing, with an appropriate affordable tenure mix is secured (paragraphs 26-34).

Urban and inclusive design: Whilst the scale, massing and layout of the scheme is acceptable, there are concerns that the proposal is designed as a gated development. The applicant should revise the internal layout of the IBSA House building and provide clarification on the purpose of the management office. The access gates to the front of the site should be removed to ensure open access to the development (paragraphs 35-56).

Transport: Car parking should be reduced in line with the Mayor's Intend to Publish London Plan. Improvements are required to the site layout to improve walking and cycling and the applicant must increase the electric vehicle charging provision. Conditions and obligations are required (paragraphs 57-69).

Sustainable Development: The applicant should provide further information regarding energy and urban greening (paragraphs 70-93).

The GLAs Stage 1 response included the following recommendation:
That Barnet Council be advised that the proposed level of affordable housing is wholly unacceptable and the application does not comply with the London Plan and the Mayor's Intend to Publish London Plan for the reasons set out in paragraph 97 of this report. The resolution of these issues could lead to the application becoming compliant with the London Plan and the Mayor's Intend to Publish London Plan.

Officer Comment

The affordable housing provision has been independently viability tested by the council and increased from 5% to 20%. The proposals have been reviewed by the councils highway officers and the parking provision of a ratio of 1:1 is what the team have requested and which the council consider is appropriate in this instance.

Thames Water

Waste Comments

Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.

<https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewaterservices>

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

MET Police – Secured by Design

I do not have any major concerns regarding this proposal, but would like to comment upon the following:

One of the biggest factors for the development and one of the most beneficial is the plan to retain the secure gates at the initial entry point into the development from The Ridgeway, in essence creating a cul-de-sac. This area will also include a management/security office at the 'gate-house'. With a secure gate and secure 1.8m+ boundary around the site, it is a very positive aspect and will allow the control of those wishing to enter the development and restrict access to those whom do not reside or have a legitimate reason to enter the site. This will create a semi-private area and should help to increase the confidence of residents to challenge any persons within the estate with no valid reason.

The architects have already included areas of defensible space for residents within the site, such as defensive planting and maximum 1.5m boundary treatment or demarcation for ground floor terraces and so on.

Although it is very positive to control the estate via the primary gates into the development, there is a high degree of permeability within the site around the various blocks, especially evident behind the blocks between the building line and the site boundary. Burglary more often than not occurs at the sides and rear of properties and as such, these areas of the estate are considered to be more vulnerable. To help to reduce the opportunity for this sort of crime to occur in these areas, a secure boundary line of at least 1.8m should be introduced at the edge of each building, thereby restricting the ability for anybody without a legitimate purpose to enter these areas 'behind' the buildings. This can help to prevent perpetrators disappearing out of sight from natural surveillance, that could lead to an opportunity to attack ground floor doors and windows and force entry.

To enhance the above, all doors and windows considered 'easily accessible' must be certificated to security rating PAS24:2016. It is recommended that a low level of defensive planting is also installed beneath these windows to help to deter a person from approaching the window with any ease.

Due to levels of vehicle crime within the ward and proposed number of units/residents within the site, it is also important to secure the underground parking areas with security rated gates or roller-shutters for residents use only. This measure, along with protecting the 'undercroft' areas that the agent/architect has already advised will be secure, will help to protect vehicles, cycles and residents from unlawful intrusion and the potential for crime and disorder to occur.

I have discussed security measures for the development with the agent in order to help provide the best levels of crime prevention for its future residents. I have also offered to assist the agent throughout the duration of this project.

I do not object to this proposal, but due to crime rates within the ward, especially vehicle crime levels and the overall burglary rate within the LB of Barnet, I would respectfully request that a planning condition is attached to any approval, whereby the development must achieve Secured By Design accreditation, prior to occupation.

OFFICER COMMENT

These comments are duly noted and generally agreed. However in terms of the front entrance gate, this would be removed and replaced with bollards or similar, in line

with comments received from the GLA. This matter can be secured through condition along with the requested secured by design condition.

Environment Agency

We have no comment to make in relation to this application as it does not trigger our current risk bar. However please be aware that the proposed development site appears to have been the subject of past industrial activity which poses a medium risk of pollution to controlled waters. We are however unable to provide detailed site-specific advice relating to land contamination issues at this site and recommend that you consult with your Environmental Health / Environmental Protection Department for further advice.

Where necessary we would advise that you seek appropriate planning conditions to manage both the risks to human health and controlled waters from contamination at the site. This approach is supported by Paragraph 170 of the NPPF.

The London Fire Brigade

Unable to determine access and facilities for the fire service to provide access for a pumping appliance to within 45 metres of all points inside each flat of a block, measured along the route of the hose.

Other comments: As per Approved Document B B5 for access and facilities for the fire service.

The Commissioner strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Commissioner's opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier. Please note that it is our policy to regularly advise our elected Members about how many cases there have been where we have recommended sprinklers and what the outcomes of those recommendations were. These quarterly reports to our Members are public documents which are available on our website.

Officer Comments

The fire safety regulations of the proposal are also covered by the GLAs requirements and are therefore covered during the Stage 1 response. The applicant has submitted a Fire Strategy prepared by British Fire Advisory Service Ltd to the GLA in order to fully address all issues. The GLA have raised no objections.

Transport for London (TFL)

Access

Pedestrian Realm and Access

Pedestrian access from the public highway is via the footway on only one side of the access road: this is not ideal. The applicant shall review the design ensuring continuous footway would be provided on both sides of the vehicular route. It is also felt that current public realm adjacent to the access road would be dominated by continuous areas of perpendicular car parking, and it is considered that parallel parking layout that is better integrated with landscaping with segregated pedestrian

and cycle access should be set out in line with Intend to Publish London plan policies D7 and T2.

Vehicular

Vehicle access to the development will continue to be via the priority junction with The Ridgeway. TfL requests that the current gated access should be removed to ensure that the development is integrated with the wider network of streets in the area. It is also requested that the internal vehicle circulation route be designed to calm traffic speed with priority given to pedestrians over vehicles. Stage 1 Road Safety Audit should be undertaken to confirm all design would be principally acceptable in highway safety terms.

Trip rate & mode share assessment

In line with London Plan, and Policy T4 Assessing and Mitigating Transport impacts of the London Plan, a trip generation assessment has been submitted for the proposal. Across all trips, 45% (43 two-way AM trips) are expected to be by car which is inconsistent with delivering the Mayor's strategic target of 80% sustainable travel. This reinforces the need to reduce car parking as set out above

Healthy Street and Vision Zero

In line with the Mayor's Healthy Street approach, an Active Travel Zone (ATZ) has been undertaken, which identified a number of walking and cycling improvement opportunities, including crossing point improvements and to remove vegetation to widen existing footway, this is welcomed. The Council is strongly encouraged to secure necessary improvements by legal agreement.

The applicant should consider highway schemes associated with the proposal taking into account of the Mayor's Vision Zero agenda ensuring it would be designed to prevent accidents and ensure safety of all road users.

Cycle Parking

The proposal includes 234 residents' cycle parking spaces at basement level below the rear blocks, 105 residents' cycle parking spaces and five visitors' spaces on the ground floor of the front building. This parking area will be adjacent to a management office which will be manned 24/7 to facilitate use of the cycle parking store by visitors. This level of provision meets the minimum Draft London Plan cycle parking standards and is therefore supported. The applicant shall also ensure all cycle facilities would be designed fully in line with the London Cycle Design standards (LCDS) including the provision of larger spaces to at least 5% of the spaces.

Public Transport

TfL requests that the applicant to provide a directional split on bus service demand to determine the proposal's impact to local bus services. Depending on the outcome, TfL may request mitigation for any impact on the bus network.

Car Parking

The proposal includes 197 car parking spaces, which equates to a 1:1 ratio. As the site achieves a PTAL of 2 to the south and is within reasonable walking distance of Mill Hill East station, the applicant should consider reducing the site wide ratio to less than 1 space per dwelling. This could be achieved by reconfiguring surface parking as advised above and by limiting the extension of basement area. Of all of the spaces, 10% will be for disabled use and 1 car club space is also to be provided. However, the applicant is required to provide passive electric vehicle

charging provision (ECVP) for 80% of the car parking spaces as well as 20% active EVCP facilities; rather than 20% active and 20% passive as per currently committed, this is in line with the Draft London Plan car parking standards and Draft London Plan policy T6 'Car Parking'.

A permit system to allocate car parking is outlined in the Draft Residential Travel Plan, which is based on the current proposed parking provision, this should be revised to reflect comments on parking reduction. The finalised policy should form part of the Car Parking Management Plan to be secured by condition, in line with Draft London Plan policy T6 Car Parking. Legal restriction shall also be imposed to exempt future residents for local parking permits.

Servicing

In line with the Draft London Plan policy T2 Healthy Streets and T7F, a Draft Delivery & Servicing Plan (DSP) has been submitted and the proposed servicing strategy is principally supported which regulate servicing activities on site. It is expected that the final Delivery & Servicing Plan (DSP) the proposed development would be submitted and be secured by condition.

Construction

TfL also expects the development will be supported by a Construction Logistics Plan (CLP). This plan should be secured by condition and/or through the s106 agreement as appropriate and should accord with TfL guidance. The Plan should identify efficient, safe and sustainable arrangements to be employed at each stage of implementation of the development to reduce and mitigate impacts of freight vehicle movements arising from the scheme, including impacts on the expeditious movement of traffic, amenity and highway safety. Details should, where relevant, include Freight Operator Recognition Scheme (FORS) or similar accreditation, site access, loading/unloading and parking arrangements, booking systems and timing of arrivals at and departures from the site, vehicular routes, scope for load consolidation and use of alternative modes and measures to reduce risks and impact of collisions with vulnerable road users. This is in line with Policy T7 Deliveries, Servicing and Construction.

Travel Plan

A Framework Travel Plan has been submitted, it is however felt targets set for mode shift to sustainable travel modes, namely walking and cycling shall be more ambitious in order to help to achieve the Mayor's Strategic Target of 80% trips to be made by sustainable transport modes. Additional measures should also be provided to encourage the up-take of walking and cycling by residents, such as but not limited to local walking tours and cycle training. The final Travel Plan shall be secured by s106 agreement.

Community Infrastructure Levy

The MCIL2 rate for London Borough of Barnet is £80 per square metre.

Summary

The following matters should be resolved before the application can be considered in line with the transport policies of the Intend to Publish London Plan:

1. Revise site access including the gated entrance and internal layout including footways on both sides and reduce perpendicular car parking.
2. Secure improvements identified in the ATZ assessment by s106 agreement;
3. Secure the provision of cycle parking and approval of details by condition;

4. Secure the provision of electric vehicle charging points meeting the Draft London Plan car parking standards;
5. Secure legal restrictions to exempt future residents eligibility for local parking permits;
6. Secure a 'Car Parking management plan' to regulate the use of car parking spaces;
7. Secure the DSP and CLP by conditions;
8. Improve the travel plans with enhanced targets and measures to encourage sustainable travel behaviour in light of comments and secure them by s106 agreement; and
9. Secure appropriate Mayor CIL payment from the proposal toward Crossrail.

Officer Comment

The proposals have been reviewed by the councils highway officers and the parking provision of a ratio of 1:1 is what the team have requested and which the council consider is appropriate in this instance. Various contributions would be secured through the formal s106 agreement, such as the Residential Travel Plan and incentive funds for example.

2.4.7 Responses from Internal Consultees

Ecology

No objections, the proposed development has been reviewed and is considered acceptable subject to a number of standard conditions and informatives, which will be included.

Environmental Health

No objections, the proposed development has been reviewed and is considered acceptable subject to a number of standard conditions and informatives, which will be included.

Arboriculturalist

There are no arboricultural reasons to object to this application, recommend a number of conditions relating to:

- Levels
- Hard & Soft landscaping
- Pre-demolition tree protection and method statement
- Pre-construction tree protection and method statement
- Green roof
- Landscape management

Green Spaces

No objections, development meets the required amount of play space provision. However siting of some of the equipment could be improved, creating a more formal play area which would allow children of different ages and from different families to play together. There is ample room in the larger play space shown in the centre of the site to allow for this and offering a place for families and the community to come together.

These details can be secured via condition as part of the overall landscaping strategy.

Policy

No objection:

Employment

IBSA House is recognised in the Mill Hill East Action Plan as an employment site. Policy 2.13 of the current London Plan (consolidated version March 2016) remains relevant for this application as the new London Plan is yet to be adopted by the Mayor. This policy identifies Mill Hill East as an intensification area (area 43) and supports redevelopment opportunities and the Area Action Plan.

Draft London Plan 2017 Policy E2 supports Boroughs in the protection of a range of employment uses

As such Policy DM14 New and Existing Employment Space needs to be taken into consideration; which states that loss of existing employment space that reduces the levels of employment use will be resisted and a contribution towards loss of employment space is expected.

While the applicant has now submitted amended plans to include flexible workspace and meetings rooms for future occupiers, which is welcomed, this does not constitute replacement workspace.

The applicant has also submitted marketing evidence however, this appears to be over a relatively short timeframe. The policy states that a suitable period of effective marketing needs to have occurred. It is stated in paragraph 15.2.4 of the DMLP that this is 12 months.

Emerging Policy EY01 (reg 18 Draft Barnet Local Plan) also seeks to protect and retain employment space and uses, with financial contributions being sought for the loss of employment floorspace.

Policy Observation: Barnet Local Plan and London Plan Policies support the retention of employment uses and sites. Should it be found on balance that the redevelopment of this site is appropriate for residential development a financial contribution towards the loss of employment should be sought (calculated in accordance with the SEET SPD). This contribution should be used towards creating employment opportunities in appropriate employment generating uses located within a reasonable distance from the site to be agreed with Town Centres Team at the time of drafting the s106 agreement.

Carbon/ Energy

As part of the application an Energy and Sustainability Strategy was submitted this appears to be in accordance with London Plan Policy.

It is noted that a Carbon Offset payment of £303,858 is identified in the report this should be secured through the s106 agreement.

There is also a comment that 'the proposed development will provide facilities for any future connections, of the site, to a district heating energy centre' this has been noted and a requirement to supply this connection should be secured as part of the permission in order to ensure that should an opportunity arise in the future to connect to district heating that this can occur. This would also assist the development in decarbonising in the future and reduce the reliance on gas boilers.

Officer Comment

The carbon offset payment has increased to £481,109 in line with the new London Plan 2021.

Travel Plan Coordinator

No objections. There will be a requirement to submit an annual Travel Plan Incentive Fund Monitoring Report. This will include an update on the uptake of the Residential Travel Plan Incentives and the drawdown on the associated Fund.

The applicant will also be required to provide a Travel Plan Monitoring contribution of £10,000 which would need to be secured under a s106 agreement.

Transport and Regeneration

There are no objections to the proposal, it is considered the amendments and revisions address the points which were initially raised.

The parking provision of a ratio of 1:1 is what the team requested and which the council believe is appropriate. The design issues have also been addressed.

Therefore, in terms of the monetary contributions which highways would be looking to secure through a formal legal agreement are the measures identified as part of the Active Travel Zone Assessment (Section 3.12 & drawings included in Appendix Q of the TA) and funded by the Developer:

- A new dropped kerb tactile crossing as the site vehicular access
- A new dropped kerb tactile crossing across The Ridgway south of the site
- Remove vegetation to establish full footway width on the eastern and western footways of Bittacy Hill, allowing for some resurfacing

Overall requirement to be £24,000 excluding VAT and any subsequent design/construction overruns to be funded by the developer.

There will be a requirement to submit an annual Travel Plan Incentive Fund Monitoring Report. This will include an update on the uptake of the Residential Travel Plan Incentives and the drawdown on the associated Fund.

The applicant will also be required to provide a Travel Plan Monitoring contribution of £10,000.

The developer should also fund one years' free membership of the car-club space for all residents.

Drainage/SuDs

No objections to the scheme following submission of additional information and subject to conditions.

Waste/Refuse

No objections – the suggested levels of capacity for waste and recycling in this planned development appear correct based on our developer's guidance document.

The concept of a central collection point as detailed in the plans can work however there are a number of points that should be highlighted to the developer:

1. Our staff are not permitted to drag bins more than 10 metres to be emptied;
2. If our staff have to move bins up and down from any raised footways there must be dropped kerbs in place;
3. All bins must be available at the central collection point for emptying from 06:30am on the allocated collection day;

4. Recycling and Waste bins may both be emptied on the same day so there must be enough space there for all bins to be presented together.

The site should be visited and assessed by one of our officers once construction is underway so that further advice can be given and an order placed for the required recycling and waste bins.

Urban Design

No objections.

Context:

The proposal is informed by the local context which is suburban low-rise with most of the area being residential in character. The design blends in a positive manner with the existing trees and aims to enhance the natural environment through a legible easy to manage landscape strategy. The proposal is invisible form key Green Belt views.

Building footprints:

The building footprints have been rationalised and re-presented in the second iteration of the design. The breaks in buildings are welcome as we get more light penetration in the site and views out.

Height:

There are no tall elements which would affect Green Belt views to the site in a negative way. The variation of height on site is subtle and allows for elements to frame the courtyard without compromising sky exposure.

Massing:

There are sufficient breaks in the massing to allow for light permeability and better views out from the heart of the site.

Views:

Views to the site were examined. Due to the lush nature surrounding the site there is no view that is presenting a detrimental impact of the development.

Topography:

The presented levels and manipulation with regards to movement is continuous and smooth with attention paid to accessibility so that everyone can enjoy the natural elements of the masterplan located at the heart of the site.

Landscape:

There is more green on the arrival square which is welcome. The essential emergency corridors are hardscaped which is unavoidable as vehicles need access on emergencies. The development of more useable lawn areas is welcome as these can accommodate for many uses and be enjoyed by all ages.

Architecture/Materials:

There is enough façade variation to avoid severe repetition through the new development. This variation is subtle, understated but still works very well in differentiating buildings. Materials are complementing across plots and provide enough variation on site to relate to the architecture of buildings and landscape. The proposed mixed brick is welcome this is an overarching principle to be kept into the next stages of development. Shading screens are now designed with a pattern that fits the structures reminiscent of a pinecone structure which translates the lush green

character of the area. The curvature of the structure around balconies and windows works well with the materials proposed.

Employment and Skills

No objections.

Part 1 - Non-Financial Contributions

Part 1a - Non-financial obligations	Outputs
a) Progression into Employment (unemployed under 6 mths)	8
b) Progression into Employment (unemployed over 6 mths)	5
c) Apprenticeships (min NQV Level 2)	14
d) Work Experience (min 10 days)	18
e) School/College/ University Site Visits	106
f) School/College Workshops	88
g) Local Labour	30%
h) Local supplier requirements	2

Number of Affordable Residential Units (as per Planning Application)	10
Part 1b - Construction Training Initiative	Applicable

NOTE: Refer to Affordable Housing SPD (Feb 2017), page 23 and Appendix 6

Number of End use jobs (as per Planning Application)	0
Part 1c -Local Employment Agreement (LEA)	Not applicable

NOTE: Refer to SPD-SEET (Oct 2014), LEAs, page 10

Part 2 - Financial Contributions

Part 2a - Loss of Floorspace (non-residential) Financial Contribution	Area (m ²)	Use Class Types - Notes
Existing Floorspace	11,555.00	Office (B1a) and Warehouse & Distribution (B8)
Replacement Floorspace	10,907.00	[Enter comments]
Floorspace compensation	£ 288,360.00	
Comments		
Loss of employment floorspace B1(a) office - 648 sqm Loss of employment floorspace - B8 Storage and distribution - 8,803.5 sqm Re-location of IBSA to purpose-built facility at Galleywood, close to Chelmsford in Essex Please provide additional clarification on the re-provision use classes and definition(s).		

Part 2b - Commuted sums in lieu of Local Employment Agreements		
Apprenticeship Contribution	£ 540,960.00	Subject to Indexation
Employment Contribution	£ 72,218.16	Subject to Indexation
Total LEA payment in Lieu	£ 613,178.16	Subject to Indexation
Comments		
[Enter comments]		

The application site is included within the Mill Hill East Area Action Plan and the draft Local Plan Schedule of Proposals. Both documents allocate the site for employment use. Consequently, any redevelopment of the application site would need to adequately re-provide employment uses onsite, or mitigate its loss through a financial contribution. Planning application states a financial contribution towards employment and skills within the Borough as the preferred option, given the application site is located outside of a town centre and the surrounding area is predominantly residential in character.

Post relocation of IBSA, retaining the site for a new intensive employment use would not be appropriate for the area as the residential context of the wider area is now very much established and the residential development of Millbrook Park, which is promoted through the AAP, reinforces this.

Following our review of the Financial Viability Assessment for this Site, and including the justification offered within the AAP and Planning Statement; Paragraphs 5.5- 5.7, we accept that the requested Financial Contribution, will not be required/requested towards this Loss of Employment Floorspace.

Based on the Affordable Housing SPD; 2007; Chapter 10, Paragraph 10.1, we accept your proposal and at your discretion, not to provide the Construction Training Initiative, within this Site.

Finally, I would like to offer, those options available to this Planning Application, when considering the discharge of The Council's SPD-SEET Requirements.

Option 1.

Table Part 2b provides a Financial Calculation and equivalent of LEA Payment in Lieu of £613, 178.16, towards Employment and Skills. By paying this financial

contribution, it means, the Site/ Application will not be required to enter into any agreement to provide any Employment and Skills obligations, during the development phases. This also includes Local Labour requirements. The Financial Contribution will be used for the purposes of supporting Local Residents of Barnet, towards Employment, Skills and support additional economic and social interventions, aligned to the terms of this Financial Contribution, within Barnet SPD; 2014.

Option 2.

The Applicant can opt to discharge the Employment and Skills Obligations defined within Table Part1a. This will include Local Labour requirements. Stephanie and I agree to reduce the Local Labour to 15%. By so doing, the Applicant will not be required to provide any financial contributions towards these Obligations. The Applicant may be required to pay a financial contribution of a) £25,000 per apprenticeship and b) 5,340 per other employment outcomes; if some or all of the Obligations within Table Part1a, are not discharged/ delivered as per the Planning agreement and/ or during the Development phases of this Site.

Option 3.

In exceptional circumstances and in this case, based on the Financial Viability Assessment, the Council can Commute the Employment and Skills obligations in Table Part1a, into a Financial Contribution, in order to generate alternative employment alternatives (SPD-2014; Para 2.8-2.10). The Council calculates this amount to be £515,540. This calculation is broken down as follows.

Progressions into Employment (-6mths & +6mths)	13	5,340.00	69,420.00
Apprenticeships	14	25,000.00	350,000.00
Work Experience	18	5,340.00	96,120.00
Local Labour		0.00	0.00
Site Visits and Site Workshops		0.00	0.00
Commuted Sum in lieu			515,540.00

Please note, the site will require to offer Employment and Skills based on the SPD;2014 eligibility criteria, mitigating the impact to the community and ensuring their comments/ feedback from the community are equally addressed.

3. PLANNING ASSESSMENT

3.1 Principle of development

Housing Delivery

The National Planning Policy Framework (NPPF) states that planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. Development that that accords with an up-to-date Local Plan should be approved.

The new London Plan 2021 recognises the pressing need for more homes in London and seeks to increase housing supply to in order to promote opportunity and provide real choice for all Londoners in ways that meet their needs at a price they can afford.

The previous London Plan (2016) had set an annual monitoring target of 2,349 homes for Barnet between 2015-2025, with a minimum provision of 23,489 over the same 10 year period. In the new London Plan 2021, the 10 year target for 2019/20 – 2028/29 is 23,640 for Barnet.

Barnet Local Plan documents also recognise the need to increase housing supply. Policies CS1 and CS3 of the Barnet Core Strategy expect developments proposing new housing to protect and enhance the character and quality of the area and to optimise housing density to reflect local context, public transport accessibility and the provision of social infrastructure.

The development would seek to make the most efficient and effective use of brownfield site, providing 197 new residential units for the area which would assist Barnet in meeting this target.

Land Use/Employment

The site is within the Mill Hill East Growth Area and the Proposed Site Allocation List (no.46) as identified in the Proposed Barnet Local Plan – Reg 18 2020 document. Policy GSS07 Mill Hill East, states:

The Council will positively consider proposals on suitable sites to deliver further good suburban growth, including at Mill Hill East Station, Watchtower House and IBSA House, which together could deliver around 745 new homes.

Employment has historically formed part of the established use on site. This is reflected in the sites planning history and allocation within local planning documents. The site is included within the Mill Hill East Area Action Plan and the draft Local Plan Schedule of Proposals for employment use. However the employment allocation was applied in the AAP to specifically safeguard the operations of IBSA. The allocation was not applied to safeguard general employment land within the borough or because the site was considered to be of importance to the council's employment land supply.

Furthermore the site is not within the council's designated Locally Significant Industrial Sites. In addition given the planning history and the refusal of Prior Approval applications for the conversion from office to residential, it has been established that the lawful use of the site is sui generis. The GLA have also confirmed Policy E7 of London Plan 2021, which protects Industrial sites including non-designated sites with a prevailing industrial use, does not apply, given the established sui generis use.

In regards to Policy DM14 New and Existing Employment Space. The proposed scheme includes flexible workspace and meetings rooms for future occupiers, although this does not constitute replacement workspace. The applicant has also submitted marketing evidence, although it is noted this does not cover the full 12-month period. However as the applicant's planning statement highlights, the proposal has been through significant pre-application discussions with both the Council (and GLA).

Given the allocation it has been agreed that any redevelopment of the application site would need to adequately re-provide employment uses onsite or mitigate its loss through a financial contribution. In accordance with Policy DM14 the applicant has agreed to provide a financial contribution towards employment and skills within the Borough and loss of employment floorspace.

The proposal has been reviewed by both policy officers and the skills and employment team. Taking all matters into consideration, it has been concluded that following the relocation of IBSA, retaining the site for a new intensive employment use would not be appropriate for the area as the residential context of the wider area is now established and the residential development of Millbrook Park, which is promoted through the AAP, reinforces this.

Policy DM14 advises that the loss of office space will only be permitted in town or edge of town centre locations where it has been demonstrated that the site is no longer suitable and viable and a suitable period of active marketing has been undertaken. DM14 is silent in relation to the loss of offices outside such locations and given this, the evidence of the previous marketing, the supporting information which has been submitted by the applicant and the support (with financial payment) of the Head of Economic Development it is considered that the loss of the employment floorspace provision in this location accords with Policy so far as an appropriate payment is made to provide employment elsewhere.

Therefore given the site is located outside of a town centre and the surrounding area is predominantly residential in character, officers consider that a residential scheme can be supported, subject to adequate affordable housing provision and a financial contribution towards employment and skills within the Borough and loss of employment floorspace.

Affordable Housing

The Barnet Core Strategy (Policy CS4) seeks a borough wide target of 40% affordable homes on sites capable of accommodating ten or more dwellings. Council policies seek a tenure split of 60% social rented and 40% intermediate housing.

Policy H4 of London Plan 2021 and the Mayor's Affordable Housing and Viability SPG set a strategic target of 50% affordable housing. Policy H5 'Threshold approach to applications', effectively accepts schemes under a 'fast track' process which propose a minimum level of 35% onsite affordable housing by habitable room without the need to submit a viability assessment. Schemes which provide less than this level need to be accompanied by a viability assessment. In those circumstances where the outcome of a viability review indicate that a scheme cannot viably provide more affordable housing, then a scheme can be approved with a lower level of affordable housing subject to the attachment of early and late stage viability reviews.

The submitted scheme proposed 5% affordable housing by habitable room, all at London Living Rent. As such a viability assessment produced by Doug Birt Consulting, was provided. The Council instructed BNP Paribas to carry out an independent review of this document.

The viability assessment has been the subject of lengthy and detailed discussions between both parties and the GLA. Various issues have been examined, for example the construction costs, benchmark land value and values of the proposed units. In the revised assessment prepared by Doug Birt Consulting dated 14th October 2020, 18% affordable housing (16 LLR units and 20 DMR units) was proposed although it stated this would generate a £5.742m deficit. It advised that the applicant is willing to continue offering 18% affordable housing, even though the scheme does not generate the required threshold profit levels.

BNP Paribas have concluded this scheme with 18% affordable housing (16 LLR units and 20 DMR units) does generate a deficit, albeit a lesser figure of £2,861,623.

Following further discussions with the GLA and the council, the applicant proposed a revised offer of 20% affordable housing by habitable room with both LLR and DMR units. Following discussions with the GLA the proposed affordable units would now all be LLR and comprise, 15x 1B; 14x 2B; 7x 3B; and 6x 4B (total of 42 AH units).

This offer has been reviewed by BNP Paribas who have advised the council that this is acceptable. It should be noted that whilst the Council normally seeks a tenure split of 60% Social Rented and 40% intermediate as outlined in Policy DM10, the highlighted policy does allow for these proportions to be determined on a case by case basis. Given this has been independently viability tested, the proposed development is deemed compliant with Policy DM10.

The onsite affordable housing contribution will be secured via a s106 agreement with both an early and late stage review mechanism.

Residential density

Chapter 11 of the National Planning Framework (Revised 2019) (NPPF) states that:

Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

This strategic objective to optimise redevelopment opportunities within sustainable locations is reinforced within the London Plan 2021.

The previous London Plan (2016) set out a density matrix which served as guidance for appropriate densities in different locations and with varying levels of accessibility. However, the new London Plan 2021 takes a less prescriptive approach stating inter alia, that the density of a development should result from a design-led approach to determine the capacity of the site. This should consider site context, its connectivity and accessibility by walking and cycling, existing and planned public transport (including PTAL) and the capacity of surrounding infrastructure. Policy D3 goes on to state that proposed residential development that does not demonstrably optimise the housing density of the site in accordance with this policy could be refused.

The density of the proposed development would equate to 98.5 units per hectare or 324 hr/ha, which is significantly less than the figure of 350 units per hectare, requiring additional design scrutiny under Policy D4 of The London Plan 2021. However the numerical application of the density matrix needs to be balanced against design and the quality of residential environment created. The application site has been subject to a design-led approach to optimise the potential of the site. In this instance it is not considered to result in any overdevelopment symptoms. Officers consider that the density of the scheme is suitably expressed and respects the verdant character of the site. The wider details of the proposal are reviewed in the following sections of the report to assess the overall impact of the development.

3.2 Housing Quality

A high quality built environment, including high quality housing in support of the needs of occupiers and the community is part of the 'sustainable development' imperative of the NPPF. It is also implicit in the new London Plan 2021. It is also a relevant consideration in Barnet Core Strategy Policies CSNPPF, CS1, CS4, and CS5 Development Management DPD policies DM01, DM02 and DM03 as well as the Barnet Sustainable Design and Construction SPD, Residential Design Guidance SPD and CAAP policy 5.2.

Unit Mix

Development plan policies require proposals to provide an appropriate range of dwelling sizes and types, taking account of the housing requirements of different groups to address housing need (London Plan 2021 and Barnet Development Management Policies DPD policy DM08). The Council's Local Plan documents (Core Strategy and Development Management Policies DPD) identify 3 and 4 bedroom units as the highest priority types of market housing for the borough. Although, this should not be interpreted as implying that there is not a need for a full range of unit sizes.

The proposed development proposes the following unit mix across the application site:

Tenure	1B 2P	2B 3P	2B 4P	3B	4B	Total Units
London Living Rent (LLR)	15	14	0	7	6	40
Private	40	34	12	45	24	157
Total	55	48	12	52	30	197

In terms of dwellings types which constitute family accommodation provision, the London Housing Design Guide classifies family housing as all units upwards of 2 bedroom 3 person units. Based on this definition the proposal would provide a total of 142 family units equating to 72.09% of the total number of units on site. Notably there are also a total of 52 x3b and 30 x4b units, with 12 (7 x3b & 6 x4b) of these provided as affordable housing units.

Overall it is considered that the proposed scheme comprises a good mix of housing types and sizes to address the housing preference and need. Officers therefore consider the proposed dwelling mix to be acceptable and in accordance with Policy DM08 of the Local Plan.

Residential Internal Space Standards

The London Plan and Barnet's Sustainable Design and Construction SPD outlines the minimum gross internal floor area required for different dwelling sizes. Following some minor revisions to the internal layout to IBSA House – all units in the detailed element of the proposal now meet the minimum standards in relation to the unit sizes and also meet the minimum areas for bedrooms, bathrooms w/c's and storage and utility rooms. For clarity this will be also be secured through a planning condition.

Wheelchair Accessible Housing

Barnet Local Plan policy DM03 requires development proposals to meet the highest standards of accessible and inclusive design, whilst Policy DM02 sets out further specific considerations. All units should have 10% wheelchair home compliance, as per London Plan Policy D7 Accessible housing.

The planning submission sets out that 10% of the residential units would be provided as wheelchair adaptable in line with aforementioned policy context and in accordance with Part M4(3) of the Building Regulations. This is considered to be acceptable and a condition would be attached which would secure these as wheelchair adaptable units.

Amenity space

Barnet's Sustainable Design and Construction SPD Table 2.3 outlines the minimum external amenity space standards required for new residential developments. For flats, the SPD requires 5sqm of space per habitable room for all minor, major and large-scale developments. Kitchens over 13sqm are counted as a habitable room and habitable rooms over 20sqm are counted as two habitable rooms for the purposes of calculating amenity space compliance. The minimum requirements are set out in the table below:

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

The Mayor's housing SPG sets out a requirement of 5 sqm of private amenity space for 1 and 2 person dwellings with a further 1 sqm per additional person.

The proposed amenity provision has been developed to ensure that each dwelling is provided with private outdoor amenity space. All the proposed flats except the single studio flat in Block A, would be provided with private terraces/balconies. The proposed scheme has 647 habitable rooms requiring 3235m² of outdoor amenity space. 2170m² of the amenity space would be provided through private amenity space; balconies and terraces, with the remainder provided across the communal courtyards and rooftop gardens.

In addition the scheme would also provide 1470m² of separate playspace, see below. Overall, it is considered that acceptable levels and quality of outdoor amenity space are afforded all future residents.

Children's Play Space

London Plan 2021 Policy S4 Play and Informal Recreation, requires housing development to make provisions for play and informal recreation. Barnet Core Strategy Policy CS7 requires improved access the children's play space from all developments that increase demand, and Policy DM02 requires development to demonstrate compliance with the London Plan.

The proposed scheme has a requirement to provide 10m² of playspace for each child, based on the accommodation schedule of 197 units this equates to 147 children, thus a requirement of 1470m² playspace. This playspace requirement would be met with a combination of more 'formal' equipped play areas and multi-functional 'playable' landscapes across the site offering a range of objects and habitats for children of all ages and provide opportunities for creative play. The courtyard spaces would also be 'playable' offering leisure areas for residents of all ages and an attractive outlook from the buildings. The council's green spaces team also advised that a more formal play area should be created which would allow children of different ages and from different families to play together within the larger play space shown in the centre of the site. Therefore the overall level of play space provision is considered acceptable and the details would be secured via condition.

Secured by Design

Policy DM01 requires that the principles set out in the national Police initiative, 'Secured by Design' should be considered in development proposals. The proposed development was subject to consultation with the Met Police who have raised no objections subject to the standard condition. Therefore a condition would be attached to any permission requiring the proposed development and design to achieve Secured by Design accreditation.

3.3 Design

The National Planning Policy Framework (revised 2019) makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. This document states that permission should be refused for development which is of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. It identifies that good design involves integrating development into the natural, built and historic environment and also points out that although visual appearance and the architecture of buildings are important factors; securing high quality design goes beyond aesthetic considerations.

The London Plan 2021 also contains a number of policies promoting a design led approach having regard to various matters such as character, layout, scale, sustainability, public realm and landscaping for example. The London Plan 2021 emphasises the need for a good quality environment, with the design of new buildings supporting character and legibility of a neighbourhood. The London Plan 2021 states that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass; contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area; is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings; allows existing buildings and structures that make a positive

contribution to the character of a place to influence the future character of the area; and is informed by the surrounding historic environment.

Policy CS5 of Barnet Council's policy framework seeks to ensure that all development in Barnet respects local context and distinctive local character, creating places and buildings of high quality design. In this regard Policy CS5 is clear in mandating that new development should improve the quality of buildings, landscaping and the street environment and in turn enhance the experience of Barnet for residents, workers and visitors alike. Policy DM01 also requires that all developments should seek to ensure a high standard of urban and architectural design for all new development and high quality design, demonstrating high levels of environmental awareness of their location by way of character, scale, mass, height and pattern of surrounding buildings, spaces and streets. Proposals should preserve or enhance local character and respect the appearance. Policy DM03 seeks to create a positive and inclusive environment that also encourages high quality distinctive developments. The above policies form the basis for the assessment on design.

Character, Layout, Scale, Height

The Barnet Characterisation Study 2010 identifies Mill Hill East as a distinct character area, having a mainly suburban character with some interspersed rural, retail and campus typologies. The submitted Landscape Design Statement provides a summary of the land use and surrounding character of the site. This highlights, the recently completed phases of the Millbrook Park residential developments immediately adjacent to the site, which adds more residential character and includes 3 & 4-storey apartment blocks. The Millbrook Park development, when completed, will also include commercial and retail development near Mill Hill East Station.

The adjacent Partingdale Lane has a semi-rural character on the north side however this is counterbalanced by the recent two and three-storey residential developments to its immediate south as part of the Millbrook Park redevelopment.

As the submitted Design and Access Statement (DAS) states the scheme has been subject to a number of iterations in response to consultations with both the Council and the GLA. The site is distinctly different to the surrounding context and uniquely separated from the suburban surroundings that it sits within. This provides the opportunity to create a development which would have its own identity by allowing it to relate and respond to IBSA House and the woodland area.

The new built form to the rear half of the site would be split into five blocks. The mass and height of the proposed new development blocks seek to complement IBSA House and have been carefully configured and take reference of its scale and massing, whilst also being of a scale which can sit comfortably with the surrounding residential development. Block A situated along the northern boundary and Block B at the centre of the site are the tallest elements at six storeys, as they sit closest to IBSA House. Most importantly proposal involves an alteration to the ground levels at the rear part of the site to enable the main bulk and roof levels of Blocks A and B to sit in line with the five-storey height of IBSA House.

The eastern end of Block A drops in scale and height down to four storeys as the building reaches the east boundary of the application site, towards Tommy Flower Mews. Blocks C and E also on the east boundary are likewise set at four storeys in

height. Finally Block D located on the southern boundary, closest to Albuhera Mews steps down further to three storeys.

The separation of the new built form into five blocks of varying size and scale along with their siting, helps to break up the overall mass and also increase permeability in and around the site which provides areas for shared amenity. A thorough and detailed landscaping scheme has also been designed to enhance the sites verdant character and green setting by connecting through to the existing woodland.

In respect of design, both the DAS and planning statement explain a comprehensive site wide approach has been taken in order to link the converted IBSA House with the new residential blocks at the rear of the site. This has primarily been achieved through the materials selected and the external alterations proposed to IBSA House which provide a visual link to the new contemporary blocks to the rear.

The redevelopment of IBSA House is a key element of the proposal. The subdivision of the deep internal space creates spacious units with the majority dual aspect to maximise on outlook, daylight, and ventilation. There are no north facing single aspect units. New fenestration would be added to provide better outlook and balconies added for private amenity. The existing vertical element will be converted into a rendered structure to support the new balconies and will match the existing architecture of the building. Rendered horizontal bands would also be added to break up the elevations and relate to the new blocks to the rear.

A contemporary architectural design approach has been taken to the rear blocks with the intention to deliver buildings which would have a visual lightness and horizontal emphasis. Furthermore the simple pallet of materials helps to produce architectural clarity and provide balance with the retained IBSA House. The balconies would have laser cut metal screens, (some fixed and some on sliders) that would enable the occupants to control privacy and solar shading. This element would also add visual interest and enrich the elevations.

Views

The visibility of the scheme has also been considered from the surrounding areas throughout the design process to ensure there would be no detrimental visual impact. The planning submission is supported with both photographic and measured surveys (prepared by BB Partnership Ltd) undertaken at a number of viewing points from both: the surrounding public realm and urban areas on the east, south and west side; and the Green Belt to the north side.

Surrounding Residential Areas

Referring to 'Proposed Views from Neighbouring Areas' (prepared by BB Partnership Ltd) the new buildings would be screened from the Ridgeway from the west by the existing buildings. There would be locations where the new building blocks and the existing IBSA House would be seen from the south and east through gaps between the existing buildings in Millbrook Park. However these views show that the new structures at the rear of the development site would not visually dominate or overwhelm the housing development.

Green Belt

The National Planning Policy Framework (NPPF) states the fundamental aim of Green Belt Policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and permanence. The Green Belt serves five purposes:

- i. to check the unrestricted sprawl of large built-up areas.
- ii. to prevent neighbouring towns merging into one another.
- iii. to assist in safeguarding the countryside from encroachment.
- iv. to preserve the setting and special character of historic towns.
- v. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. When considering any planning application, LPA's should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt, by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. The NPPF indicates that the construction of new buildings should be regarded as inappropriate in the Green Belt unless they fall within certain specified exceptions.

The London Plan 2021 also strongly supports the protection, promotion and enhancement of London's open spaces and natural environments. Policy G2 London's Green Belt under part A confirms Green Belt should be protected from inappropriate development and proposals that would harm the Green Belt should be refused except where very special circumstances exist.

In terms of local policy, Policy DM15 reflects both National and Regional policy. It confirms that, "Except in very special circumstances, the council will refuse any development in the Green Belt or MOL which is not compatible with their purposes and objectives and does not maintain their openness."

The woodland within the application site to the north of the existing buildings is designated as Green Belt, along with the open space to the north, which is outside the application boundary. However, no built development will encroach into the Green Belt as a result of the proposed development. The woodland within the application site, is currently overgrown and not accessible. As the supporting Landscape Statement and Arboricultural Impact Assessment outline, the woodland area would remain largely unchanged. The proposals would only involve the removal of the existing fence and storage units along the southern edge of the woodland. This would only help to create a softer and more permeable edge with greater connection to the woodland.

A key consideration beyond the application site, is the impact of the development on the Green Belt. In this regard Block A located at the northern boundary faces north towards the Green Belt. However by lowering the ground level at the rear, former Printery site creates a common roof line with the existing IBSA House. Importantly this also reduces the visibility of the new buildings from the Green Belt (and also the new residential development in Millbrook Park).

It is also pertinent to highlight the site is heavily screened by the extensive and thick green woodland, within and to the north of the site. This band of trees and planting provides a meaningful and prominent green buffer to the proposed development and

significantly limits any views into the site.

The proposal also benefits from a comprehensive analysis of the Green Belt, prepared by BB Partnership Ltd which tested the views from the Green Belt based on an accurate survey of 21 vantage points. These are detailed in the supporting document titled 'Proposed Views from Green Belt'. The views were taken from Partingdale Lane northwards up to Burtonhole Lane and towards the north-east. This review demonstrates that the new building would not be visible during the summer with the exception of 1 view. During the winter months there would be limited views of part of the building from 3 points.

It is noted that these are limited views more through the existing tree canopy cover rather than above overall canopy height. In addition the highest element of the development is at the same height as the existing IBSA House building and the development sits below the general tree line. Therefore it is considered the development would not have a detrimental impact on the openness of the Green Belt.

Heritage Assets

The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the statutory duties for dealing with heritage assets in planning decisions. In relation to listed buildings, all planning decisions should "have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses".

There are no designated heritage assets on the application site, however it is recognised that the Grade II Listed Partingdale Manor and Grade II Listed War Room Bunker are approximately 50m and 330m respectively to the north east of the site. However, given the distance from the application site coupled with the heavy green planted buffer/screening between the application site and these assets, the proposed development is not considered to cause any harm to the heritage assets of their setting.

3.4 Amenity Impact on Neighbouring Properties

Privacy/Overlooking and Outlook

The Barnet Residential Design Guidance SPD states there should be a minimum distance of about 21 metres between properties with facing windows to habitable rooms to avoid overlooking, and 10.5 metres to a neighbouring garden. Shorter distances may be acceptable between new build properties where there are material justifications.

The distances between the proposed development and adjoining properties in Tommy Flower Mews and Albuhera Mews all exceed 21m. In addition Block D on southern boundary closest to Albuhera Mews is set at 3 storeys; and Blocks C and E along the eastern boundaries are 4 storeys along with Block A dropping down to 4 storeys. Therefore given the separation distances and the reduced scale of the proposed buildings towards the perimeter edges of the site, it is considered there are no residential properties within the vicinity which would be adversely affected by the proposal.

Daylight/Sunlight & Overshadowing

The application confirms that the proposed scheme has been guided by daylight/sunlight studies undertaken from the outset and through the design process to inform the potential building form and height. The applicant has undertaken a Daylight, Sunlight and Overshadowing assessment for the proposed development and neighbouring residential properties based on the approach set out in the Building Research Establishment's (BRE) 'Site Layout Planning for Daylight and Sunlight: A Good Practice Guide'.

Daylight has been assessed in terms of Vertical Sky Component (VSC), NO Sky Line (NSL) and Average Daylight Factor (ADF) and sunlight has been assessed in terms of Annual Probable Sunlight Hours (APSH) and has been assessed against the above BRE guidelines. The BRE Guidelines stipulate that there should be no real noticeable loss of daylight provided that either:

- The Vertical Sky Component (VSC) as measured at the centre point of a window is greater than 27%; or the VSC is not reduced by greater than 20% of its original value. (Skylight); or
- The daylight distribution, as measured by the No Sky Line (NSL) test where the percentage of floor area receiving light is measured, is not reduced by greater than 20% of its original value; or
- The daylight distribution, as assessed by the Average Daylight Factor (ADF) calculation which assesses the actual level of light received by a room rather than potential light. The ADF requires the achievement of values of 1% in bedrooms, 1.5% in living rooms and 2% in kitchens.

The BRE guidelines explain that the guidelines are not mandatory and that the guide should not be seen as an instrument of planning policy; its aim to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly since natural lighting is only one of many factors in site layout design. In special circumstance the developer or planning authority may wish to use different target values.

The assessment prepared by Brooke Vincent Partners states the neighbouring residential buildings have been analysed and all the VSC results have confirmed that good daylight has been retained. Daylight distribution has also been tested and confirms that in all but 3 locations the results would be fully satisfied, and no adverse effect would occur. The analysis also confirms that in all locations the sunlight availability to the neighbouring buildings would be retained in accordance with the BRE recommendations. In terms of overshadowing, all neighbouring amenity areas included in the analysis would not be impacted by the overshadowing of the proposed development and the BRE guidance has been fully satisfied.

Therefore it is considered that the proposal would have no detrimental impact on the daylight/sunlight levels enjoyed by surrounding properties in the new residential developments to the east (Tommy Flower Mews), south (Albuhera Mews) and the existing houses to the west (Ridgeway).

Noise

No significant new or cumulative operational noise impacts are identified for neighbours as a consequence of the proposed development. Whilst there is an increase in the intensity of use of the site, the use is consistent with the residential character of the wider area.

The proposal has been reviewed by the Council's Environmental Health team and conditions are recommended ensuring that any plant or machinery associated with the development, extract and ventilation equipment, achieves required noise levels for residential environment.

However as a major development, the construction phase would involve large-scale operations. As there is the potential for significant adverse environmental effects during this phase, a Construction Logistics Plan and an Environmental Management Plan would be therefore be secured via condition. Subject to the above Officers do not consider that the development would have any significant impact on the existing residential amenity in the immediate or surrounding area. It should be noted the council's highway officers have confirmed that Bittacy Hill and its connections to the A1 should be the principal construction traffic access route. The proposed construction route initially submitted has therefore been amended to the south towards Bittacy Hill Circus.

Air Quality

The development proposal and details were reviewed by the Council's Environmental Health team who have advised that the proposed development is acceptable. The proposal does not, in air quality terms, conflict with national or local policies, or with measures set out in the London Borough of Barnet's Air Quality Action Plan. There are no constraints to the development in the context of air quality.

Suitable conditions are attached regarding ventilation and the submission of details of proposed plant and equipment. In respect of traffic and parking impacts on air quality, the levels of parking are controlled and the travel plan statement encourages sustainable travel modes to and from the site. In respect of the design, the scheme contributed towards overall reductions in CO2 production, having regard to energy and sustainability policies.

3.5 Transport / Highways

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

Residential Car Parking

The London Plan 2021 sets out maximum parking standards which are outlined in Table 10.3 The supporting text provided in the parking addendum sets out that all

developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit.

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

- four or more bedroom units - 2.0 to 1.5 parking spaces per unit
- two and three-bedroom units - 1.5 to 1.0 parking spaces per unit
- one-bedroom units - 1.0 to less than 1.0 parking space per unit

The Transport Assessment (TA) prepared by EAS and supporting planning documents confirm a total of 197 car parking spaces are provided on site, 53 of which are surface parking spaces, with the remainder provided at basement level. These are inclusive of 1 car club bay, 10% disabled bays, 20% electric parking provision and 80% electric parking passive provision.

The total of 197 parking spaces has been determined as follows:

- 0.73 spaces per 1 bed/studio apartments - which falls within the maximum parking levels for all the relevant parking standards and reflects the likely low car ownership for the studio and one bed units, likely to be made up of mostly renters and first time buyers.
- One space per two and three bedroom apartments - this provision matches the average car ownership levels based on the Census data for flatted development only and is within all of the maximum parking levels for all the relevant standards.
- 1.5 spaces per four bedroom apartments – this provision meets the minimum requirement of 1.5 spaces per 4 bed unit as required by the Barnet parking standards.

The applicant has noted the GLAs comments to reduce the number of car parking spaces on site. However the parking provision has been discussed extensively and agreed with council's highways officers, which delivers a policy compliant scheme. The strategy is based on balancing the London Plan requirements with Barnet Council's parking policy; alongside evidence from the Census car ownership data and consideration of the sustainability of the location of the site.

Trip Generation

The TA states that the method for estimating trip generation is based upon that used in the Transport Assessment for the recently approved redevelopment of the National Institute for Medical Research (NIMR), which was agreed with highway officers. The TRICS 7.6.1 database was interrogated for private apartments in suburban sites. Due to the site's location on the edge of London, with a lower transport provision than more central sites, sites throughout southern and central England were considered; and two sites in inner London were excluded.

The tables presented in section 5 of the TA identifies that the proposed residential use is expected to generate a net increase in trip generation throughout the day but a net decrease during both the peak periods. This is particularly apparent in the PM peak when there is a drop in both directions, especially the outbound. In the AM peak there is a shift in the direction of the traffic, with a fall in inbound traffic almost balanced by a rise in outbound. OGV traffic falls throughout the day.

However, as shown in Table 5.1 of the TA, the traffic count data collected in 2018 amount to much less than the traffic recorded when IBSA House (and Watchtower House) were fully in use. Therefore when considering traffic generation it is important to recognise that when the traffic survey was undertaken, IBSA operations at the site were winding down, and it is very likely that when IBSA operations were at peak activity (prior to the printworks closing), the trips generated at the site would have been significantly higher than those forecast for the proposed development. This is based on surveys taken in 2012 when this site was fully operational.

Cycle parking

A total of 392 cycle parking will be provided. 105 spaces for residents and 5 spaces for visitors will be provided on the ground floor of the front building, adjacent to the reception area which will be manned 24/7, facilitating use of cycle parking by visitors to the site. 282 spaces will be provided at the basement below the rear site, inclusive of the 18 spaces designed for larger or specialist cycles. Minor revisions have been made to the cycle stores and layouts across the site. Full details would be secured through appropriate conditions.

Access/Highways Improvements

Following comments received by the GLA, the gates at the site entrance would be removed and replaced with bollards. The design/specification of the bollards is to be finalised and agreed via planning condition. This is a necessary security measure which would stop vehicles freely accessing the site, whilst still allowing full pedestrian access.

In order for the site to be pedestrian friendly and not dominated by cars vehicular movement will be restricted to the existing access road that runs from the site entrance on west and around the north of IBSA House. This will enable the whole of the large open space on the south side and around the new rear buildings to be pedestrianised and used safely as shared amenity and play areas. This would only be accessible to emergency vehicles.

Following discussions with officers, the measures identified as part of the Active Travel Zone Assessment and included within the TA are to be funded by the applicant and secured through the legal agreement. This will include:

- A new dropped kerb tactile crossing as the site vehicular access;
- A new dropped kerb tactile crossing across The Ridgway south of the site; and
- Remove vegetation to establish full footway width on the eastern and western footways of Bittacy Hill, allowing for some resurfacing.

These improvements will encourage pedestrians from the development and local community, to walk between the site and the facilities to the south of the site including, Mill Hill East underground station, the Waitrose Store. Due to a lack of cycle lanes and other infrastructure in the local area there is limited opportunity at a local area to provide improvements for cyclists, however as identified above cycle parking will be provided at a policy compliant level.

Travel Plan

In addition to the above, a Travel Plan Statement has also been submitted which sets out a range of preliminary management strategies and measures to support and encourage sustainable travel. The overall aim/objective of the Travel Plan Statement is to minimise the impact of travel on the local and wider environment and to promote sustainable travel choices, such as walking, cycling and public transport.

The council's travel plan coordinator has confirmed there are no objections. There will be a requirement to submit an annual Travel Plan Incentive Fund Monitoring Report. This will include an update on the uptake of the Residential Travel Plan Incentives and the drawdown on the associated Fund.

The applicant will also be required to provide a Travel Plan Monitoring contribution of £10,000 which would be secured under a s106 agreement.

Construction Management/Logistics Plans

Details should include limits on times of operation for the lorries and identify a designated safe route for lorries to ensure minimal impact on the public highway and to demonstrate how the operation and construction can be done safely. Therefore notwithstanding the details submitted, final details will be confirmed with agreement with LBB and secured through appropriate conditions.

Delivery and Servicing

The submitted details have been reviewed by the council's waste team who have confirmed that there are no objections. However full details of the collection provision and collection point will be secured via condition.

3.6 Landscaping, Trees and biodiversity

The 'sustainable development' imperative of NPPF includes enhancing the natural environment and improving biodiversity. London Plan 2021 states that development proposals, where possible, should make a positive contribution to the protection, enhancement, creation and management of biodiversity. Barnet Local Plan policy DM16 states that when it is considering development proposals the council will seek the retention, enhancement or creation of biodiversity.

The area of woodland on the site's northern boundary, sloping down to Partingdale Lane provides a strong sense of enclosure. The Landscape Masterplan/Design Statement prepared by The Landscape Partnership sets out the design philosophy in regard to landscaping. This states the main design intent is to extend the quality and character of the northern wooded edge to within the site, with groups of trees to help balance the volume of the new buildings and to create a new woodland setting.

Extending this woodland character throughout the site aims to provide a cohesive landscape framework for both existing and new buildings which would help unify the site, whilst providing a visual link to the wider area. New arrival spaces would help connect the new residential development and create an entrance onto The Ridgeway.

The overall site layout has been designed to make the most efficient use of land whilst ensuring there is ample landscaping and public realm for future residents. The site is currently almost entirely covered by the footprint of the existing buildings. The

proposal seeks to significantly reduce the built footprint at ground level, providing the opportunity to create a permeable layout, introducing a variety of routes, greenery/soft landscaping and a connected pattern of development. Changes in materials would delineate the accessible parking and delivery drop-off areas from the main driveway and lead pedestrians and cyclists to building entrances and courtyards beyond. A series of large trees are proposed to link the pedestrian approach to the arrival space which in turn leads into the wooded residential courtyard spaces at the heart of the site.

The courtyard spaces are designed to create “woodland” groups of trees and shrubs at the heart of the scheme, for amenity and integrated play spaces. Organic, curved planting beds relate to the soft corners of the new buildings and define paths and spaces between buildings. A variety of play areas and ‘playable’ objects are integrated within the courtyard space, to allow all children and residents to explore and use the open spaces.

The Landscape Statement confirms the existing boundary planting will be retained wherever possible and would be enhanced and strengthened by introducing new tree planting along the length of the eastern and southern boundary. The proposed trees would complement the retained trees as part of a long-term succession strategy and help to provide replacement screening and soften views of the development.

The landscape buffer around the site and the removal and planting of trees is a key element of the proposal and has been carefully considered. Additional information has also been sought from officers. An additional daylight/sunlight assessment for Block D and E were undertaken to assess the impact that both the existing and proposed trees along the south boundary would have on their daylight and sunlight availability. The secondary report was prepared by Brooke Vincent Partners. This confirms that the proposed trees would have a minor effect on only two rooms in Block D, living/dining rooms at ground and first floor. All the 42 rooms tested within Block D would achieve ADF values in accordance with the BRE recommendation. There would be no tangible difference in Block E.

Officers also sought clarity on the relationship between properties on Tommy Flower Mews and Albuhera Mews and the tree planting/species proposed, in order to maintain screening without creating conflict with the buildings. Landscape Partnership have confirmed:

The existing mature trees along the southern and eastern boundary provide screening for properties on Albuhera Mews and Tommy Flowers Mews, the scheme proposes to keep as many of these existing trees as possible. Where trees have to be removed and in existing gaps new trees will be planted. These will be selected with consideration of canopy height and width in relation to proximity to the new buildings and density of canopy to ensure they do not cause overdue shading to new apartments.

Existing trees beyond the IBSA site boundary within Tommy Flowers and Albuhera Mews will also continue to provide screening. A line of existing mature oak trees along the southern side of Albuhera Mews provides significant existing screening of views from these properties towards the new development. New trees have recently been planted to the north side of the Mews, these will also provide further screening as they mature. Beyond the eastern boundary there is existing shrub and tree planting along the edge of Tommy Flowers Mews, this would be unaffected by the proposals

and would continue to provide screening. New tree planting within the site along the eastern edge will provide further screening to replace any (mostly self-seeded and un-managed) existing trees that will need to be removed to enable the development.

The Landscape Partnership also prepared an Arboricultural Impact Assessment in support of the development proposals. However clarity was sought on the number of trees to be removed. The applicant has confirmed 55 existing trees are shown to be removed and 73 new trees are proposed to be planted. However exact numbers will not be known until construction begins as factors such as the ground conditions and methods of construction will affect how many trees can be retained. Therefore the numbers of trees shown to be removed is a worst-case scenario, with all trees likely to be affected shown to be removed, at this stage.

These details have been reviewed by the councils Arboriculturalist who has confirmed the principle as set out is acceptable. It has been agreed that the details should be secured through conditions including for example a comprehensive landscape, ecological and woodland management plan.

Ecology

The development proposal has been reviewed by the councils ecology team who have raised no objections to the proposal. It is accepted that the proposal would provide the opportunity to enhance the sites ecology and biodiversity. All the existing buildings to be demolished have been appropriately survey. The Preliminary Ecological Appraisal prepared by The Landscape Partnership confirms buildings were reviewed against BCT survey guidance and it is accepted that they are not suitable for bats.

The site is adjacent to Mill Hill Substation Pastures. This is an areas of unimproved clay grassland and old hedgerow which would be difficult to recreate. It is a mosaic of horse-grazed pastures with evidence of unimproved clay grassland with mature hedgerows. Rare species supports locally uncommon plant species, such as sneezewort. There is also wet woodland located within the site boundary.

The Surface Water Drainage Strategy submitted as part of the planning application confirms the current surface water drainage is attenuated and released through a discharge pipe into the drainage ditch alongside Partingdale Lane. There is a water course directly opposite the discharge point on the north side of Partingdale Lane into the Mill Hill Substation Pastures. There will be a 20% reduced area of impermeable surface compared to the current situation, so there will be slightly more permeable surface for water to enter the ground which may contribute positively to maintaining damp conditions in the woodland and offset long-term climate change predictions of hotter drier summers.

In addition the proposed surface water attenuation using blue roofs, attenuation tanks and granular fill attenuation would also be discharged at the existing discharge point into the same ditch, thus maintaining water flow into Mill Hill Substation Pastures.

Accordingly it is considered that the proposal is acceptable in ecological terms and appropriate details can be secured via conditions, as part of a site wide Construction Ecological Management Plan (CEMP).

3.7 **Energy/Sustainability**

London Plan 2021 Policy SI 2 requires development proposals to make the fullest contribution to minimising greenhouse gas emissions in operation and minimising both annual and peak energy demand, in accordance with the following energy hierarchy:

- Be lean: use less energy
- Be clean: supply energy efficiently
- Be green: use renewable energy
- Be seen: monitor, verify and report

Policy SI 2 5.2 'Minimising Greenhouse Gas Emissions' states major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy. A minimum on-site reduction of at least 35% beyond Building Regulations is required for major development. The London Plan 2021 sets out the sustainable design and construction measures required in new developments. Proposals should achieve the highest standards of sustainable design and construction and demonstrate that sustainable design standards are integral to the proposal, including its construction and operation.

Local Plan policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrate compliance with the Mayor's targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy. Proposals are also expected to comply with the guidance set out in the council's Supplementary Planning Documents (SPD) in respect of the requirements of the Code for Sustainable Homes.

The proposed development is accompanied by an Energy and Sustainability Strategy prepared by MWL (Mendick Waring Ltd). The proposed strategy follows a best practice approach, based on the Mayor of London's Energy Hierarchy. By incorporating a combination of all the feasible passive measures along with the use of Air Source Heat Pumps (with Boilers) and PV Panels, the CO₂ emissions of the newbuild residential blocks at the rear of the site have been reduced by 37.68%, which fulfil the planning requirements (of 35% CO₂ reduction). The residential units are subject to a Carbon Offset (Cash in Lieu) payment of £481,109 in order to comply with zero carbon policy. This is the higher figure based on the newly adopted London Plan 2021 which states that "a nationally recognised non-traded price of £95/tonne has been tested as part of the viability assessment for the London Plan which boroughs may use to collect offset payments".

In regard to the proposed conversion of IBSA House, the energy statement confirms by incorporating a combination of feasible passive measures along with the use of Air Source Heat Pumps (with Boilers), the CO₂ emissions of the converted IBSA House at the front of the site have been reduced by 15.14% and the development complies with all the requirements of Part L1B 2013 of Building Regulations.

The GLA have confirmed in their stage 1 response that the energy strategy is considered acceptable however further information was required in relation overheating, future-proofing for connection to district heating, PV and heat pumps.

The applicant has provided additional details and therefore these matters will be agreed in accordance with the GLA's requirements.

3.8 Flood Risk / SUDS

Policy CS13 of the Barnet Core Strategy states that “we will make Barnet a water efficient borough and minimise the potential for fluvial and surface water flooding by ensuring development does no cause harm to the water environment, water quality and drainage systems. Development should utilise Sustainable Urban Drainage Systems (SUDS) in order to reduce surface water run-off and ensure such run-off is managed as close to its source as possible subject to local geology and groundwater levels”.

A flood risk assessment (FRA) has been prepared by Syntegra Consulting Ltd in support of the proposal. The site is located within Flood Zone 1 'Low Probability' less than a 1 in 1000 (0.1%) Annual Probability of flooding from rivers. In accordance with the fundamental objectives of the National Planning Policy Framework (NPPF), the FRA demonstrates that: the development is safe through appropriate management of flood risk; does not increase flood risk; and does not detrimentally affect third parties. Furthermore the proposed development would see a reduction in the impermeable area and as a such a betterment reducing flood risk.

In addition a Surface and Foul Water Drainage Strategy prepared by Pitman Associates has also been provided. This confirms the surface water management strategy will adhere to the principles set out in DEFRA's Non-Statutory Technical Standards for Sustainable Drainage Systems. Current surface water drainage is attenuated and released through a discharge pipe into the drainage ditch alongside Partingdale Lane. Proposed surface water attenuation using blue roofs, attenuation tanks and granular fill attenuation would also be discharged at the existing discharge point into the same ditch at greenfield release rates thus maintaining water flow into Mill Hill Substation Pastures.

The Drainage Strategy and details have been reviewed by all parties concerned. The council's drainage team have confirmed that the proposed details are acceptable. Therefore these details would be secured via condition.

4 Planning Obligations & CIL

Planning Obligations

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

In accordance with development plan policies the list of obligations as set out in the heads of terms at the beginning of this report; are required to be secured through a legal agreement with the developer.

Community Infrastructure Levy (CIL)

The proposed development is liable for charge under the Barnet Community Infrastructure Levy (CIL) at a rate of £135 per square metre. As noted in SPD para 2.2.11, the purpose of Barnet's CIL is to secure capital funding to help address the gap in funding for local infrastructure. The money raised by Barnet's CIL will be used to pay for infrastructure required to mitigate the impact of development across the Borough.

Pursuant to the Table 3: Mayoral CIL Charging Rates of the Mayor's April 2013 SPG 'Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy', a flat rate charge of £35 applies to the application

5 Equality and Diversity Issues

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

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

For the purposes of this obligation the term "protected characteristic" includes:

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

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

The site is accessible by various modes of transport, including by foot, bicycle, public transport and private car, thus providing a range of transport choices for all users of the site. The site will provide 10% wheelchair adaptable units.

The development includes level, step-free pedestrian approaches to buildings to ensure that all occupiers and visitors of the development can move freely in and around the public communal spaces. Lift is also provided to provide step-free access between the ground and the upper levels at Site 2. Dedicated parking spaces for people with a disability will be provided in convenient locations.

The proposals are considered to be in accordance with national, regional and local policy by establishing an inclusive design, providing an environment which is accessible to all.

6 Conclusion

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

SITE LOCATION PLAN – Reference: 19/6551/FUL

