

MEETING

STRATEGIC PLANNING COMMITTEE

DATE AND TIME

THURSDAY 17TH JUNE, 2021

AT 7.00 PM

VENUE

HENDON TOWN HALL

TO: MEMBERS OF STRATEGIC PLANNING COMMITTEE (Quorum 3)

Chairman: Councillor Eva Greenspan
Vice Chairman: Councillor Melvin Cohen LLB

Golnar Bokaei
Mark Shooter
Stephen Sowerby
Julian Teare

Reuben Thompstone
Tim Roberts
Claire Farrier
Laurie Williams

Jess Brayne
Nagus Narenthira

Substitute Members

Sarah Wardle
Helene Richman
Reema Patel

John Marshall
Daniel Thomas
Anne Hutton

Thomas Smith
Gill Sargeant
Gabriel Rozenberg

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

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

Andrew Charlwood – Head of Governance

Governance Service contact: StrategicPlanning.Committee@barnet.gov.uk, 0208 359 5129

Media Relations contact: Gareth Greene 020 8359 7039

ASSURANCE GROUP

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.	Douglas Bader Park Estate, London, NW9 (Colindale)	9 - 10
7.	Land Adjacent To Finchley Memorial Hospital, Granville Road (Woodhouse)	11 - 52
8.	Claremont Primary School, Claremont Road, Cricklewood, London (Golders Green)	53 - 130
9.	Former Homebase Site, Rookery Way (Colindale)	131 - 134
10.	Any item(s) that the Chairman decides are urgent	

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Decisions of the Strategic Planning Committee

1 June 2021

AGENDA ITEM 1

Members Present:-

Councillor Eva Greenspan (Chairman)

Councillor Melvin Cohen	Councillor Tim Roberts
Councillor Golnar Bokaei	Councillor Helene Richman (Substitute)
Councillor Mark Shooter	Councillor Claire Farrier
Councillor Stephen Sowerby	Councillor Laurie Williams
Councillor Julian Teare	Councillor Nagus Narenthira
Councillor Jess Brayne	

1. Minutes of the last meeting

The Chairman, Councillor Eva Greenspan welcomed all attendees to the meeting and explained the running order, procedures and measures in place for this meeting.

It was RESOLVED that the minutes of the meeting held on 6 April 2021, be agreed as a correct record.

2. Absence of Members

Apologies were received from Councillor Reuben Thompstone who was substituted by Councillor Helene Richman.

3. Declarations of Members' disclosable pecuniary interests and other interests

Councillor Golnar Bokaei declared an interest in respect of item 6 (Douglas Bader Park Estate, London, NW9 - 20/6277/FUL) by virtue of having a pecuniary interest in the property opposite the application site. Councillor Bokaei therefore indicated that she would not participate in the discussion and abstain from the voting on this item.

4. Report of the Monitoring Officer (if any)

None.

5. Addendum (if applicable)

The Committee noted that the addendum had been published and circulated. Items contained within the agenda would be dealt with under individual agenda items.

6. Douglas Bader Park Estate, London, NW9 - 20/6277/FUL (Hendon)

The Planning Officer introduced and presented the report and addendum.

The Committee received verbal representations:

- from Mr Paul Meadham in objection to the application
- from Mr Festus Elaweremi in support of the application

- from Councillor Gill Sargeant in objection to the application
- from Mr Tim Sturgess, the agent for the applicant.

Members had the opportunity to question all the speakers and Officers. Following discussion, the Chairman moved to vote on the Officer's recommendation to approve the application, as outlined in the report.

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

Votes were recorded as follows:

For	4
Against	7
Abstentions	1

The Committee agreed to confirm the reasons for refusal at its next meeting. Councillor Melvin Cohen moved a motion, which was seconded by the Chairman, to exclude the following from the reasons for refusal; 40% affordable housing.

Votes were recorded as follows:

For	7
Against	4
Abstentions	1

RESOLVED that the application be REFUSED with the reasons due to be agreed at the next Strategic Planning Committee meeting.

7. Colindale Station and 167 - 173 Colindale Avenue And Flats 1- 6 Agar House, Colindale Avenue, NW9 5HJ & 5HR - 21/0909/S73 (Colindale)

The report was introduced and slides presented by the Planning Officer.

The Committee received a verbal representation from Councillor Gill Sargeant. No other speakers were in attendance.

Members had the opportunity to question the speaker and Officers and the application was discussed.

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

Votes were recorded as follows:

For	7
Against	0
Abstentions	5

RESOLVED – That the application be approved as outlined in the Officer' report

8. Any item(s) that the Chairman decided are urgent

None.

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LOCATION: Douglas Bader Park Estate, London, NW9.

REFERENCE: 20/6277/FUL

Received: 24 December 2020

AGENDA ITEM 6

Accepted: 15 January 2021

WARD: Colindale

Expiry: 16 April 2021

APPLICANT: Home Group/ Hill

PROPOSAL: Full planning permission for comprehensive phased redevelopment of the site comprising demolition of the existing buildings and re-provision of up to 753 residential dwellings (Use Class C3) in buildings of up to 9 storeys with associated car and cycle parking public and private open spaces ancillary structures, and all other necessary enabling works, roads and services

APPLICATION SUMMARY

Agenda Item 6 (Douglas Bader Estate) of the Planning Committee meeting of the 1st June 2021 was deferred by members in order that the reasons for refusal, in discussion with Planning Officers, could be prepared and agreed at the next meeting of the Committee.

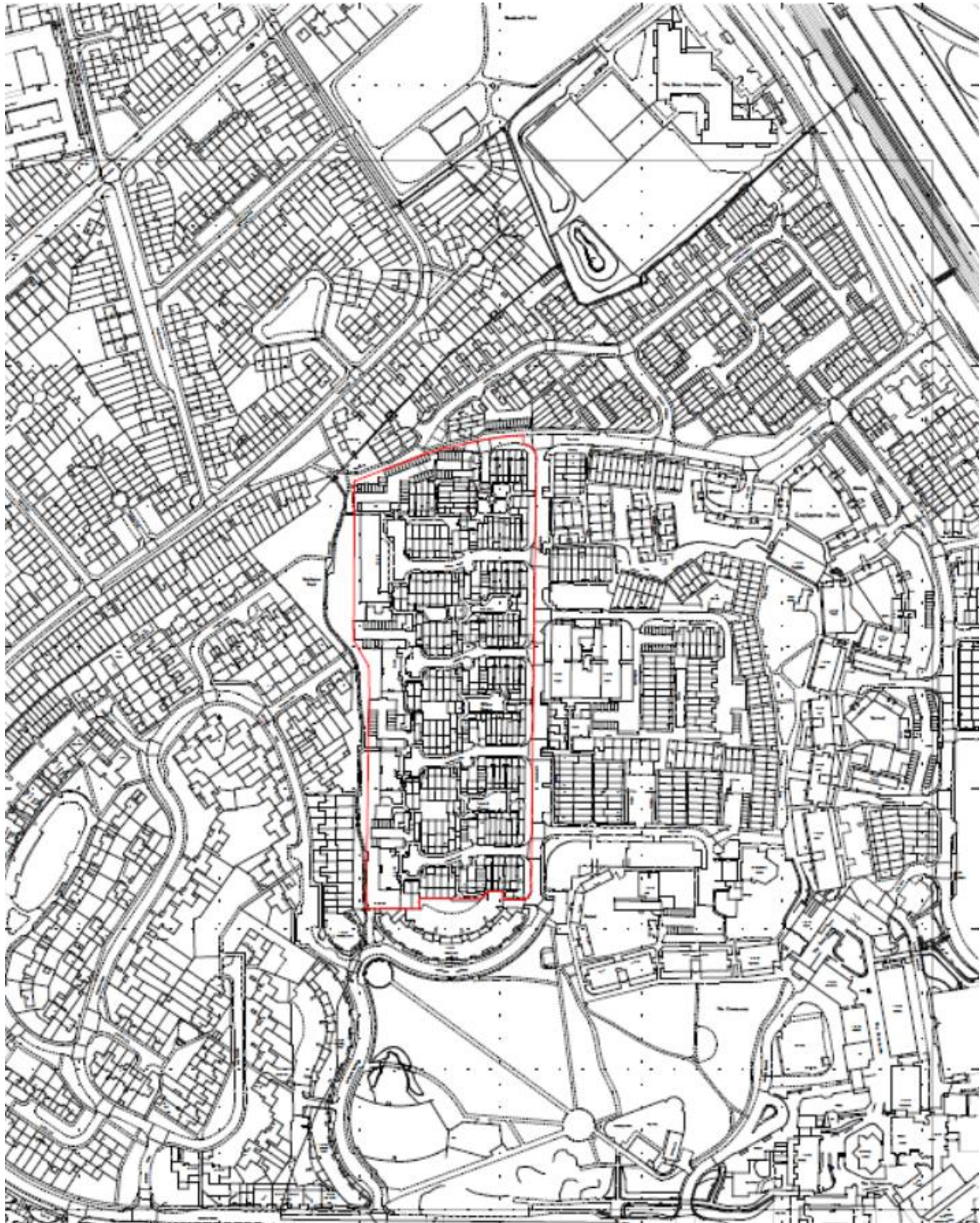
The proposed reasons for refusal are:

1. The proposed development, by virtue of its architectural form with excessive areas of flat roofs, height and scale would fail to represent a suitable high quality of design and would result in a discordant and visually obtrusive form of development that would fail to respect its local context and the pattern of development within the surrounding area, to such an extent that it would be detrimental to the character and appearance of the area. The proposal would therefore be contrary to policies CS NPPF, CS5, DM01, DM05 and DM08 of the Barnet Local Core Strategy and Development Management Policies (September 2012), policies D1, D3, D4 and of the London Plan (2021).

2. In the absence of a Section 106 Agreement, the application does not include a formal undertaking to secure the planning obligations which are necessary to make the application acceptable. The application is therefore contrary to the NPPF; London Plan Policies H4, H5, SI2, T4 and DF1, Policies DM01, DM02, DM04, DM10 and DM17, Policies CS4, CS9, CS13, CS15 of Barnet Local Plan Development Management (2012) and Core Strategy (2012); the Barnet Planning Obligations (adopted April 2013); Affordable Housing (adopted February 2007 and August 2010) Supplementary Planning Document; the Barnet Supplementary Planning Document on Delivering Skills, Employment and Enterprise Training (SEET) (adopted October 2014); and the Mayor's Supplementary Planning Guidance on Affordable Housing and Viability (2017).

SITE LOCATION PLAN: Douglas Bader Park Estate, London NW9

REFERENCE: 20/6277/FUL



LOCATION: Land Adjacent To Finchley Memorial Hospital
Granville Road
North Finchley
London
N12 0JE

AGENDA ITEM 7

REFERENCE: 20/4343/OUT Validated: 22.09.2020

WARD: Woodhouse Expiry: 22.12.2020

APPLICANT: Community Health Partnerships

PROPOSAL: Outline planning permission for the demolition of Bullimore House and the phased development of up to 130 units of residential accommodation along with provision of associated car and bicycle parking with associated vehicular access

RECOMMENDATION

Recommendation 1

That 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:

1. 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

2. Enforceability

All obligations listed 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. Housing

All of the residential accommodation shall be for use by NHS staff/healthcare workers in perpetuity (subject to a cascade clause allowing for occupation by other key workers)

NHS Staff/ Healthcare Worker means any person employed by the NHS and/or a self-employed person working in the NHS employed on NHS terms and conditions;

NHS Body has the same meaning given as a “health service body” in section 9(4) of the National Health Service Act 2006 which includes:

- (1) the Secretary of State for Health and Social Care;
- (2) an “NHS body” as defined in paragraph 138 of part 12 of Schedule 4 of the Health and Social Care Act 2012;
- (3) any health service body, NHS body or qualifying company referred to in any updates or re-enactments of statutes ; and
- (4) any successor to any of the statutory functions of the Secretary of State for Health, any health service body, or NHS body;

A minimum of 50% of the Units shall be affordable to NHS Staff/ Healthcare Workers on salary band(s) of Band 2 to Band 8D inclusive and subject to annual review either as a rented product and/ or a shared ownership product (inclusive of any service charge).

Affordable Housing Unit means any Affordable Rental Unit or Intermediate Unit as defined below:

Affordable Rental Unit means a dwelling let by a Registered Provider of social housing to NHS Staff or Keyworker households who are eligible for social rented housing and is subject to rent controls that do not exceed 80% of the rent that would have been charged had the rent been valued on an open market basis inclusive of any service charges

Intermediate Units means

- a) any unit where an occupier purchases a proportion of the equity from a Registered Provider and the remaining equity remain in the ownership of the Registered Provider which receives a rent from the occupier; or
- (b) such other form of housing product as may be agreed in writing by the Council and the Owner from time to time

A full Affordable Housing Delivery Schedule including a full and detailed nominations procedure as well as a detailed unit mix and details of the tenure and terms of occupation for each of the affordable units.

A Residential Management Plan to be submitted to the Council for approval. A detailed unit mix and details of the tenure and terms of occupation for each of the residential units.

The nominations procedure shall include details of the management of nominations and shall include provision for a cascade clause. The details of the cascade clause shall allow for occupation of the affordable units by other local Key Workers where occupation by NHS staff/healthcare workers does not occur within an agreed timeframe and subject to details agreed through the Affordable Housing Delivery Schedule.

Proposed Cascade Mechanism

- NHS Workers who are permanently employed to work in NHS facilities or in a community setting in LB Barnet;
- NHS Workers who have lived in LB Barnet for a minimum of two years and who are permanently employed to work in NHS facilities or in a community setting in the Catchment Area;
- NHS Workers who do not live in LB Barnet but who are permanently employed to work in NHS facilities or in a community setting in the Catchment Area;
- Where there are no applicants in categories 1, 2 and 3, other NHS Workers, Secondees or Medical Students associated with NHS facilities or community setting activities in the Catchment Area but only for a maximum term of 12 months, after which occupation the premises will be made available for categories 1, 2 and 3 - this is to minimise temporary voids and associated costs / loss of income;
- Other Essential Local Workers (defined by Feb 2019 NPPF) who have lived in LB Barnet for a minimum of two years and who are permanently employed to work in LB Barnet;
- Other Essential Local Workers (defined by Feb 2019 NPPF) who do not live in LB Barnet but who are permanently employed to work in LB Barnet;
- Nominees from the Council's waiting list if this is demonstrated as being legally and operationally feasible.

Definition of a Non NHS Key Worker means any person (other than a NHS Worker) working or engaged in work with any of the public sector bodies or similar organisations providing services that are essential for the continuing sustainability of the local community and local economy set out below:

- social services;
- fire service;
- police service;
- teaching/education services;
- prison service and the probation service;
- publicly funded transport;
- any other organisation or body operating in the public sector previously approved in writing by Community Health Partnerships (such approval not to be unreasonably withheld);
- any other organisation or body not operating in the public sector previously approved in writing by Community Health Partnerships (such approval not to be unreasonably withheld or delayed);

5. Residential Travel Plan

A full Residential Travel Plan to be secured. The document shall set out details of the likely workplace locations of the prospective residents and include sustainable travel plans to each of these locations including active measures to promote sustainable travel to each of the locations. A travel plan monitoring fee of £5,000.

In addition, Residential Travel Plan incentives to be secured with each 1st household to be offered to select 2 of the 3 following incentives to the value of £300 (up to a maximum of £39,000):

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

6. CPZ Review

- £90,000 towards CPZ review / implementation which would include:
 - Fresh set of parking beat surveys including an analysis report
 - Scheme design
 - Informal consultation
 - TROs - stat consultation
 - Implementation (infrastructure, signs, lines & stats)

7. Highway Works

A Feasibility Study of Granville Road / Summers Lane / A1000 High Road Junction to be undertaken with a contribution of £20,000, to cover design cost, survey costs and staff time.

8. Section 278

the proposed uncontrolled crossing / pedestrian refuge alongside dropped kerbs, tactile paving and on-street waiting restrictions at the Granville Road / Hospital entrance (refer to scheme illustrated in Figure 7.1 of the submission) as well as at the Hospital access road entrance.

Traffic Orders to prevent on-street servicing / loading on Bow Lane would need to be reviewed / implemented.

Vehicle access and associated Traffic Orders

9. Employment and Enterprise

The applicant would be expected to enter into a Local Employment Agreement to provide the following employment outcomes as a minimum:

- Progression into employment (under 6 months) – 5
- Progression into employment (over 6 months) – 3
- Apprenticeships – 7
- Work Experience – 13

An in-lieu contribution of £10,000 would be secured for every apprentice not delivered and an in-lieu contribution of £5340 would be secured for every other employment outcome not delivered.

10. Carbon Reduction Contribution

In order to contribute towards the London wide net zero target, the applicant would be 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 published GLA guidance.

Recommendation 2

That upon completion of the agreement specified in Recommendation 1, the Service Director Planning & Building Control or Head of Strategic Planning to approve the planning application reference 20/4343/OUT under delegated powers, subject to the conditions set out within this report.

That the Committee also grants delegated authority to the Service Director Planning & Building Control 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 2nd 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.

Barnet's Local Plan (Reg 18) 2020

Barnet's Local Plan -Reg 18 Preferred Approach was approved for consultation on 6th January 2020. The Reg 18 document sets out the Council's preferred policy approach together with draft development proposals for 67 sites. It is Barnet's emerging Local Plan.

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.

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.

1.0 Site Description

- 1.1 The site comprises part of the Finchley Memorial Hospital Site, located to the south of Granville Road and to the east of Bow Lane within LB Barnet. The wider site is currently occupied by the hospital building which offers a range of clinical services and facilities, although this does not include any 'blue light' services.
- 1.2 The site incorporates areas of open space to both the north and south of the hospital buildings. To the south, the open space forms outdoor sports pitches along with a healing garden and a wildlife garden. The open space to the north of the site adjoins Granville Road to the north and Bow Lane to the west and is currently in use as an informal open space, mainly comprising of a grassed area with pedestrian access paths traversing the area. It is this open space to which the application specifically relates. The application site also incorporates Bullimore House which is a two storey building located on Bow Lane.
- 1.3 There are no Listed Buildings on or adjacent to the site. Furthermore there are no buildings of local interest, as identified in the Council's Schedule of Buildings of Local Architectural or Historic Interest 2016.
- 1.4 The site is not within or adjacent to an Archaeological Priority Area. The site is not within an area liable to flooding according to the Environment Agencies flood map.
- 1.5 The PTAL rating for the site ranges from 1a to 2, which are generally low. The nearest bus stops are located in High Road within 15 minutes walking distance of the site and provide access to the 263 service (Barnet Hospital to Highbury and Islington) and the 382 service (Millbrook Park to Southgate)

2.0 Proposed Development

- 2.1 Outline permission is sought for the demolition of Bullimore House and the phased development of up to 130 units of residential accommodation along with provision of associated car and bicycle parking with associated vehicular access. All matters would be reserved except for access.
- 2.2 The development would develop the land currently occupied by Bullimore House and the area of open space to the north of the hospital between Bow Lane and Granville Road. Given the outline nature of the application, parameter drawings have been submitted which illustrate the three-dimensional 'envelopes' within which the

proposed buildings would be located and a landscape parameters plan has also been submitted.

- 2.3 Access, for which detailed consent is sought, would be provided for vehicles from Bow Lane with a car parking area provided largely on the site of what is now Bullimore House.
- 2.4 The development itself would comprise of 4 separate residential blocks comprising up to 130 residential units. 3 of the blocks, those towards the edges of the site (Bow Lane Building, Granville Road Building and Memorial Gardens Building) would have a height of 4 storeys whilst the most centrally located block would have a height of 5 storeys (Central Building).
- 2.5 The residential accommodation provided within the buildings would be to provide homes for people working in the National Health Service and the accommodation would be primarily aimed at this user group. The accommodation would however be open to other local essential local workers where availability dictates and following cascade

3.0 Relevant Planning History

Finchley Memorial Hospital Planning Brief

- 3.1 Prior to the approval of the new hospital, the Council approved a Planning Brief for the site. This set out the key planning and development principles. The Brief, which was subject to public consultation, was approved in June 2007.
- 3.2 The Planning Brief set out the planning principles for the site, including:
 - Hospital and Health Care uses, including the range of uses, design, layout and massing
 - Playing fields, including the re-provision and the exceptional circumstances for any development on them
 - Non-community uses, including enabling development to enable the health, community and open space
 - Open space, landscaping and trees
 - Transport and accessibility
 - Amenity, security and safety
 - Sustainable design and construction, and energy

- 3.3 Of most relevance to the consideration of the current scheme are the following extracts:

Hospital and Health Care Uses:

- 5.1 *The proposals allow for the expansion and enhancement of health care provision at Finchley Memorial Hospital to serve the current and future needs of the community. This would involve the demolition of the existing buildings and the development of new buildings and facilities to provide primary care facilities and significantly enhanced community facilities in a modern accessible setting.*
- 5.2 *The proposals would require the development of the new community hospital facility on approximately half (1.8 hectares) of the disused open space forming part of the Bow Lane Playing Fields immediately behind the existing hospital as the current facility needs to be retained for operational purposes during the construction phase. The site would be future proofed with some space being retained for moderate future expansion.*
- 5.4 *Part of the existing hospital site would be cleared to provide car parking and landscaping for the new hospital facility with the remainder cleared for possible 'enabling' residential development, to assist the funding of the health and open space facilities.*

Non-Community Uses:

- 5.13 *The financing of the new Hospital may in part be dependent on the sale of surplus land subject to the funding achieved by the PCT and the final build costs. If this is the case it is considered that the most appropriate alternative use for the existing hospital site will be for residential purposes given the compatibility of the Hospital use with housing and the proximity of other residential uses.*
- 5.14 *Any enabling development must be fully justified in terms of necessity in enabling the delivery of health, community or public open space/sports facilities only. Enabling development must pass strict tests of viability in terms of supporting the 'public benefit' accruing from the site. Low density family houses are considered the most compatible form of development given the character of the surrounding area. Flatted development is unlikely to be considered favorably given the nature of Bow Lane.*

Planning application FUL/03573/09

- 3.4 NHS Barnet submitted a planning application for the development of the new hospital in late September 2009 with the following description: 'Construction of a new part two, part three storey hospital (plus part lower ground floor), with ancillary facilities including a cafe and retail. Construction of an energy centre. Associated parking and servicing areas, new vehicular access off Granville Road to service construction traffic. Demolition of existing hospital buildings (with the exception of Bullimore House). The application was approved by the Council's Planning and Environment Committee on 20th January 2010.

4.0 Consultations

- 4.1 As part of the consultation exercise, 306 letters were sent to neighbouring occupiers with 677 objections, 6 letters of support and 4 representations 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.
- The development would result in the loss of a heavily used open green space which is a valuable amenity resource for the local community and is of
 - The height and scale of the development is excessive within its context;
 - The development would unacceptably increase parking stress on the streets surrounding the hospital site;
 - The development would result in excessive additional traffic congestion to the surrounding highway network;
 - The development would increase stress on local infrastructure such as GP's and schools;
 - There is no guarantee that the housing will be retained for NHS staff;
 - The residential density of the scheme is excessive;
 - The development would result in the unacceptable loss of trees;
 - The development would result in an unacceptable loss of daylight/sunlight to neighbouring residential properties;
 - The housing would not be affordable for NHS staff.
- 4.3 It should also be noted that letters of support were received from the following:
- North Central London CCG
 - University College London NHS Trust
 - Barnet, Enfield and Haringey NHS Mental Health Trust

- Central London Community Healthcare Trust
- Central and North West London Healthcare Trust

Responses from External Consultees

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

Consultee	Response
Transport for London	<p><u>Car parking</u></p> <p>TfL welcome the intended provision of a travel pack to residents showcasing sustainable travel methods. The site presents a provision of 53 car parking spaces, including the appropriate allocation for disabled parking and electronic charging points.</p> <p>TfL would like further information on the provision of 6 motorcycle spaces. As this is not included in the total car parking provision, what signage will be used to differentiate from car parking spaces?</p> <p>TfL would like to understand how the car parking access and use will be monitored, particularly during the highest parking demands between 10-11am and 1.30-5.30pm shown in the Transport Assessment (TA). Will residents be provided with a permit and what signage will be used to prevent visitor parking?</p> <p><u>Cycle parking</u></p> <p>TfL welcome the provision of cycle parking exceeding the Intend to Publish London Plan and the inclusion of larger cycle parking facilities for accessible and adapted bikes to encourage a travel mode shift.</p> <p>TfL would like information on the pedestrian & cycle routes across the site, particularly on the shared entry</p>

points on Bow Lane and Hospital Road where vehicles will need to make a left turn into the site and into the relevant parking spaces.

TfL require further clarity on the cycle parking provision for each building. Currently the proposal suggests all long stay parking will be two-tier (Bike Dock solution bike rack) and visitor parking will be provided with Sheffield stands. In this case, TfL will require information on long stay cycle parking accessibility for less able users and larger cycles. At least 5% of parking of long stay parking should cater to larger and adapted cycles.

Please refer to the London Cycling Design Standards available here: <http://content.tfl.gov.uk/lcds-chapter8-cycleparking.pdf>

Construction, Delivery and Servicing

The TA illustrates the proposed new double yellow lines on Bow Lane to allow loading and of-loading for smaller units. TfL would be concerned with the safety for pedestrians, cyclists and vehicles at this entry point of the site and suggest a mitigation strategy should be submitted. The TA lists use of large 3-axle refuse vehicles; however, the loading areas are proposed for smaller vehicles. TfL would like further clarity on the exit plan for these vehicles on Bow Lane and Hospital road.

TfL encourage the applicant's commitment to source contractors and suppliers who are members of best practise schemes; Considerate Constructors Scheme (CCS), Fleet Operators Recognitions Scheme (FORS) and Construction Logistics and

	<p>Community Safety (CLOCS). On submission of the Construction Management Plan, this should include highway safety measures for pedestrians, cyclists and vehicles during development and a highways signage strategy if an adjacent roads require closure.</p> <p>The applicant should refer to the latest TfL guidance on producing Delivery and Servicing Plans (DSP) and Construction Logistics Plans (CLP). The CLP and DSP should include measures of monitoring footfall during construction and completion of the proposal.</p>
<p>Metropolitan Police – Designing Out Crime</p>	<p>The design of this scheme is concerning. The site is extremely permeable, with numerous footpaths proposed throughout the site. It is important to consider the permeability of this site in order to help address levels of ASB and crime in the ward of Woodhouse. Permeability is a major factor for any proposed development, whereby increased permeability can be reliably linked to increased levels of crime and disorder. Widely available research has proven that “neighbourhood permeability... is one of the community level design features most reliably linked to crime rates, and the connections operate consistently in the same direction across studies: more permeability, more crime”. (Taylor R B, 2002 – Crime prevention through environmental design)</p> <p>The design of this development appears to be based upon the original ‘Radburn’ design concept. The ‘Radburn design’ concept has produced developments with many problems, because of its multiple footpaths being used as common entries and exits to dwellings,</p>

	<p>helping to isolate communities and encouraging crime. One of the key design failures of the Radburn concept is the provision of unobserved side and rear parking, helping to provide an area that could be very vulnerable to crime and disorder. The Radburn vision removed vehicles from central parts of the estate, incorporating multiple paths and alleyways for pedestrians to use, but with reduced levels of natural activity and surveillance of the parking areas, this can increase crime and the fear of crime in this area. Multiple alleyways will also allow any perpetrator the means to escape a development and can increase the fear of crime for residents, if these alleyways are illegitimately used by groups/gangs and so on. From page 59 of the Design and Access statement, option B, with more defensible space for residents and reduced permeability, appears to be a better option from a crime prevention perspective.</p> <p><i>(these comments are addressed within the main body of the report)</i></p>
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- 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 conditions and assessment of further information at reserved matters stage.
Transport and Highways	No objection, subject to conditions and S106 obligations in respect of car parking, travel plan, and junction improvements.

Ecology	No objection subject to condition requiring bat surveys to be undertaken prior to any demolition works to Bullimore House,
Trees and Arboriculture	The majority of the trees on the site are located on the boundaries on Granville Road and Bow lane. These trees are also retained. Subject to a high quality landscape plan with new tree planting and the transplantation of existing trees the loss of trees to this proposal could be considered broadly acceptable

- 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 application site represents an area of green open space within the site of the Finchley Memorial Hospital site. The area is used by the local community for amenity and recreation. The proposed development would result in the loss of this open space and as such the primary consideration in the determination of the application is whether the loss of the open space is acceptable in principle. This is reflected in the objections to the application, the majority of which objected to the application on the basis of the loss of the open space.
- 5.2 The main objective of the proposals is to optimise the use of the hospital site to provide much needed residential accommodation for NHS staff. The open space to the north of the site was created through the redevelopment of the wider site and largely comprises of land which was occupied by the previous hospital buildings. The current hospital was approved in 2010 under planning application FUL/03573/09. As part of the consented scheme for the existing hospital, the area to the north of the hospital buildings was to be retained as a publicly accessible open space. The consented scheme was also approved on the basis that playing fields to the south of the site would be brought back into public use.

- 5.3 Whilst the open space is not subject to any formal land use designation, the space merits protection under Policy DM15 which states the following in relation to open spaces:
- i. Open space will be protected from development. In exceptional circumstances loss of open space will be permitted where the following can be satisfied:
 - a. The development proposal is a small-scale ancillary use which supports the use of the open space or
 - b. Equivalent or better quality open space provision can be made. Any exception will need to ensure that it does not create further public open space deficiency and has no significant impact on biodiversity.
 - ii. In areas which are identified as deficient in public open space, where the development site is appropriate or the opportunity arises the council will expect on site provision in line with the standards set out in the supporting text (para 16.3.6).
- 5.4 The current proposals do not represent a small-scale ancillary use supporting the use of the open space and there are no proposals to reprovide equivalent or better quality open space elsewhere. On this basis, it is clear that in the first instance the scheme would not be compliant with Policy DM15 (i). The site is not located within an area of open space deficiency so part (ii) of the policy is not applicable.
- 5.5 From the outset, it is therefore clear that the proposals would not accord with objective of Policy DM15 nor would it meet with the exception tests.
- 5.6 As well as having regard to the overarching policy position, it is important to note the history of the open space to which the proposals relate. As set out within the Planning History section of this note, the open space was largely the site of the previous hospital. Prior to the submission of the full application, a Planning Brief was adopted in 2007 which set certain parameters for the future development of the site. At the time, it was anticipated that the reprovision of the hospital would require some cross subsidization and thus the principle was accepted that the site of the old hospital could be used to provide enabling residential development (albeit low rise).
- 5.7 Subsequent to adoption of the 2007 Brief, the full application for the new hospital came forward under a different funding mechanism (the LIFT) which obviated the need for the open space to be utilized for enabling development. Notwithstanding the delivery of the hospital without the enabling development, there was a clear policy acceptance in the adopted brief that the space to the north of the hospital site

could have been developed to enable the public and health related clinical benefits arising from new hospital.

- 5.8 Officers are mindful that the fundamental purpose of the brief was to bring forward development of the new hospital however it is also considered that the underlying principle is still pertinent in so far as it established the acceptability of built form on this part of the site at that time (albeit low rise).
- 5.9 The current application proposes to provide NHS staff housing and it is also necessary to consider the benefits that would arise from this provision.
- 5.10 As is set out within the Planning Statement accompanying the application, there has been (and is) a very pressing need for affordable housing across London. There is a significant amount of data available, including a recent survey from the Royal College of Nursing, that shows that, as is the case for many key workers, the cost of living is one of the biggest concerns for NHS workers. The Planning Statement goes on to set out that the RCN's survey reveals that in five years' time 57% of nursing staff (up from 40% in 2016) say they will either definitely leave London or would like to, with the cost of accommodation and transport being major factors.
- 5.11 Because of the accommodation difficulties faced by NHS staff, the following implications for healthcare provision arise:
- difficulties in recruiting staff to areas with high living costs, whether those staff are coming from other parts of the UK or from overseas;
 - poor staff retention levels, resulting in additional costs in recruiting and training replacement staff;
 - difficulties in accommodating short-term needs because of a lack of dedicated accommodation, for example to welcome people on secondment, on clinical placement or participating in research programmes; and
 - greater reliance on agency staff which costs NHS providers significantly more than if they were able to maintain a higher proportion of directly employed staff.
- 5.21 The individual and cumulative result of the aforementioned issues is to present sustainability challenges to the healthcare system. The Planning Statement goes on to emphasise this point by referencing the RCN report which states that there are 10,550 vacant nursing posts in the NHS in London alone.
- 5.22 The proposed development is aimed at addressing this need through the provision of up to 130 residential units which would be for NHS staff. Whilst the affordability of

the proposed housing is addressed in a subsequent section of this report, the proposed housing would provide solely NHS staff housing which would be aimed at meeting the affordability criteria of staff on a range of pay grades and would enable staff in the North London area to live close to their place of work. In addition to the affordable nature of the accommodation, the proposed housing would cut down on travel costs and ultimately boost staff retention levels as well as the other matters outlined at paragraph 5.11. The catchment area for the proposed housing would encompass NHS Trusts which form part of the north central London Sustainable Transformation Partnership ('STP'), which include the following:

- Barnet, Enfield and Haringey Mental Health NHS Trust;
- Camden and Islington NHS Foundation Trust;
- Central and North West London NHS Trust;
- Central London Community Healthcare NHS Trust;
- Moorfields Eye Hospital NHS Foundation Trust;
- North Middlesex University Hospital NHS Trust;
- Royal Free London NHS Foundation Trust;
- Royal National Orthopaedic Hospital NHS Trust;
- Tavistock and Portman NHS Foundation Trust;
- University College London Hospitals NHS Foundation Trust; and
- Whittington Health NHS Trust.
-

5.23 Whilst clearly some of these trusts operate wholly outside of the borough, in order to ensure that NHS staff within Barnet are prioritised a cascade clause is proposed within the nominations procedure which would allow for Barnet residents and workers to be prioritised.

5.24 Officers give weight to the staffing and operational issues that arise from the issues set out at paragraph 5.11 and also recognise that the proposed development would go some way to addressing this need. The key question therefore is whether the benefits of the proposed housing outweigh the harm arising from the loss of the open space.

5.25 It is clear that Policy DM15 does not allow for such an assessment to be made within the parameters of the policy wording. However, 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. In this case, officers consider that the outlined need for NHS staff accommodation to protect and aid the operation of healthcare provision within the area is a material consideration.

5.26 in weighing the benefits of the proposal against the harm arising from the loss of the open space, officers have taken into account the proximity of alternative open space provision in the form of Victoria Park and the relevant planning history of the site. And in weighing the benefits, officers have taken into account the exceptional circumstances associated with the need to ensure the health service is able to retain staff to ensure adequate healthcare in the local area. Whilst a finely balanced judgement, it is considered that the benefits of the proposed housing would outweigh the harm arising from the loss of the open space.

6.0 Residential Density

6.1 The London Plan 2021 was formally adopted in March 2021 and moves away from the density matrix that was included within the previous plan. The 2021 Plan takes a less prescriptive approach and Policy D6 states *inter alia* that the density of a development should result from a design-led approach to determine the capacity of the site with particular consideration should be given to the site context, its connectivity and accessibility by walking and cycling, and existing and planned public transport (including PTAL) and the capacity of surrounding infrastructure. Policy D6 goes on to state that proposed residential development that does not demonstrably optimise the housing density of the site in accordance with this policy should be refused.

6.2 In terms of the density, up to 130 dwellings are proposed on a site with an area of 1.33 hectares which gives an approximate density of 100 dwellings per hectare. The location of the site is within a suburban context with predominantly low-rise development in the surrounding area. The key consideration in terms of Policy D6 is how the development manifests in terms of design and appearance and in this case officers consider that the height, scale and massing of the development is acceptable. These matters are addressed fully in subsequent sections of this report.

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 130 residential units which would be of a mixture of studios, 1 beds 2beds and 3 beds. The current application is outline in nature and as such, the final mix of units would be agreed at Reserved Matters stage however the following indicative mix is provided:

Studio	1 Bed	2 Bed	3 Bed	Total
8	50	62	10	130

- 7.4 The final mix would be predicated on demand modelling and would respond to the need of NHS workers within the local area. The mix outlined shows how this may come forward however a full assessment would be undertaken at Reserved Matters stage if permission were granted.

Residential Space Standards

- 7.5 Table 3 in the London Plan provides a minimum gross internal floor area for different sizes of dwelling.
- 7.6 The application is submitted in outline form with matters of layout reserved. Indicative details submitted show that each of the residential units could achieve the requisite minimum standards and a full assessment would be undertaken at Reserved Matters stage to ensure that this was the case with the detailed proposals.

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 D7.
- 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 ensure that this is secured as part of Reserved Matters applications.

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: 40m ² of space for up to four habitable rooms 55m ² of space for up to five habitable rooms 70m ² of space for up to six habitable rooms 85m ² of space for up to seven or more habitable rooms	Minor, major and large scale
Development proposals will not normally be permitted if it compromises the minimum outdoor amenity space standards.	Householder

7.10 The parameters set out propose a mix of private and communal amenity areas. All units will have access to private amenity space in the form of private balconies either recessed or projecting but all achieving the requisite space standard. All residents will also benefit from access to areas of shared communal amenity space along with areas of landscaped public open space retained within the development.

Children’s Play Space

7.11 London Plan Policy 3. 6 and draft 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 draft London Plan Policy S4 expect a minimum of 10 sqm. per child to be provided in new developments.

7.12 Given the outline nature of the application and the lack of a fixed housing mix, it is not possible to calculate a playspace requirement. However, parameter plans demonstrate that sufficient space is provided within the site which would allow for on-site provision for ages 0-5. The Design and Access Statement sets out that these spaces will comprise small open spaces within sight of residences, where younger children can play within the view of adults. Play opportunities for the older age groups are located within 400 metres of the site in line with GLA policy and full

details of the on-site provision would be secured through Reserved Matters applications.

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, the parameters sought show that externally the site would enjoy separation distances of at least 21 metres from all surrounding residential properties in line with SPD guidance. Within the site, all of the buildings would enjoy a good separation distance of at least 21 metres with the exception of the distance between the Central Building and the Memorial Garden building which falls slightly below this target. Nevertheless, it is considered that the extent of the shortfall would not be so significant as to unacceptably harm the privacy and outlook from the facing elevations.

Daylight/Sunlight and Overshadowing

- 7.16 As an outline application, the final layout of the development is a reserved matter however the parameters sought demonstrate good separation distances between the buildings themselves and from neighbouring obstructions which would provide conditions of good levels of daylighting and sunlighting in line with BRE guidance.

8.0 Affordable Housing

- 8.1 London Plan 2016 Policy H10 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 however in the case of publicly owned land as is the case with the application site, Policy H5 of the London Plan that an affordable housing target of 50% is applicable.
- 8.2 The specific nature of the proposed development is such that it does not fit into the traditional model of affordable housing. The proposed housing would be solely aimed at accommodating NHS staff and there would be no element of open market housing. Consequently, affordable housing products such as Affordable Rent, London Affordable Rent and Shared Ownership and the affordability criteria which underpin these products are not directly applicable to the scheme.

8.3 The application is to serve a specific need which is set out in detail in Section 5 of this report and this need is comprised of a specific professional demographic (i.e. NHS staff). Nevertheless, notwithstanding that the scheme does not fit the traditional affordable housing model, the applicant recognises the need to provide 50% of the homes at an affordable level and for the purposes of this application, this is taken to mean those NHS staff at entry to mid-level.

8.4 Accordingly, whilst there is no fixed housing mix at this outline stage of the application, the applicant has committed to providing 50% (65 homes) of the accommodation as affordable. In the context of the specific and targeted nature of the development, it is considered appropriate to tie the affordability criteria of the affordable homes to the salary bands of the NHS staff at which the scheme is aimed. Therefore, the S106 would secure that 50% (65 homes) would be affordable to NHS Staff/ Healthcare Workers residents of on salary band(s) of Band 2 to Band 8 (inclusive of any service charge).

8.5 For clarity, the salary banding of the NHS staff is as follows:

Salary Band	Salary Range
3	£19,737 – £21,142
4	£21,892 – £24,157
5	£24,907 – £30,615
6	£31,365 – £37,890
7	£38,890 – £44,503
8	£45,753 – £51,668

8.6 A full Affordable Housing Delivery Schedule, including the details of the affordable products including a full and detailed nominations procedure as well as a detailed unit mix and details of the tenure and terms of occupation for each of the affordable units would be secured as part of the S106.

8.7 The nominations procedure would include a cascade clause which would allow for the accommodation to cascade down to those outside of the target NHS demographic as below:

- NHS Workers who are permanently employed to work in NHS facilities or in a community setting in LB Barnet;
- NHS Workers who have lived in LB Barnet for a minimum of two years and who are permanently employed to work in NHS facilities or in a community setting in the Catchment Area;

- NHS Workers who do not live in LB Barnet but who are permanently employed to work in NHS facilities or in a community setting in the Catchment Area;
- Where there are no applicants in categories 1, 2 and 3, other NHS Workers, Secondees or Medical Students associated with NHS facilities or community setting activities in the Catchment Area but only for a maximum term of 12 months, after which occupation the premises will be made available for categories 1, 2 and 3 - this is to minimise temporary voids and associated costs / loss of income;
- Other Essential Local Workers (defined by Feb 2019 NPPF) who have lived in LB Barnet for a minimum of two years and who are permanently employed to work in LB Barnet;
- Other Essential Local Workers (defined by Feb 2019 NPPF) who do not live in LB Barnet but who are permanently employed to work in LB Barnet;
- Nominees from the Council's waiting list (if this is demonstrated as being legally and operationally feasible)

8.8 Importantly, the first 4 categories in the cascade are those within the NHS and it is expected that there will be strong demand for the accommodation for the reasons set out in Section 5 of this report. It is only after the first 4 categories that the housing would open up to other local key workers, which again would be addressing a local need. It is important to note that none of the proposed accommodation would be open market housing.

8.9 Subject to the above and based on the fact that the proposed housing is addressing a specific need, it is considered that the affordable housing proposals are acceptable.

9.0 Design, Appearance and Visual Impact

9.1 The proposes 4 blocks across the site varying heights and forms. The following table summarises the heights of each of the blocks across both phases.

Building	Max Height (Storeys)
Bow Lane Building	4
Central Building	5
Memorial Gardens Building	4
Granville Road Building	4

Height, Scale and Massing

9.2 The area surrounding the site is characterised by low rise residential development of 2 and 3 storeys in height whilst the hospital itself is part 2 and part 3 storey. It is

therefore clear that the heights of the proposed development would exceed those of its surroundings and as such it is pertinent to consider whether this increased height would be congruent within its context.

9.3 The application site sits by its nature as an open space, represents a spatial gap which is clearly visually distinct separate from the prevailing urban grain. Prior to the site coming into its current use as a public open space, it was occupied by the old hospital buildings which were also visually distinct from the surrounding urban grain and built form. It is considered that this visual and spatial distinctiveness provides scope for any development of the site to be similarly distinct.

9.4 For this reason, it is considered that the flatted form of development rising above the prevailing heights of the surrounding area is acceptable in principle. Nevertheless, as well as having a distinct form and character the development also responds to its context directly through tapering the heights of the development from the centre of the site (5 storeys – Central Building) to the edges of the site on Bow Lane and Granville Road (Part 3 storeys - Bow Lane Building and Granville Road Building).



9.5 The stepping down of the building heights to the site boundaries would ensure that there would be no jarring disparity in composite views of the development and the neighbouring residential properties. It is considered that the visual transition at these points on Bow Lane and Granville Road would be congruent and would ensure that there would be no unacceptable harm to the wider character of the area.

Design and Appearance

- 9.6 In terms of the visual appearance of the scheme, this is an outline application and only indicative details are provided. These indicative details are supported by precedents and supplementary details on materiality. The indicative details demonstrate that the development could have a high quality aesthetic which would respond to the prevailing architecture and colour tones of the surrounding residential area. If outline permission were granted, full details would be submitted and assessed at reserved matters stage which would be expected to be consistent with the indicative details provided.

Layout

- 9.7 Comments were received from the Metropolitan Police which raised concern at the permeability of the site and the consequent risk in terms of crime. Notwithstanding these concerns, retaining site permeability for the public as well as residents is considered to be an important element of the scheme. It is considered that risk could be minimised through the use of boundary planting and landscaping to delineate the public and private areas as well as through the use of lighting and CCTV. The layout and landscaping of the scheme are reserved matters and further details would thus be sought at this stage.

Conclusion

- 9.8 Having regard to all of the above, officers consider that the proposed scale and massing of the development is acceptable and would ensure integration into the surrounding urban fabric. Officers also consider that the scheme could be of a good design quality and is in accordance with Barnet Policy DM01.

10.0 Amenity Impact on Neighbouring Properties

Daylight and Sunlight

- 10.1 The applicant has submitted an annotated site plan which shows the separation distances from neighbouring residential properties along with contextual section drawings.
- 10.2 The Granville Road building would be located 31 metres from the nearest residential properties on the north side of Granville Road itself. This distance and the reduced height of the development towards the northern boundary would ensure that a 25 degree line drawn from the windows of the neighbouring property would not subtend the facing elevation of the new obstruction (in this case, the Granville Road

building). Consequently, BRE guidance sets out that this would indicate that the windows in question would retain good daylighting conditions and that there is no need for further detailed assessment using Vertical Sky Component methodology. The separation distance is also sufficient to ensure that there would be no unacceptable adverse sunlight impacts.

10.3 The Bow Lane building would be located 21 metres from the nearest residential properties on the west side of Bow Lane. Again, the distance and height of the development towards the boundary would ensure that good daylighting would be retained to the windows opposite. The separation distance is also sufficient to ensure that there would be no unacceptable adverse sunlight impacts.

10.4 The Memorial Gardens building would be located 42 metres from the rear of the nearest residential properties on the east side of Bow Lane. Again, the distance and height of the development towards the boundary would ensure that good daylighting would be retained to the windows opposite. The separation distance is also sufficient to ensure that there would be no unacceptable adverse sunlight impacts.

Privacy and Outlook

10.5 The development would achieve separation distances of at least 21 metres from all neighbouring windows whilst also achieving a separation distance of 10 metres from neighbouring gardens. These distances are in line with SPD guidance and demonstrate that there would be no unacceptable adverse impacts in terms of privacy or outlook.

Conclusion

10.6 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 requires major development 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.

11.3 Local Plan policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrate compliance with the Mayors targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy.

11.4 With regards to the energy hierarchy set out within the aforementioned London Plan policy, it is considered that the application is broadly in accordance. The application is accompanied by an Energy Statement from XCO2 which sets out that the energy efficiency measures and sustainable energy measures that would be incorporated within the scheme.

Be Lean

11.5 The proposed energy efficiency measures include levels of insulation beyond Building Regulation requirements, low air tightness levels, efficient lighting as well as energy saving controls for space conditioning and lighting. These measures would combine to achieve a 13.7% CO2 saving.

Be Clean

11.6 The applicant has set out in the Energy Statement that a site heat network connection has not been found to be feasible or viable for a development of this scale. Consequently, the scheme will utilise an ASHP system alongside high efficiency backup gas boilers to provide heat to the dwellings. Based on the strategy proposed, no savings would be achieved.

Be Green

11.7 The renewable technologies feasibility study carried out for the development identified photovoltaics and air source heat pumps as suitable technologies for the development and would be implemented. These measures would achieve an additional 33.9% saving,

11.8 In total, all of the measures combined would achieve CO2 savings of 47.6% which is in excess of the 35% target set out in the London Plan. Nevertheless, recognising the London wide net zero target 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.

12.0 Transport / Highways

12.1 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

12.2 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.

12.3 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

12.4 A total of 53 car parking spaces is proposed (parking ratio of 0.41 spaces per unit). The level of car parking provision proposed is in line with current policy which seeks to encourage sustainable and active modes travel. This relates to the maximum parking standards contained within both the LBB Local Plan (Policy DM17) and the London Plan (2021).

12.5 Nevertheless, whilst no issues have been raised by transport officers specifically in relation to the level of on-site car parking the parking proposed does create the potential for some overspill parking impacts on local residential roads.

12.6 In order to mitigate any potential harm arising from any overspill, a S106 contribution of £90000 has been agreed with the applicant which will be used to fund a CPZ review (and implementation if found to be necessary). The CPZ review would include:

- Fresh set of parking beat surveys including an analysis report

- Scheme design
- Informal consultation
- TROs - stat consultation
- Implementation (infrastructure, signs, lines & stats)

12.7 Subject to the agreed S106 items, the Council's Transport and Highways officers are satisfied with the proposed level of car parking.

Cycle Parking

12.8 Cycle parking should be provided, designed and laid out in accordance with the new London Plan (2021) and the guidance contained in London Cycling Design Standards (it is noted that there has been slight changes to the standards from the previous 'Intend to Publish' London Plan to the now adopted London Plan). Details of cycle parking provision and layout in line with the London Plan and the London Cycling Design Standards and would be conditioned as part of any approval.

Sustainable Measures

12.9 A single car club space is proposed to be provided within the development and the 383 bus has been extended to serve the hospital. Both LBB and TfL comments have outlined that the development should seek to encourage active travel and support the mode shift for more sustainable methods of travel. A Travel Plan (TP) with incentives for the residential occupiers would be secured as part of the S106 accordingly.

Network Impact

12.10 Improvements to the pedestrian environment and off-site active travel measures would be secured under a Highway Agreement (s278). This would include the proposed uncontrolled crossing / pedestrian refuge alongside dropped kerbs, tactile paving and on-street waiting restrictions at the Granville Road / Hospital entrance (refer to scheme illustrated in Figure 7.1 of the submission).

12.11 There is also no pedestrian refuge at the hospital entrance. Point 86 of the ATZ assessment suggests parking restrictions near the Hospital entrance to improve pedestrian / vehicles visibility. It is considered that the scheme proposed would help to improve the pedestrian environment and safety.

12.12 There is no controlled pedestrian crossing on the Granville Road arm. Point 83 of the ATZ assessment suggest a controlled pedestrian crossing be incorporated at the junction to improve pedestrian safety. It is also noted that TfL require the applicant to provide offsite active travel measures including feasibility/ design work on A1000 / Granville Road junction and its implementation. In relation to this, it is noted that as part of the cycle route scheme the Council are looking at improvements along the A1000 corridor which includes its signalised junction with Granville Road.

- 12.13 This scheme provides an opportunity to incorporate pedestrian safety measures which directly address the safety issues raised above (e.g. controlled pedestrian crossing, re-phasing of junction). Considering this, the Council's Highway Team request a s106 contribution to address the pedestrian safety concerns at the A1000 / Granville Road junction. A commensurate level of contribution would be secured through the S106 accordingly.

Servicing / Deliveries

- 12.14 It is proposed that deliveries would be undertaken from a dedicated servicing bay which would be installed adjacent to the hospital access road. The refuse would then be managed by on site staff to ensure that it is dragged to a position adjacent to the bay to allow for collection. It is noted that detailed plans showing such an arrangement were not included within the application submission and as such a condition is attached requiring the submission of revised site layout adjacent to the hospital road showing the bay and including necessary swept path analysis.

13.0 Other Matters

Flood Risk

- 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 The site is located in Flood Zone 1, which indicates a low risk flooding. The application proposes two options for the management of surface water. Option 1 assumes that infiltration on site is possible; and Option 2 which assumes infiltration is not feasible and a new connection will need to be made to the public sewer. The site will discharge surface water at a peak rate of 3.1 l/s for all return periods up to the 1 in 100 year + a 40% allowance for climate change. Storage would be provided in permeable paving, swales and below-ground attenuation / soakaways.
- 13.3 It is considered that the proposed options demonstrate that surface water can be managed appropriately and a full strategy incorporating the necessary measures would be secured at reserved matters stage.

Ecology

- 13.4 The Site is not classified as, or functionally connected to any designated sites. The closest statutory site is Coppetts Wood and Glebelands (LNR) and the closest non statutory sites are Glebelands Local Nature Reserve (SINC) St Pancras and Islington Cemeteries (SINC) Lakeside Nature Reserve (SINC).

- 13.5 The application was supported by an ecology survey which was subject to review by the Council's Ecology consultants. The scheme involves the demolition of Bullimore house and as such it was queried whether bat surveys had been undertaken. It was agreed accordingly that a condition requiring the bat surveys to be undertaken prior to any demolition works on Bullimore House could be attached. On the wider site, the Council's consultants were satisfied that the evidence provided by the applicant is sufficient to address potential impacts and implications on biodiversity receptors.

Ground Conditions

- 13.6 The application is supported by a ground condition survey which has been reviewed by the Council's EHO who is happy with the scope and content. A full report in order to ascertain if prior uses have left contaminants within the made ground such as asbestos and lead would be secured by condition.

Air Quality

- 13.7 The application was supported by an Air Quality Assessment which has been reviewed by the Council's EHO who is happy that the development would not give rise to unacceptable air quality impacts.

14.0 Equalities and Diversity

- 14.1 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.”

- 14.2 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.

- 14.3 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.
- 14.4 Officers consider that the application does not give rise to any concerns in respect of the above.

15.0 Conclusion

- 15.0 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.
- 15.1 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.
- 15.2 In this case, the application does not accord with Policy DM15 of the Local Plan, However, 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. In this case, officers consider that the outlined need for NHS staff accommodation to protect and aid the operation of healthcare provision within the area is a material consideration.
- 15.3 In weighing the benefits of the proposal against the harm arising from the loss of the open space, officers have taken into account the proximity of alternative open space provision in the form of Victoria Park and the relevant planning history of the site. And in weighing the benefits, officers have taken into account the exceptional circumstances associated with the need to ensure the health service is able to retain staff to ensure adequate healthcare in the local area. Whilst a finely balanced judgement, it is considered that the benefits of the proposed housing would outweigh the harm arising from the loss of the open space and it is recommended that the application be approved.

RECOMMENDATION: TO GRANT OUTLINE CONSENT

Appendix 1: Site Location Plan



Appendix 2: Conditions

Condition 1 – Approved Plans

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

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 line with Policies DM01, DM02, DM05 of the Barnet Local Plan (2012) and the London Plan (2021).

Condition 2 – Reserved Matters

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

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

Condition 3 – Implementation

The development hereby permitted in shall begin no later than 2 years from:

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

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

Condition 4 – Construction Management Plan

No site works or works on this development including demolition or construction work shall commence until a Demolition and Construction Management and Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with the details approved under this plan. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following information:

- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;

- ii. site preparation and construction stages of the development;
- iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;
- iv. details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
- v. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
- vi. a suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;
- vii. noise mitigation measures for all plant and processors;
- viii. details of contractors compound and car parking arrangements;
- ix. Details of interim car parking management arrangements for the duration of construction;
- x. Details of a community liaison contact for the duration of all works associated with the development.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13 , CS14, DM01, DM04 and DM17 of the Barnet Local Plan and the London Plan 2021.

Condition 5 – Delivery and Servicing Management Plan

Prior to the occupation of the development a Delivery and Servicing Management Plan should be submitted to and approved in writing by the Local Planning Authority. The plan shall include revised layout drawings to show a servicing bay adjacent to Hospital Road and shall include vehicle tracking/swept path analysis to show the safe access and egress of a refuse vehicle into the bay.

All servicing and delivery arrangements shall be carried out in accordance with the approved Plan. If changes are made a revised Delivery and Service Plan (DSP) shall be submitted to and agreed by the Local Planning Authority.

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

Condition 6 – Car Park Management Plan

Prior to occupation, a Residential Car Parking Management Scheme to cover the residential use shall be submitted to and agreed in writing by the Local Planning Authority. The RCPMS shall include a plan identifying the disabled parking spaces to be delivered clearly marked with a British Standard disabled symbol and disabled parking shall be retained for the use of disabled persons and their vehicles and for no other purpose unless agreed in writing with the Local Planning Authority. The RCPMS shall include details of electric vehicle charging points to be installed in the development shall have been submitted to the Local Planning Authority and approved in writing. These details shall include provision for each and every disabled space.

Reason: To ensure that parking is provided and managed in line with Barnet Council standards in the interests of highway and pedestrian safety and in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012. To ensure and promote easier access for disabled persons to the approved building in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Condition 7 – Cycle Parking

Prior to occupation, full details of cycle parking and cycle storage facilities shall be submitted to and approved in writing by the Local Planning Authority and shall be permanently retained thereafter unless agreed in writing by the Local Planning Authority.

Reason: In the interests of promoting cycling as a mode of transport in accordance with London Plan 2021 and London Cycle Design Standards, London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Condition 8 – Bat Surveys

Bat surveys of Bullimore House must be completed in accordance with current best practice guidance provided by the Bat Conservation Trust. The findings of which will be presented as part of bat survey and mitigation report. The report will include a detailed mitigation plan which, in the event of a bat roost being identified, will form the basis of a Natural England EPS Mitigation Licence application as necessary. The bat survey report and mitigation plan will need to be approved in writing by the council prior to commencement of works and works implemented in strict accordance with the mitigation plan and Natural England Licence.

Reason: in the interests of ecology in accordance with

Condition 9 – Contaminated Land

Part 1

Before development commences other than for investigative work:

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

- b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:
 - a risk assessment to be undertaken,
 - refinement of the Conceptual Model, and
 - the development of a Method Statement detailing the remediation requirements.

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

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

Part 2

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

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and the London Plan 2021.

Condition 10 – Surface Water Drainage

Prior to the commencement of works, a detailed surface water drainage strategy report for the development shall be submitted and approved in writing by Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: To ensure that surface water runoff is managed effectively to mitigate flood risk and to ensure that SuDS are designed appropriately using industry best practice to be cost-effective to operate and maintain over the design life of the development in accordance with Policy CS13 of the Barnet Local Plan, the London Plan 2021, and changes to SuDS planning policy in force as of 6 April (including the Written Ministerial Statement of 18 December 2014, Planning Practice Guidance and the Non-Statutory Technical Standards for Sustainable Drainage Systems) and best practice design guidance (such as the SuDS Manual, C753).

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LOCATION: Claremont Primary School, Claremont Road, Cricklewood, London
NW2 1AB

REFERENCE: 21/1181/RMA

Received: 03/03/2021
AGENDA ITEM 8

Validated: 12/03/2021

WARD: Golders Green

Expiry: 11/06/2021

APPLICANT: BXS Limited Partnership

PROPOSAL: Reserved Matters Application in respect of Plot 46 (Replacement Claremont Primary School) and the School Green Corridor within the Phase 2 (South) (School) sub-phase pursuant to Condition 1.3(ii), Condition 2.1, Condition 14.1 and Condition 44.9 attached to planning permission (Ref. F/04687/13) for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Area. This application seeks approval of details relating to layout, scale, appearance, access and landscaping for Plot 46 (Replacement Claremont Primary School) and the School Green Corridor comprising a new 3 form entry primary school supported by a multi-use games area and the provision of a 3-metre wide green corridor between Brent Terrace and Claremont Road. This Application is accompanied by an Environmental Statement of Compliance.

RECOMMENDATION

APPROVE Reserved Matters Application 21/1181/RMA subject to the recommended conditions listed in Appendix A 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 as set out in Appendix A to this report and any 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

- 1.1 The Local Planning Authority ('LPA') have received a Reserved Matters Application in relation to the development of Plot 46 and School Green Corridor (Green Corridor GC6) of the Brent Cross Cricklewood ('BXC') regeneration scheme. This Reserved Matters Application has been submitted in relation to development within the Phase 2 (South) (School) sub-phase of the BXC development which sits alongside other sub-phases (comprising Phase 2 (South) (Plots); Phase 2 (South) (Station Eastern Entrance); and Phase 2 (South) (Thameslink Station Approach) which collectively form Phase 2 (South) of the BXC regeneration scheme. This is part of the second phase of development to come forward within the southern part of the BXC regeneration area being delivered by the joint venture between Barnet Council and Argent Related (BXS Limited Partnership).
- 1.2 The Reserved Matters Application ('RMA') seeks detailed planning consent for the layout, scale, appearance, access and landscaping for the development of Plot 46 and School Green Corridor comprising the construction of a replacement 3-form entry primary school including a Multi-Use Games Area, and the provision of a 3-metre wide green corridor along the northwest boundary of the school site between Brent Terrace and Claremont Road forming part of the wider-BXC site's green infrastructure.
- 1.3 This RMA has been submitted to the LPA by planning consultants DWD Property & Planning on behalf of the Applicant, the BXS Limited Partnership (acting by its general partner BXS GP Limited). The Application is accompanied by the following documents including an Environmental Statement of Compliance as the substantive BXC regeneration scheme was considered to be EIA Development by virtue of paragraph 10 (b) of Schedule 2 to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) and was accompanied by 'BXC02 – Section 73 Environmental Statement':

Cover Letter	DWD Property & Planning, dated 18 th February 2021;
Application Form	Declaration dated 18 th February 2021;
CIL Form	Declaration dated 18 th February 2021;
Explanatory Report	'Replacement Claremont Primary School and School Green Corridor – Explanatory Report' (DWD Property & Planning, Revision 3, dated 12 February 2021, ref. 14053);
Statement of Community Involvement	'Brent Cross South Replacement Claremont Primary School – Statement of Community Involvement' (Soundings, dated August 2020);
EIA Statement of Compliance	'Replacement Claremont Primary School and School Green Corridor Reserved Matters Application – Environmental Screening and Statement of Compliance' (Ove Arup & Partners Ltd, dated 17 February 2021, ref. REP/245526/AEC);
Design Statement	'Replacement Claremont Primary School and School Green Corridor – Design Statement' (BXS Limited Partnership and David Morley

Landscape Design Statement	Architects, dated February 2021, ref. BXS-B3046-PRJ001-A-DMA-RP-XX-001-XX); <i>'Replacement Claremont Primary School and School Green Corridor – Landscape Design Statement'</i> (BD Landscape Architects, dated February 2021, ref. BXS-SW-MPL04-L-BDL-RP-90-401-XX-P07);
Arboricultural Method Statement	<i>'Replacement Claremont Primary School and School Green Corridor: Arboricultural Impact Assessment and Method Statement – BS5837 Arboricultural Report Impact Assessment & Method Statement – Phase 2 (South) (School)'</i> (Crown Tree Consultancy, dated 14 th August 2020, document ref: 10530);
Access & Inclusivity Statement	<i>'Replacement Claremont Primary School and School Green Corridor – Access & Inclusivity Statement'</i> (All Clear Designs Ltd, dated January 2021, Rev. 03 09.12.2020);
Energy Statement	<i>'Energy Statement – Replacement Claremont Primary School and School Green Corridor – Brent Cross South Limited Partnership'</i> (Loop Engineering, dated February 2021, Revision 6, ref. LE293-CS-ES-001);
Sustainability Statement	<i>'Sustainability Statemen – Replacement Claremont Primary School and the School Green Corridor'</i> (BXS Limited Partnership and David Morley Architects, dated February 2021);
Acoustic Strategy	<i>'Replacement Claremont Primary School and the School Green Corridor – Acoustic Strategy'</i> (Cole Jarman, ref. 20/0161/R1, Revision 3, dated 18 December 2020);
Drainage Strategy	<i>'Replacement Claremont Primary School (Plot 46) and the School Green Corridor - Drainage Strategy'</i> (Expedition, dated 17 November 2020, ref. BXS-B3046-PRJ001-C-EXP-RP-XX-001-XX_P05);
Reserved Matters Transport Report	<i>'Reserved Matters Transport Report: Brent Cross South: Phase 2 (South) – Replacement Claremont Primary School (Plot 46) and School Green Corridor'</i> (Steer, dated 18 February 2021, ref. 23624011).
School Travel Plan	<i>'School Travel Plan: Brent Cross South: : Phase 2 (South) – Replacement Claremont Primary School (Plot 46) and School Green Corridor'</i> (Steer, dated 18 February 2021, ref. 23624011);
Preliminary Ecological Appraisal	<i>'Replacement Claremont Primary School – Preliminary Ecological Appraisal'</i> (The

Preliminary Roost Assessment & Bat Surveys	Ecology Consultancy, dated 13 January 2021, ref. 9456, version 4.0); <i>'Replacement Claremont Primary School – Preliminary Roost Assessment & Bat Surveys'</i> (The Ecology Consultancy, dated 14 January 2021, ref. 9456.1, version 3.0);
Illustrative Reconciliation Plan	<i>'Condition 1.17 Illustrative Reconciliation Statement – Phase 2 (South) (Plots), Phase 2 (South) (School), Phase 2 (South) (Station Approach), Phase 2 (South) (Thameslink Station Eastern Entrance)'</i> (DP9 Limited); and

The following drawings:

BXS-B3046-PRJ001-A-DMA-DR-07-P000-XX Rev. P01	OS Site Location Plan
BXS-B3046-PRJ001-A-DMA-DR-07-E100-ZZ Rev. P01	Proposed Elevations – Sheet 01
BXS-B3046-PRJ001-A-DMA-DR-07-E101-ZZ Rev. P01	Proposed Elevations – Sheet 02
BXS-B3046-PRJ001-A-DMA-DR-07-E102-ZZ Rev. P01	Proposed Elevations – Sheet 03
BXS-B3046-PRJ001-A-DMA-DR-07-E110-ZZ Rev. P01	Existing Site Section 01
BXS-B3046-PRJ001-A-DMA-DR-07-E111-ZZ Rev. P01	Existing Site Section 02
BXS-B3046-PRJ001-A-DMA-DR-07-E112-ZZ Rev. P01	Existing Site Section 03
BXS-B3046-PRJ001-A-DMA-DR-07-E113-ZZ Rev. P01	Existing Site Section 04
BXS-B3046-PRJ001-A-DMA-DR-07-E120-ZZ Rev. P01	Proposed Site Section 01
BXS-B3046-PRJ001-A-DMA-DR-07-E121-ZZ Rev. P01	Proposed Site Section 02
BXS-B3046-PRJ001-A-DMA-DR-07-E122-ZZ Rev. P01	Proposed Site Section 03
BXS-B3046-PRJ001-A-DMA-DR-07-E123-ZZ Rev. P01	Proposed Site Section 04
BXS-B3046-PRJ001-A-DMA-DR-07-M003-ZZ Rev. P1	Bay Study 01 – Typical Classroom
BXS-B3046-PRJ001-A-DMA-DR-07-M004-ZZ Rev. P1	Bay Study 02 – East Elevation
BXS-B3046-PRJ001-A-DMA-DR-07-P001-XX Rev. P01	Existing Site Plan
BXS-B3046-PRJ001-A-DMA-DR-07-P002-XX Rev. P01	Proposed Site Plan
BXS-B3046-PRJ001-A-DMA-DR-07-P003-XX Rev. P01	Demolition Plan
BXS-B3046-PRJ001-A-DMA-DR-07-P010-XX Rev. P01	Site Phasing Strategy

BXS-B3046-PRJ001-A-DMA-DR-07-P100-GF Rev. P01	Proposed Ground Floor Plan
BXS-B3046-PRJ001-A-DMA-DR-07-P101-01 Rev. P01	Proposed First Floor Plan
BXS-B3046-PRJ001-A-DMA-DR-07-P102-02 Rev. P01	Proposed Second Floor Plan
BXS-B3046-PRJ001-A-DMA-DR-07-P103-RL Rev. P01	Roof Plan
BXS-B3046-PRJ001-A-DMA-DR-07-S100-ZZ Rev. P01	Proposed GA Sections 01 & 02
BXS-B3046-PRJ001-A-DMA-DR-07-S101-ZZ Rev. P01	Proposed GA Sections – Sheet 02

2. BRENT CROSS CRICKLEWOOD REGENERATION SCHEME – OUTLINE PLANNING PERMISSION

- 2.1 The proposed RMA is submitted in association with the delivery of the Brent Cross Cricklewood ('BXC') regeneration scheme and, in particular, the delivery of the replacement Claremont Primary School on development Plot 46 (also identified as Education Campus E2) and an item of critical infrastructure identified as 'School Green Corridor' (GC6) within the Brent Terrace Development Zone.
- 2.2 The comprehensive redevelopment of the BXC area is a long-standing objective of the Council and has been embedded in planning policy at both the regional and local levels for over 16 years, first being identified within the 2004 London Plan as an Opportunity Area and within Barnet Council's 'Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework' (2005) Supplementary Planning Guidance document. The BXC scheme will deliver strategic objectives and public benefits including a significant amount of new housing, new employment floorspace and jobs, a new train station, improved bus station, new town centre facilities, enhanced parks and open spaces. A core requirement of the long-standing planning policies that support the regeneration of BXC is that the development must come forward in a comprehensive and co-ordinated manner in order to secure the delivery of the wide range of significant public benefits. In order for comprehensive development of BXC to be achieved, it also needs to be supported by substantial new infrastructure. This includes new and expanded education facilities.
- 2.3 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.”

- 2.4 To support the quantum of development to be brought forward by this regeneration scheme, the S73 Permission requires the delivery of several items of critical infrastructure, some of which is required to be delivered up-front and others required to be delivered as the scheme progresses. The Replacement Claremont Primary School is defined by the S73 Permission and S106 Agreement as ‘Critical Infrastructure (Non Pre-Phase (South))’, whereas the School Green Corridor is defined as ‘Critical Infrastructure (Pre-Phase (South))’. Insofar as it relates to the Phase 2 (South) (School) sub-phase, Condition 14.1 of the S73 Permission controls the delivery of School Green Corridor as an item of pre-phase infrastructure in the Southern Development. As replicated below, Condition 14.1 requires the details of each item of critical infrastructure listed within that Condition to be submitted to, and approved by, the LPA and to ensure that all Necessary Consents have been agreed, obtained, permitted or otherwise authorise prior to the commencement of that item of Critical Infrastructure.

‘Pre-Phase 2 Commencement Submissions

14.1 a) *No development shall take place to deliver an item of Critical Infrastructure (Pre-Phase) within Phase 2 (South) as listed below other than within Phase 2 (South) (Thameslink Station) and/or Phase 2 (South) (Thameslink Station Approach) unless and until the Details for that item of Critical Infrastructure (Pre-Phase) to be delivered or provided in accordance with the Detailed Delivery (Non-PDP) Programme as part of Phase 2 (South) (other than Phase 2 (South) (Thameslink Station) and Phase 2 (South) (Thameslink Station Approach)) have been submitted to and approved in writing by the LPA (in accordance with the relevant parameters and principles contained in the DSF and the Design and Access Statement (including the Design Guidelines); and*

b) No development of an item of Critical Infrastructure (Pre-Phase) within Phase 2 (South) (below other than within Phase 2 (South) (Thameslink Station) and/or Phase 2 (South) (Thameslink Station Approach)) shall begin

unless and until in respect of that item of Critical Infrastructure (Pre-Phase) all Necessary Consents have been agreed, obtained, permitted or otherwise authorised to enable that item of Critical Infrastructure (Pre-Phase) to be begun and completed in accordance with the LPA's approval if the relevant Details (subject to any amendments to the Indicative Phasing Plan or any defined Sub-Phases which may be approved in accordance with Condition 4.2 and Clauses 13 and 14 of the S106 Agreement:

...

Principal Open Spaces (and any temporary open space/landscaping):

(xv) School Green Corridor

...

Reason: To ensure the timely provision of the Critical Infrastructure (Pre-Phase) required to support development within Phase 2 other than Phase 2 (South) (Thameslink Station) and/or Phase 2 (South) (Thameslink Station Approach) and to secure the delivery of comprehensive regeneration in accordance with the planning policy framework and the EIA Process.'

Phasing of the BXC Regeneration Scheme

2.5 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 which are as follows:

- Phase 2 (North) – all Plot Development in relation to the Brent Cross West Development Zone and all other works forming part of the Northern Development outside of Phase 1.
- 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 to the New Train Station.
- 2.6 This RMA relates to the detail required in relation to the Phase 2 (South) (School) sub-phase of the BXC development and seeks detailed approval in relation to both Plot 46 and School Green Corridor (GC6).

Requirements of the Brent Cross Cricklewood S73 Outline Planning Permission (F/04687/13 dated 23rd July 2014)

- 2.7 Delivery of the BXC regeneration scheme is governed by the principles and parameters established by the 2014 S73 Permission and the control documents informing, and permitted by, that outline planning permission. This includes a 'Revised Development Specification Framework' ('RDSF') incorporating a total of 29 'Parameter Plans', 'Revised Design and Access Statement' ('RDAS'), and 'Revised Design Guidelines' ('RDG'). Paragraph 2.10 of the RDSF expresses the requirement for applications for the approval of reserved matters and other approvals under the S73 Permission are required to be generally consistent with the Parameter Plans.

BXC01 Revised Development Specification Framework (October 2013)

- 2.8 The S73 Permission provides for a number of social and community infrastructure elements within the permitted scheme, including the re-provision of three existing education facilities already sited within the BXC red line area and a new Children's Centre. Claremont Primary School is identified as being re-provided and expanded from a two-form entry to a three-form entry primary school for up to 630 pupils, developing up to 4,864m² of floorspace (paragraph 2.33 of the RDSF and as defined by the Glossary to the S73 Permission – see below). This new and expanded primary school is to be re-provided entirely within the existing Claremont Primary School site off Claremont Road – this site is annotated as an education campus – Plot E2 – on Parameter Plan 001: Development Zones, and Plot 46 on Parameter Plan 029: Indicative Phasing Plan.
- 2.9 The S73 Permission defines the requirement for the replacement Claremont Primary School as follows:

*“**Replacement Primary School**” means the new 3 form entry primary school of up to 4,864m² gross external floorspace and capable of providing a total of up to 630 places at any one time for pupils plus up to 39 nursery places (or 78 children attending part-time) to be located on Plot 46 in the Brent Terrace Development Zone and to replace the existing Claremont Primary School and to be provided as an Exemplar Building in accordance with paragraphs 2.33, 2.34a and 2.54 and Table 8 of the DSF;*

2.10 Paragraph 2.34a of the RDSF sets out the parameters and principles for the replacement Claremont Primary School:

- 3 Form Entry (FE) school for 630 pupils from reception to Year 6;
- 39 Full-Time-Equivalent nursery/pre-school places integrated within the new school;
- External area to include habitat / hard / soft landscaping as well as games court and Multi Use Games Area (MUGA);
- Permanent sports facilities on the school site with additional permanent sports pitches on Clitterhouse Fields. Public access will be permitted to sports facilities outside of school hours;
- Interim / Temporary works to enable the school to remain on the site and to deliver the curriculum in a safe and secure environment, which includes site works and additional buildings; and
- Temporary / additional play and sports facilities on Clitterhouse Playing Fields.

2.11 Section 5 of the RDSF (Detailed Zonal Description of Development: Built Facilities and Uses) sets out what has been permitted by the S73 Permission within each Development Zone. Each Development Zone represents different character areas within the BXC regeneration area and the Brent Terrace Development Zone primarily comprises former railway land, which is to be utilised as part of the regeneration scheme, creating the opportunity to transform the area into an important part of the residential fabric of the development.

2.12 For the Brent Terrace Development Zone, the principles established by the RDSF include delivery of the re-provided Claremont Primary School as an exemplar building (Plot E2/Plot 46) in terms of sustainable design, technologies and materials to achieve an 'Excellent' rating measured using BREEAM's New Construction (2011) assessment method¹ (paragraph 5.65 of the RDSF). The redevelopment of the Claremont Primary School site also includes the provision of a green planted corridor (School Green Corridor) to the northwest boundary of the school site, which will have a tree line character. Table 4 (Open Space Provision) within Appendix 2 to the RDSF (Parameter Plans) identifies this element of green critical infrastructure as 'GC6' which is required to be a minimum of 3-metres in width in the position illustrated on Parameter Plan 003: Public Realm and Urban Structure. School Green Corridor is also defined within the S73 Permission and S106 Agreement, as follows:

*“**School Green Corridor**” means new green corridor with a width of 3 m to be provided as part of Phase 2 (South) (and shown as Item K25 on Parameter Plan 019) in accordance with the parameters and principles set out in (a) paragraph 5.58 of the DSF in the Brent Terrace Development Zone in the general vicinity of the north western boundary of the existing Claremont Primary School site and approximate location marked “GC6” on Parameter Plan 003 and in respect of which the indicative layout showing how such green corridor could be carried out as part of the Brent Terrace Zone in accordance with the parameters and principles*

¹ The LPA acknowledge that the BREEAM New Construction 2011 assessment guidance has now been superseded by the 2018 'BREEAM UK New Construction – Non-domestic Buildings' Technical Manual.

approved under this Permission is shown on Indicative Zonal Layout Parameter Pla 023;

- 2.13 The Brent Terrace Development Zone is sub-divided into four Building Zones with Plot E2/46 comprising the entirety of Building Zone BT3, as illustrated on Parameter Plan 014: Floorspace Thresholds Building Zones. Table 6 that sits alongside Parameter Plan 014, identifies the floorspace thresholds for each building zone. Building Zone BT3 permits the construction of 4,864m² of floorspace comprising any permitted use except residential. The updated Zonal Floorspace Schedule within Appendix 5 to the RDSF permits a total of 5,096m² of Community Facilities under the (former) D1 use class across the entirety of the Brent Terrace Development Zone and the four Building Zones that constitute that Development Zone. The replacement Claremont Primary School is, therefore, permitted to deliver the bulk of Community Facilities within Building Zone BT3 of the Brent Terrace Development Zone.
- 2.14 In conjunction with the Zonal Floorspace Schedule, Parameter Plan 004: Ground Level Land Uses to Frontage and Parameter Plan 005: Upper Level Land Uses to Frontage identified that both the Claremont Road and Brent Terrace frontages would deliver 'Community Uses' (D1 Use Class). This is consistent with the outline consent for Plot E2/46 being identified to deliver the replacement Claremont Primary School.
- 2.15 Taking into account the existing residential properties to the east falling outside the BXC regeneration area, paragraph 5.66 of the RDSF identifies limitations on building massing within each Building Zone of the Brent Terrace Development Zone. Within Building Zone BT3, the replacement Claremont Primary School development is permitted to have a minimum length of 57 metres and width of 17 metres with the maximum parameters extending up to a length of 95 metres and width of 30 metres. These parameters are reflected within Appendix 10 to the RDSF which further prescribes scale thresholds for the BXC development. Tables 11B & 11C within Appendix 10 sets out the massing thresholds for the predominant land use types within each Building Zone as permitted by the S73 Permission (including a subsequent Erratum dated December 2013). For Building Zone BT3, the permitted minimum and maximum building length and width is as aforementioned; in addition to the height thresholds which are set out a maximum of 16 metres and minimum of 6 metres.
- 2.16 Parameter Plan 007: 'Maximum Building and Frontage Heights AOD Setting Out Points' also identifies the maximum permitted heights of buildings (above ground level²) within each defined Building Zone within the BXC regeneration area. At the frontage of Building Zone BT3 on both the Claremont Road and Brent Terrace frontages, the maximum building height is 16 metres above ground level. Based on the site level of 53.5 metres, the above ordnance datum (AOD) permitted frontage height would be up to 69.5 metres AOD with a limit of deviation of up to +/- 2.00 metres. As shown on Parameter Plan 008: 'Minimum Frontage Heights and AOD Setting Out Points', there are no minimum building heights established by the BXC S73 Permission in relation to Plot E2/46.

² Ground floor level is defined as the level at which pedestrian entrances points into buildings from its interface with the public realm (Appendix 2 to the RDSF – Maximum Building and Frontage Heights 007).

- 2.17 Parameter Plan 009: Basement and Service Access confirms that Plot E2/46 is not permitted to deliver any basement development (including car parks and undercroft construction) and, therefore, nor any direct car park or service yard entrances, or any direct service access.
- 2.18 Finally, of relevance to the proposed development, Parameter Plan 016: Existing Buildings and Spaces identifies the existing built structures within the BXC regeneration red line area including those to be demolished and those to be retained. As authorised by the S73 Permission (see the development description in paragraph 2.3 of this report), all existing school buildings and structures are permitted to be demolished in order to facilitate delivery of the new replacement Claremont Primary School.
- 2.19 Additional obligations relating to the delivery of the Replacement Claremont Primary School and School Green Corridor are set out within the conditions imposed on the S73 Permission itself. This includes Condition 20.16 which limits the occupation of residential units until the Replacement Primary School has been practically completed; and Condition 20.27 which prevents the occupation of the Replacement Claremont Primary School until practical completion and provision of the School Green Corridor. Both conditions are replicated below:

'Replacement Primary School

- 20.16 *Not to occupy more than 1,350 residential units prior to the practical completion of the Replacement Claremont Primary School within Phase 1 in accordance with the relevant Necessary Consents unless the Council as the Local Education Authority shall have made alternative arrangements for places to accommodate pupils generated by the Development as referred to in paragraph 5.3 of Schedule 2 to the S106 Agreement.*

Reason: To ensure the timely delivery of the primary school in line with the ICP and the Phase 1 Details.'

'School Green Corridor

- 20.27 *The redeveloped Claremont Primary School shall not be Occupied prior to the practical completion and provision of the School Green Corridor, in accordance with the relevant Phase 2 Details and all other Necessary Consents.*

Reason: To ensure the appropriate and timely provision of the School Green Corridor in accordance with the DSF and ICP.'

BXC03 Revised Design and Access Statement (RDAS) (October 2013)

- 2.20 The BXC03 Design and Access Statement submitted with the original 2010 outline planning application, and the subsequently updated version submitted alongside the S73 application (dated October 2013), sets out how the primary structural elements of the BXC development combine to establish the character and identity of the development and the way in which Development Zones come together to form an integrated and diverse new town centre. For the Brent Terrace Development Zone, within which Plot E2/Plot 46 sits, Section A3.4 of the RDAS envisages a largely residential district facing onto a new large green space in the form of the Brent Terrace Linear Park at the western extent of the Development Zone. The replacement expanded Claremont Primary School is expected to be delivered over two to three built levels that are nestled into the site's existing contours to reduce the profile of the new building alongside reconfigured play space and sport facilities.

BXC03 Revised Design Guidelines (RDG) (October 2013)

- 2.21 The RDG is intended to represent the starting point for the detailed design of the BXC scheme as each element comes forward for the LPA's approval. The RDG provides guidance in respect of defined streets and spaces, rather than specific development plots. In respect of acknowledging the proximity and character of the existing residential properties along Brent Terrace, Section B2.2 sets out the aim for Brent Terrace to become a 'suburban hamlet' within the city. Although in reference to the new housing to be delivered on Plots 53 & 54 (as part of the Phase 1A (North) Infrastructure 1) sub-phase), the RDG identifies the need for new development to acknowledge the scale and grain of the existing housing.

BXC07: Public Realm and Open Space Strategy (October 2013)

- 2.22 The BXC Public Realm and Open Space Strategy ('PROSS') sets out the principles for a holistic and integrated strategy for the provision of public realm and open spaces throughout the BXC regeneration area. This includes a hierarchy of public realm and green infrastructure from city parks, office squares, and nature parks to connecting green corridors, roof gardens and individual residential gardens. As illustrated on Parameter Plan 003: Public Realm and Urban Structure and Figure 26.0A of the PROSS, School Green Corridor (GC6) is intended to form a secondary green corridor network connecting Brent Terrace Green Corridor (GC7) to Clitterhouse Playing Fields. The principle purpose of this network is to create habitats and deliver biodiversity and ecological enhancements within the BXC site.

BXC09 Revised Energy Statement (October 2013)

- 2.23 The S73 Permission expects development of the Replacement Claremont Primary School to deliver an exemplar low carbon building, achieving an 'Excellent' rating under the BREEAM UK New Construction 2011 standards. These were the relevant standards at the time the S73 Permission was granted and, since then, it is acknowledged that BREEAM have issued updated 2018 UK New Construction technical standards for non-domestic buildings.
- 2.24 Nevertheless, the Revised Energy Statement ('RES') sets the expectations for construction of the Replacement Claremont Primary School, with Appendix H detailing

the building performance targets and benchmarks in respect of the use of electricity (37kWh/m²), fossil fuels (150kWh/m²) and water (4m³ per pupil per year in primary schools). To achieve BREEAM 'Excellent' in line with the former 2011 technical standards, the minimum energy requirement should be a 25% reduction on CO₂ emissions in the Target Emissions Rate used for Building Regulations compliance. Through development of Claremont Primary School, this could be achieved through the implementation of passive design measures including improved air tightness, optimising the use of daylight, and natural ventilation; active design measures such as low energy lighting, intelligent controls, and energy monitoring; and the use of renewable energy technologies such as photovoltaic panels and biomass CHP/boilers.

BXC08 Revised Environmental Sustainability Statement (October 2013)

- 2.25 The expectation to deliver an exemplar building through the redevelopment of Claremont Primary School is also set out within the BXC08 Revised Environmental Sustainability Statement (October 2013). This Environmental Sustainability Statement notes the opportunity to construct a renewable energy demonstration project and to introduce the ideas of sustainability into an educational environment.

BXC10 Social Infrastructure Strategy Addendum (October 2013)

- 2.26 As part of the 2014 S73 planning application, the available capacity at educational facilities within and close to the BXC site were reviewed. For Claremont Primary School, the surplus of capacity reduced from 167 spaces in 2007 (40%)³ to 53 spaces (13%) in 2013/2014⁴; and overall, across all primary schools within and in proximity to the BXC Site, surplus reduced from 16% to 9%. This informed the social infrastructure strategy for the BXC development which, as a result of the regeneration scheme, indicated the need for additional capacity to be provided for primary education in the area surrounding the Site.
- 2.27 Based on population projections, the BXC10 – Social Infrastructure Strategy Addendum (October 2013) identified there would be up to 512 additional primary-aged children residing within the area on completion of the BXC development, equating to the need for 2.4 forms of entry. Subject to allowing for those who might be educated in neighbouring wards (i.e. with a primary school place already secured) or those educated privately, it is considered that the additional places to be provided at Claremont Primary School (630) would be sufficient to provide for the needs of children in the firsts phases of the BXC development as well as future phases.
- 2.28 The Social Infrastructure Strategy Addendum also acknowledges the complications in estimating demand for school places simply through the conversion of child numbers due to the number of assumptions that need to be factored into that calculation. As such, the Council and Development Partners will need to monitor occupancy and the rate uptake of school places as the BXC development progresses to ensure the provision remains appropriate. It is also noted that the S73 Permission grants outline consent for the delivery of an additional primary school within the Eastern Lands

³ As report in the 'BXC10 – Social Infrastructure Report' (March 2008) and 'BXC10 – Revised Addendum to the Social Infrastructure Strategy' (March 2009) accompanying the original 2010 outline planning application.

⁴ As report in the BXC10 – Social Infrastructure Report Addendum (October 2013) accompanying the 2014 S73 planning application.

Development Zone if required. This is defined by the S73 Permission as follows and controlled by Condition 21.25:

“Additional Primary School” means a new 3 form entry primary school to be provided (if and when required in accordance with Condition 21.25) and (insofar as is reasonably practicable) to be co-located within the area already permitted to be used for educational purposes within the Replacement Secondary School as part of the Education Campus in the Eastern Lands Zone and incorporating a nursery/children’s centre to be brought forward in accordance with the trigger identified in Condition 21.25.’

‘Additional 3FE Primary School Facilities (Eastern Lands Zone)

21.25 *Not to Occupy more than 3,000 Residential Units in the Southern Development prior to completing and making available for lease the Additional Primary School in the Education Campus in accordance with the relevant Phase 2 Details and all other relevant Necessary Consents.*

Reason: To ensure the timely provision of child care facilities in accordance with the ICP and to meet the need for child care facilities generated by the Development and in the wider area.’

2.29 Pre-application discussions with the Local Education Authority and the Development Partners have so far indicated that this additional primary school provision may not be necessary based on more up-to-date pupil projections. However, the potential for its delivery remains part of the planning consent for BXC, and the requirement for the additional primary school will be reviewed further with the Local Education Authority prior to the trigger referred to in Condition 21.25 of the S73 Permission.

Associated Applications Relating to the Phase 2 (South) (School) Sub-Phase

2.30 This RMA has been submitted in relation to development within the Phase 2 (South) (School) sub-phase of the BXC development. This sub-phase sits alongside other sub-phases forming the broader Phase 2 (South) sub-phase, incorporating Phase 2 (South) (School), Phase 2 (South) (Plots), Phase 2 (South) (Thameslink Station Approach), and Phase 2 (South) (Station Eastern Entrance) sub-phases. As such, a number of RMA and ‘drop-in’ planning applications have already been submitted to, and in some cases determined by, the LPA in relation to development within these sub-phases of Phase 2 (South), as set out below:

- **Station Eastern Entrance Drop-in Planning Application (LPA ref. 20/3845/FUL)** – construction of an eastern entrance to the New Train Station (including vertical circulation, hard and soft landscaping and cycle storage) as part of the Phase 2 (South) (Station Eastern Entrance) sub-phase – *Approved 30th November 2020*;
- **‘Railway Street’ Drop-in Planning Application (LPA ref. 20/4644/FUL)** – construction of a highway connecting Plots 1 and 44 with the CHP/Energy Centre at Plot 59 – *Approved 17th February 2021*;

- **Plot 14 and Plot 17 RMA (LPA ref. 20/5690/RMA)** – residential led mixed-use scheme for Plot 14 and 17 comprising 281 residential units, flexible retail (Use Class A1 and A3), basement car parking, cycle parking, refuse storage, plant and community amenities alongside a tertiary street and area of public realm referred to as ‘Neighbourhood Square’ within the submission falling within the Phase 2 (South) (Plots) sub-phase – *Approved 10th March 2021*;
- **Plot 15 and Plot 16 RMA (LPA ref. 21/0070/RMA)** – residential led mixed-use scheme for Plot 15 and 16 comprising 279 residential units with retail (Use Class A1), flexible retail units (Use Class A1 and A3) on the ground floor, car parking and plant along with a tertiary street and private courtyard within the Phase 2 (South) (Plots) sub-phase – *Approved 8th April 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 other Phase 2 (South) sub-phases, 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 South is a westwards continuation of High Street South (East Works), which acts as an east west link between the Market Quarter Development Zone and Station Quarter Development Zone – *Approved 28th April 2021*.
- **Interim Transport Interchange T1 RMA (LPA ref. 21/2289/RMA)** – transport interchange facilities including bus stops and stands, a taxi rank and cycle parking to be provided outside the eastern entrance to the New Train Station at the station opening in 2022 – *pending consideration*.

Pre-Reserved Matters Application (‘Pre-RMA’) Conditions

- 2.31 The S73 Permission contains a number of Pre-RMA conditions intended to establish key principles of development proposals to come forward as RMAs. The majority of these conditions require the submission of detail (and in some cases also approval) prior to applications for reserved matters being submitted to the LPA. RMAs are then required to accord with commitments and strategies approved pursuant to these conditions, where relevant.
- 2.32 In respect of the Phase 2 (South) (School) sub-phase and the proposed development of Plot 46 and School Green Corridor GC6 as set out within this RMA, all relevant Pre-RMA conditions applications have been either submitted to and/or approved by the LPA prior to the submission of this RMA. These are listed in **Appendix B** of this report.

3. DESCRIPTION OF THE SITE AND SURROUNDINGS

Brent Cross Cricklewood Regeneration Area

- 3.1 The Brent Cross Cricklewood regeneration scheme, as approved by planning permission F/04687/13, covers a 151-hectare area (hereafter referred to as the 'S73 Permission'). This area is bounded by the Edgware Road (A5) and the Midland Mainline railway line to the west and by the A41 to the east. The area is bisected east to west by the A406 North Circular Road. The site is adjacent to Junction 1 of the M1 (Staples Corner) and includes the existing Brent Cross Shopping Centre and Bus Station to the north of the A406.
- 3.2 The Northern development area located north of the A406 consists of the existing Brent Cross Shopping Centre (BXSC), which was identified in the recently superseded 2016 London Plan as a Strategic Regional Shopping Centre. The improvement of the BXSC and redevelopment of land around it will continue to be delivered by Hammerson and Standard Life.
- 3.3 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.
- 3.4 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 BXSC.
- 3.5 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 at BXSC provides access to 18 bus routes (including Green Line).

Phase 2 (South) (School) Sub-Phase

- 3.6 The area falling within the Phase 2 (South) (School) sub-phase of this regeneration scheme (to which this application relates) is located toward the south-eastern extent of the BXC regeneration area and lies within the Brent Terrace Development Zone as defined by Parameter Plan 001 within the RDSF associated with the S73 Permission. This sub-phase encompasses land occupied by the existing Claremont Primary School which is bordered by Claremont Road to the east, Brent Terrace to the west, the rear of residential properties off Clitterhouse Road to the north, and residential properties off Caney Mews to the south (as illustrated on the Site Location Plan at the end of this report).

Claremont Primary School (Plot 46)

- 3.7 Claremont Primary School is a two-form entry primary school providing primary education to pupils in the Cricklewood area. The site is characterised as a typical primary education facility comprising a single storey infant school building, two-storey junior school building, a caretaker's house (bungalow) at the northern corner of the school site, and several temporary classroom units. The existing playgrounds include a large tarmac area to the south of the site, a green Early Years Foundation Stage play and teaching area and a large expanse of grass located at the western extent of the school site which spans from the northern boundary to the southern boundary parallel to Brent Terrace. There are no formal sports provision or pitches at the school.
- 3.8 Vehicular access to the existing Claremont Primary School site is currently obtained principally via the main entrance off Claremont Road, with a secondary gated access off Brent Terrace at the most-western point of the site. Three further gated pedestrian accesses are also provided off Claremont Road.
- 3.9 Topographically, the site falls away in both a north-to-south and east-to-west direction, with an approximately 6 metre difference between the northern and southern-most parts of the site. From east-to-west, the site falls from a spot height of 57.29 metres at the eastern extent of Claremont Road to 52.45 metres at Brent Terrace. This is a difference of approximately 4.8 metres, with a noticeable step down from the Claremont Primary School site to Brent Terrace.
- 3.10 In terms of landscape and boundary treatments, the western boundary along Brent Terrace comprises dense vegetation, a mature tree network and a mesh fence. To the southern boundary there is a brick wall and mesh fencing immediately adjacent to the neighbouring properties. The northern boundary consists of a close board timber fence with mature shrubs, climbers and a large Laurel hedge.
- 3.11 There are no statutory or non-statutory designations within, or within the immediate vicinity of, the application Site.

4. DESCRIPTION OF PROPOSED DEVELOPMENT

- 4.1 This RMA seeks detailed planning consent for the demolition of all existing buildings and structures at the Claremont Primary School site and the construction of a new buildings to form the replacement primary school. Along with a 3-metre wide planted ecological corridor (School Green Corridor) at the north edge of the school site (as required by the S73 Permission), the proposed development includes the provision of an educational facility for nursery aged children up to Year 6 aged pupils; an Additional Resource Provision ('ARP') for children with autistic spectrum disorder (ASD); a Multi-use Games Area (MUGA); external landscaping works including the creation of several play areas, a nature zone incorporating outdoor teaching spaces and a forest school, and a community garden; a new vehicular access off Claremont Road; and a vehicle parking and drop-off area along with cycle and scooter parking spaces.
- 4.2 The BXC S73 Permission granted consent for both the demolition of the school's existing buildings and the re-provision of the expanded three-form entry primary school. The matters reserved by the S73 outline planning permission relate to layout, access, scale, appearance and landscaping. Each are described further below including details pertaining to quantum of the proposed development and land uses.

Quantum and Land Uses

- 4.3 The proposed development would result in an expansion of the school's existing capacity from a two-form entry to a three-form entry primary school creating 630 places at any one time for pupils plus up to 40 additional nursery places (or up to 78 children attending part-time). The proposal would result in the creation of 40 full-time equivalent jobs ensuring that the nursery staff-pupil ratios operate in multiples of eight.
- 4.4 The proposed school building would be a three-storey u-shaped building with linked rectangular wings laid out in an open court arrangement located at the northern extent of the school site, which provides an eastern presence along Claremont Road. The proposed development would provide 4,818m² of gross external floorspace (3,929m² internal area) and would be solely used for educational purposes (Use Class F1(a)⁵).

Layout

- 4.5 The proposed development has been developed to deliver a zoned approach to the redevelopment of the school site, creating three zones. The 'School Building Zone' is positioned on the highest part of the site allowing for visibility and supervision of the external grounds; a 'Playground Zone' would be located in the middle and southern portions of the site to maximise the use of outdoor space and to limit overshadowing by the proposed buildings; and a 'Vehicle Zone' for vehicle access, visitor parking, and servicing would occupy the northern extent of the site utilising the school building as separation from the playground areas.
- 4.6 Taking account of the site's topography, the proposed building form has been designed

⁵ Formerly Use Class D1 prior to the enactment of The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020.

to sit within the sloping contours of the site and would deliver three 'wings': the Eastern Wing, the Central Wing and the Western Wing. The Eastern Wing would create a prominent two-storey frontage onto Claremont Road, thereby reinforcing the school's visibility and presence within the local community. The Western Wing would be a three-storey element but, due to the topography, would step-down a floor level away from Claremont Road towards Brent Terrace (see also paragraph 4.8 below).

- 4.7 Internally, the Central Wing would house the communal facilities at ground floor level including the Main Hall, Theatre, Community Room, a Library and Kitchen/Servery area along with storage space. Via the main entrance off Claremont Road, all pupils, staff, parents/carers and visitors would be welcomed into the lobby of this communal area. The proposed development would deliver a total of 28 classrooms over the two floors within the Eastern Wing and three floors within the Western Wing. At ground level within the Western Wing, this includes Year 1 teaching space (3 classrooms) in addition to 4 classrooms, a group room and therapy room, dedicated kitchen area, Special Educational Need (SEN) resource and ancillary office and toilet facilities allocated to the Additional Resource Provision (ARP). The first floor of the Western Wing would accommodate Year 2 and Year 3 pupils; whilst the second floor would provide teaching space for Year 5 and Year 6 pupils.
- 4.8 The ground floor of the Eastern Wing would accommodate nursery and reception aged pupils, with a dedicated pedestrian entrance to the nursery off Claremont Road. The first floor would provide teaching space for the Year 4 pupils along with staff and office accommodation, which would overlook the main entrance off Claremont Road, and lead through to an internal gallery overlooking the Main Hall. Each floorplate offers toilet and restroom facilities at each floor level.
- 4.9 In respect of the proposed external landscaping, the RMA is supported by a comprehensive Landscape Design Report which describes the landscaping strategy for the school site. As described further below (paragraph 4.23-4.32), the school's external areas are arranged to offer both dedicated and shared play spaces for each cohort alongside outdoor teaching spaces, sports facilities and biodiversity enhancements.

Scale and Massing

- 4.10 The proposed development would create a two-storey mass along the site's frontage with Claremont Road, which would be achieved by raising the school's existing ground levels up to the current street level. This two-storey frontage would reflect the prevailing built form along Claremont Road. The connecting Central Wing would also consist of two-storeys positioned adjacent Vehicle Zone. The West Wing would be formed of three storeys; however, to correspond to the site's topography, this Western Wing would sit only half a storey above the second storey/first floor level of the adjoining Central (and Eastern) Wing.
- 4.11 By virtue of the site's topographical levels, this highest element of the proposed development would be at an elevated position above the street level of Brent Terrace and the established residential uses along it. To offset the imposition of this building in the landscape, the proposed Western Wing has been orientated diagonally to avoid any façade facing directly toward Brent Terrace and set back away from the road. The

Applicant has identified that the existing school buildings are set back by a minimum of 6 metres at its closest point from the Brent Terrace (western) boundary; whereas, the proposed school buildings would be set back a minimum of 13 metres at its closest point from the same boundary. It is also noted that most of the proposed buildings would be set back further than 13 metres as they would be at an oblique angle with 13 metres corresponding to the closest corner of the Western Wing.

Access

- 4.12 The proposed development would include the creation of a new vehicular access off Claremont Road at the north-eastern corner of the site, and the creation of four pedestrian accesses all off Claremont Road offering entry to the various elements of the school site. This includes pedestrian access to the main school entrance leading into the reception and community area of the Central Wing, access to the nursery, entrance into the main playground, and direct entrance into the Multi-Use Games Area (MUGA) toward the southern extent of the site.
- 4.13 The existing vehicular access off Brent Terrace would be retained and widened as part of the proposed development (from 3 metres to 4.6 metres plus a 1.7 metre pedestrian gate) but its use restricted to use by pedestrians and emergency vehicles only (no daily vehicular traffic or servicing). Both the Brent Terrace and Claremont Road vehicle access points would be controlled by the school with separated pedestrian and vehicle access gates.
- 4.14 The RMA is accompanied by an Access and Inclusivity Statement in line with the requirements of Condition 2.1 of the S73 Permission. This further describes the access into and within the school site, confirming that level access would be provided to all building entrances including direct, level access between the ground floor classrooms and the playground. Given the level changes between Claremont Road pavement and the proposed main entrance, a flight of stairs would be provided alongside a ramp for wheelchairs and buggies. Within the school building, stair and platform lifts are provided between the three levels in the Eastern Wing and at the connection point between the Central and Western Wings in line with Part M of the Building Regulations. In addition to this, an external staircase is provided on the southern façade of the Western Wing building to allow pupils to directly access classrooms in the upper levels of the Western Wing – this would be for Year 2 and Year 3 pupils on the first floor and Year 5 and Year 6 pupils on the second floor.
- 4.15 The ARP entrance is located adjacent to the northern façade of the proposed school building with many pupils attending the ARP likely to be dropped-off by car or taxi. As such direct access from the Vehicle Zone has been identified as beneficial. Via the main entrance off Claremont Road, pupils or carers and pupils accessing the ARP by foot would utilise a pedestrian pathway running alongside this northern façade. The Applicant has identified that this access provides a quieter route to the ARP away from the main playground area.
- 4.16 Externally, level access is defined as anything that has a slope of less than 1:20 metres. The proposed landscaping works would ensure that all playground, sport facilities and outside teaching areas and routes to/from them would achieve a slope that is better than 1:20 metres and, therefore, wheelchair accessible. This level access

would be provided alongside stepped accesses.

Appearance

- 4.17 The internal facades of the school building would be configured using a typical façade bay module design comprised of brickwork punctuated by large double-glazed windows and coloured aluminium reveals/louvres. Each bay would be defined by the size of the classrooms with two windows per classroom to provide the recommended daylight penetration without excessive solar gains. The windows would be fixed with aluminium vents at two sides and set back in combination with a fixed aluminium fin to provide solar shading from oblique angles (none of the classroom windows face directly south).
- 4.18 Feature windows would be provided at points of interest, including a reading nook at the connector between the Central and Western wings and at the group room on the first floor of the Eastern Wing. These protrusions would be clad in coloured aluminium to stand out from the prevailing brickwork. Windows to the nursery would be expressed in different shapes, including triangles and circles, with a coloured fritted pattern/film applied to the glazing to add interest and playfulness. The coloured expressions would also be carried through to the external (fire escape) staircase at the southern façade of the Western Wing, which would be finished with diagonal metal colour panels following the geometry of the stairs with a mesh infill to allow light infiltration and to act as a safety barrier.
- 4.19 The Claremont Road façade would be the school's key public frontage. The proposal for this elevation would comprise a structural grid formation with each bay of windows representing subtle character variations corresponding to the variety of functions sitting behind them – typical functions (e.g. office areas and classrooms), special functions (e.g. group rooms and community rooms, and the nursery), and smaller functional areas (e.g. stairs/landing space and ventilation). These fenestrations would sit within a neutral brick façade. The main school entrance on this Claremont Road façade would be given visual prominence with the use of full height glazing between the Eastern and Central Wings along with the use of a coloured metal entrance canopy and coloured reveal to the brickwork. The nursery entrance would be of a similar design to the main entrance but provided on a smaller, single storey scale befitting to the younger pupils.
- 4.20 The proposed northern façade of the Central Wing would represent a more functional form including a cut-away at first floor level to allow placement of the proposed air-source heat pumps (ASHP) and associated plant. To break the massing of this façade, the Applicant has proposed a double-height corner window to the Community Room, the use of textured brickwork to frame the Main Hall windows, and windows with a translucent covering to both screen the ASHP and allow daylight into the Main Hall.
- 4.21 The proposed materials palette would consist of London stock buff yellow brickwork echoing the nearby Clitterhouse Farmhouse and Swannel Way housing development. This brickwork would be horizontally orientated on the main façade, with vertical brickwork at the windows along with areas of dog-tooth textured brickwork replicating what is present on the Clitterhouse Farmhouse. The windows and metalwork would be set back from the main brickwork and would be powder coated aluminium with projecting fins to add colour accents and vibrancy to the school's elevations. The

proposed development would principally be constructed using Cross-Laminated Timber (CLT) and elements of this timber would be exposed throughout the school – i.e. on the underside of the floorplates.

- 4.22 Canopies supported by steel structures would be installed to the all entrances including the main entrance, ARP entrance, nursery entrance and the main playground entrance on the southern elevation of the Central Wing. In addition to these, retractable fabric awnings would be fixed to all ground floor classroom windows.

Landscaping

- 4.23 As aforementioned, this RMA is accompanied by a Landscape Design Statement (BD Landscape Architects, dated February 2021) that seeks to deliver a comprehensive landscaping strategy for the school site with an emphasis on a connection with nature. The landscape masterplan approach proposes the development of play spaces for each cohort of the school inspired by different landscape typologies and making use of the level changes across the site to create playful elements. This masterplan is supplemented by play equipment, but the Applicant emphasises that this is not the focus of the school's playgrounds.
- 4.24 The setback of the proposed school building (Eastern Wing) from Claremont Road provides a generous space where the Applicant has proposed to install new community gardens adjacent to the main entrance. This would provide a suitable gathering space off Claremont Road for parents/carers and visitors to catch-up or drop-off/pick-up their children, furnished with timber benches. The community garden would contain herbaceous planting and street trees to soften the boundary of the site and provide a green buffer from the road.
- 4.25 The nursery and reception play space has been designed to allow 'messy' play and encourage activities to develop children's co-ordination, balance and physical strength through stepping, balance and movement. This play space include water and sand pit area, monkey bars, a traversing wall, growing beds, hill with a slide, artificial lawn and bridge, a stage with frame for dressing, and a willow dome with mushroom seats and logs. These would be provided alongside existing equipment and the retained mud kitchen and timber hut to encourage role play. This play area would be enclosed by a 1.2 metre picket fence.
- 4.26 Inspired by the beach, the ARP play area would provide 'sand dune' play mounds, boulders, a cycle track and trampoline, a timber beach hut for a quiet or reading space and a willow dome. These features would be provided on play safety surfacing and within a green buffer to the adjacent Vehicle Zone (parking and servicing area) and internal pedestrian link off Brent Terrace.
- 4.27 The Key Stage 01 (Years 1 and 2) play space would be sited between the Western and Eastern Wings and has been designed to accommodate the site's level changes by creating a 'valley' play area surrounded by a planted bank. This area is sub-divided by a green buffer to enable the space to be used partly for outdoor teaching (spilling out from the adjacent classrooms) and to facilitate a theme of continuous play with a route of timber equipment including stepping logs, balance beams and timber bridges along with play boulders. This play area would be planted with vibrant perennial

species alongside a mixture of 2-4 metre and 5-6 metre high trees.

- 4.28 The central play space is available to all age groups and positioned between the school building, MUGA and nature area provides a connecting space within the school. The landscaping is inspired by rivers meandering through a landscape where the proposed floor markings would provide a series of routes and games within the playground, including Hopscotch and other floor games. This would also include a set of play equipment including swings, a two-storey platform and slide and fixed basketball hoop with the additional of a central seating space.
- 4.29 The outdoor teaching space and nature area at the southwest extent of the site is inspired by farmland and field patterns and takes advantage of the retained existing mature trees and existing vegetation at the western boundary. Taking into account the level changes, this area proposes the creation of an amphitheatre around a stage/decking area, a series of raised timber beds and ground level allotment style planting beds. Retaining the existing pond, the Applicant also proposes to create a wildlife area/wildflower meadow, decking adjacent to the pond for demonstrations and a story-telling circle reusing the site felled timber to create seats.
- 4.30 At the south-western corner of the site, the proposed development would include the creation of a forest school (at the request of the school themselves) to develop outdoor learning including forest crafts, den building and outdoor fires. This would be enclosed with a picket fence and access gate. Positioned away from the busy play spaces and separated by green buffer planting, this part of the site's landscape strategy would also include natural play space utilising sunken areas to create high and low points with a timber play trail.
- 4.31 The proposed MUGA would provide moveable basketball hoops, netball posts and football goals to provide a flexible sports space with benches at either side for teams and spectators. Due to the topographical level changes, the MUGA would be set down 2.2 metres compared to the adjoining central play space. This allows for the creation of a traversing climbing wall as an additional sports facility. No floodlighting is proposed. The MUGA is proposed to be used by both the school and the local community, with the sport space available for hire outside school hours. The proposed MUGA would be set within a green planted buffer to the at its northern and western edges in addition to wildflower planted banks to the eastern extent (adjacent to Claremont Road) and southern edge (to the rear of neighbouring properties off Caney Mews).
- 4.32 Finally, a key element for which detailed planning consent is sought by this RMA is the School Green Corridor (GC6) to be provided along the northern boundary of the school site (Plot 46) as an item of Critical Infrastructure consented by the BXC S73 outline planning permission. This would involve the creation of a 3-metre wide ecological corridor for wildlife making use of an existing 5-metre high Laurel hedgerow supplemented by new tree and hedgerow planting (Hazel, Hawthorn, Blackthorn and Elder).

5. MATERIAL CONSIDERATIONS

- 5.1 The following provides an overview of the matters that constitute material considerations in the determination of this RMA submitted pursuant to the S73 Permission F/04687/13 dated 23/07/2014 for the comprehensive redevelopment of the Brent Cross Cricklewood regeneration area.

Key Relevant Planning Policy

- 5.2 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 is currently the London Plan (published March 2021) and Barnet's Local Plan which ordinarily includes the Core Strategy DPD and Development Management Policies DPD (both adopted September 2012). However, paragraph 1.4.3 of the Development Management Policies DPD states that the policies contained within it shall not apply to planning applications for comprehensive development in the Brent Cross Cricklewood regeneration area unless and until the Core Strategy is reviewed in accordance with Policy CS2 and Section 20:13 of the Core Strategy
- 5.3 The Council are currently undertaking a review of their Local Plan and completed the initial consultation stage in early 2020 (in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012). Further consultation in accordance with Regulation 19 of the aforementioned regulations will be carried out later this year (2021).
- 5.4 Chapter 12 of Barnet's Unitary Development Plan (2006) also remains extant and the policies contained within it are material considerations given the location of the application site within the Brent Cross Cricklewood regeneration area.
- 5.5 Taken together, the London Plan (2021), Barnet Local Plan Core Strategy DPD (2012) and Chapter 12 of the Unitary Development Plan (2006) are therefore the main policy basis for consideration of this planning application.
- 5.6 A number of other documents, including supplementary planning documents, design guidance and national planning practice guidance, are also material to the determination of the application. This includes:
- Cricklewood, Brent Cross and West Hendon Development Framework (2005);
 - National Planning Policy Framework (February 2019);
 - National Planning Practice Guidance;
 - Policy Statement – Planning for Schools Development (MHCLG, August 2011);
 - Building Bulletin 93: Acoustic Design for Schools (Department for Education, 2015);
 - Building Bulletin 103: Area Guidelines for Mainstream Schools (Department for Education, June 2014);
 - Building Bulletin 104: Area Guidelines for SEND and Alternative Provision (Department for Education, December 2015).

Relevant Planning History

- 5.7 For the purposes of this application, the table below sets out the planning history that is relevant to the Application Site (Claremont Primary School):

Table 1: Planning history of the Application Site

LPA Reference	Development Description	Decision
C12868A/06	Covered walkway, single storey structure to provide staff room and parents room, external alterations to enable the infants and junior school to amalgamate and alterations to the car park.	Approved 11/07/2006
F/03439/09	Erection of a bicycle shelter	Approved 11/11/2009
F/03148/13	Single storey modular building in the playground	Approved 03/09/2013
21/0974/CON ⁶	Submission of details pursuant to Condition 27.1 (Existing Landscape Features Scheme) and Condition 27.2 (Arboricultural Methods Statement) for Phase 2 (South) (School) sub-phase of planning permission F/04687/13 dated 23/07/2014 for the comprehensive redevelopment of Brent Cross Cricklewood	Approved 05/05/2021
21/0975/CON ⁷	Submission of details pursuant to Condition 37.5 (Reserved Matters Transport Report) in relation Plot 46 within the Phase 2 (South) (School) sub-phase of planning permission F/04687/13 dated 23/07/2014 for the comprehensive redevelopment of Brent Cross Cricklewood	Pending consideration

Pre-Application Engagement

- 5.8 Prior to submission of this RMA, the LPA note that the Applicant has engaged in pre-application discussion with the Council in respect of the proposed development and the information required to support such an application. The Applicant has also conducted pre-application public consultation with the local community as well as working in close liaison with Claremont Primary School itself and the Local Education Authority.

Pre-Application Public Consultation

- 5.9 The Applicant has submitted a 'Brent Cross South – Replacement Claremont Primary School: Statement of Community Involvement' (Soundings, August 2020) which outlines the pre-application engagement carried out prior to submitting this RMA, as recommended by paragraphs 38-40 of the NPPF (2019) and also required by the 'Brent Cross Cricklewood Public Consultation Strategy' approved pursuant to the requirements of Condition 1.23 of the S73 Permission⁸. This engagement was carried out between 28th June to 17th July 2020 and adapted due to the Covid-19 pandemic. The Applicant's pre-application consultation is summarised below:

⁶ This is a Pre-RMA Condition requirement of the BXC S73 Permission and is also listed in Appendix 2 to this report.

⁷ This is a Pre-RMA Condition requirement of the BXC S73 Permission and is also listed in Appendix 2 to this report.

⁸As approved under LPA application ref. 14/07891/CON.

Consultation:

- A broadsheet newsletter was circulated to the school's 250 parents and carers providing an overview of the proposed development and containing a printed feedback form and free-post envelope.
- A set of five information boards were erected at the school's front entrance off Claremont Road for a period of three weeks, displaying a brief summary of the proposals including images and directing viewers to the online exhibition to find out more.
- The online exhibition presented detailed proposals for the replacement Claremont Primary School alongside an overview and update to the wider BXC development. This included an introductory video from the School's Executive Headteacher and a web-page walk-through of the proposed development.
- 17,500 flyers containing the online exhibition website link were circulated to the local community including residents and businesses at Brent Terrace, Claremont Way, Whitefield Estate and Clitterhouse Crescent.
- 433 people on the Brent Cross South mailing list were sent two emails – one which notified them of the online exhibition, and a second reminding them of the feedback deadline.

Responses:

- A total of 575 online exhibition web-page users, with 719 web-page views (including multiple views by single users);
- 13 physical feedback forms and 20 online feedback forms were received;
- One email containing feedback was received; and
- There were 12 additional sign-ups to the Brent Cross South project mailing list as a result of this consultation exercise.

Statutory and Other Technical Consultation Responses

- 5.10 In accordance with Town and Country Planning (Development Management Procedure) Order 2010 (as amended), the Local Planning Authority ('LPA') carried out consultations with both the relevant statutory and non-statutory bodies. The consultation responses received by the LPA are summarised below:

External Consultations:

- 5.11 In their initial response to this RMA, **Transport for London (TfL)** requested clarification in respect of the proposed cycle and scooter parking provisions. TfL were otherwise generally supportive of the proposed development and requested that they be consulted on the subsequent consideration of the Detailed Construction Transport Management Plan submitted pursuant to Condition 12.1B of the S73 Permission and a Delivery Service Plan which should be a condition of any consent granted. Further to the Applicant's response on cycle parking, TfL have confirmed that the approach to

scooter parking is acceptable.

- 5.12 The **Metropolitan Police Design Out Crime Officer** has reviewed the RMA proposals and had initially requested that the Applicant give consideration to a number of design matters to improve the security of the proposed replacement school building. In response to this, the Applicant provided clarification on the following: height of proposed external boundary treatments; public access points into the school site; the proposed car park access system and controls to be employed; the use of security-rated doors in line with PAS24:2016; the use of an access control system (fob/access card entry and proximity reader solution), lobby arrangements at the main building and nursery entrances to form two lines of defence, and access monitoring and management by staff; use of a video entrance system for guests and visitors at the main entrance; and that the building's fire safety arrangements will be reviewed further at the detailed design stage. On consideration of this further information, the Design Out Crime Officer is satisfied with the proposed crime prevention measures to be employed at the site and recommends that any planning permission be subject to a condition requiring the development to achieve Secure By Design (SBD) accreditation prior to occupation.
- 5.13 The **Metropolitan Police Counter-Terrorism Adviser** has also reviewed the RMA proposals and recommended a number of conditions to be included on any consent granted relating to safety and security.
- 5.14 Due to the lack of environmental constraints within the reserved matters site, the **Environment Agency (EA)** raise no objection to the proposed development.
- 5.15 **Natural England** raise no objections to the RMA proposals stating that, based on the plans submitted, the proposed development would not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.
- 5.16 **Thames Water** raise no objections to the proposed development in respect of surface and foul water sewerage network infrastructure capacity.
- 5.17 **National Grid** have not responded to the LPA's consultation.
- 5.18 **UK Power Networks** have not responded to the LPA's consultation.
- 5.19 **Affinity Water** have not responded to the LPA's consultation.
- 5.20 The **London Fire Brigade** have not responded to the LPA's consultation.
- 5.21 The **London Ambulance Service** have not responded to the LPA's consultation.

Internal Consultations:

- 5.22 The Council's **Transport Planning Officer** has reviewed the Reserved Matters Transport Report submitted alongside this RMA and separately in accordance with the requirements of Condition 37.5 of the S73 Permission (LPA application ref. 21/0975/CON). In his review of that report, the Transport Planning Officer noted that the proposed vehicular access off Claremont Road did not comply with the Local

Highway Authority Standards and that it should be demonstrated that the largest vehicles can complete a right in and right out manoeuvre. In response to this, the Applicant advised that the vehicular access width was necessary to allow coaches and refuse vehicles can turn in and out of the site. The Transport Planning Officer has subsequently confirmed that this minor departure from the relevant standards is acceptable in this instance.

- 5.23 The Council's **School Travel Advisor** has recommended that the School Travel Plan ('STP') meet the requirements of TfL's guidance; be informed by consultation with staff, pupils, parents/carers, governors, residents and other stakeholders; include an annual hands-up survey with pupils and staff; establish a STP Champion to remain in position for the lifetime of the STP; and shall achieve at least Bronze TfL STARS (Sustainable Travel, Active, Responsible and Safe) after the 1st year, Silver after the 2nd year and Gold after the 3rd year and maintained thereafter for the duration of the STP.

Officer Comments:

The existing pre-commencement obligations within the BXC S73 Permission already require the submission of Travel Plans. Therefore the above recommendations shall form the subject of an informative outlining the expected requirements for any submission pursuant to the requirements of Condition 39.5 of the S73 Permission.

- 5.24 The Council's **Tree and Landscape Officer** raises no objection to the RMA proposals subject to the inclusion of conditions of any consent granted requiring the submission and approval of more detailed hard and soft landscaping plans along with a Landscape and Ecological Maintenance Plan ('LEMP') prior to the commencement of the development. In respect of the latter, it is recognised and acknowledged by the Tree & Landscape Officer that Condition 27.9 of the S73 Permission requires the submission and approval of a LEMP prior to the commencement of any phase, sub-phase, plot or other construction site. As such, the Applicant would be obliged to satisfy this conditional requirement prior to the commencement of any development on Plot 46 and the School Green Corridor site.
- 5.25 The Council's **Environmental Health Officer** has reviewed the RMA and considers the acoustic strategy report to be satisfactory, along with matters dealt with in the submitted Environmental Statement of Compliance. Noting the details required to be submitted subsequently in line with the relevant pre-commencement conditions of the outline S73 Permission, the Environmental Health Officer raises no objections to the proposed development.
- 5.26 The **Lead Local Flood Authority (LLFA)** consider the proposed development to be broadly acceptable in principle at this Reserved Matters stage. It is noted that Condition 1.27 of the BXC outline S73 Permission requires the submission and approval of details relating to on and/or off site foul and surface water drainage including SuDS prior to commencement of the development and the LLFA have, therefore, set out the information required to be submitted as part of this subsequent submission. It has been agreed between the LFA and Planning Officers that these informational requirements can be set out as an informative on any Reserved Matters Approval granted for the proposed development.
- 5.27 The Council's **Ecological Adviser** raises no objection to the proposed development

as the information submitted with this RMA seeks to deliver School Green Corridor as specified by the S73 Permission. In particular, the Ecological Adviser notes that this green corridor is required to provide a habitat feature and continued foraging and commuting corridor for bats which are known to be present in the area. It is also noted that the scheme proposals in respect of the strategic lighting plan promotes the School Green Corridor as a dark zone which would be further reinforced with additional planting suitable for encouraging pollinators and nocturnal insects.

- 5.28 The **Brent Cross Cricklewood Consultative Access Forum** have not responded to the LPA's consultation.
- 5.29 The Council's **Schools Access, Skills & Corporate Services** are supportive of the proposed development and have been engaged in pre-application discussions with both the Applicant and the school regarding the expansion and re-provision of Claremont Primary School. The extra places to be provided within the ARP are recognised within the Council's Special Education Needs (SEN) place planning.
- 5.30 The Council's **Urban Design Officer** has not provided any comments on the application.
- 5.31 The Council's **Waste & Sustainability Team** have not responded to the LPA's consultation.

Member Consultations:

- 5.32 All **Ward Councillors** for **Childs Hill, West Hendon** and **Golders Green** were notified of the planning application.

Resident Associations and Community Forums:

- 5.33 **Brent Terrace Residents Association** have raised objection to the proposed development relating to the following matters:
- Overlooking – noting the 6 metre level change across Plot 46 and proposed position of the new school building with a three-storey element in closer proximity to Brent Terrace (by comparison to the existing school buildings), would cause and amplify overlooking and lack of privacy.
 - Arboricultural Method Statement – the proposed development would result in the removal of a number of trees and no additional planting is proposed at the western boundary of the site. These trees offer a visual and acoustic barrier between the residents and the school, which is especially important as the new school would be 2 floors higher and closer to the Brent Terrace boundary. It seems there is yet to be a decision on exactly which trees will be removed.
 - Environmental Statement – the cumulative impact assessment should be revisited as changes have been made to the phasing of the original 2010/2014 planning permission with the new station construction being brought forward. This has resulted cumulative construction activity around Brent Terrace including for the new station, vegetation stripping at the railway sidings and

north of Claremont Park, and the construction of Plot 53 & 54 which due to commence in Summer 2021. This will overlap with the construction of the school due to commence May 2022 for a period of 2 years.

- Management of Construction Traffic – There are no indicators in this application regarding the management of construction traffic. The Brent Terrace Residents Association are concerned that construction traffic would be allowed to access the school via Brent Terrace. The CTMP for Plots 53 & 54 does not permit construction workers to park in Brent Terrace – this should also be the case for the school’s construction workers.
- Access off Brent Terrace and Claremont Road – the application proposes the widening of the existing access off Brent Terrace and stripping of trees. The new Claremont Road vehicular entrance appears to be very close to a curve in Claremont Road which would present a danger to school and passing traffic.

Officer Comments:

- *It should be noted that Conditions 27.1 and 27.2 of the BXC S73 Permission requires details pertaining to the existing landscape features within any phase, sub-phase, Plot or other construction site and an arboricultural methods statement detailing tree protection measures to be employed at that site for all retained trees to be submitted to the LPA for approval as a pre-requisite to any RMA for that phase, sub-phase, Plot or other construction site. In respect of the Phase 2 (South) (School) sub-phase (which includes Plot 46 and School Green Corridor GC6), the Applicant has already satisfied this obligation through the submission of details pursuant to Conditions 27.1 & 27.2 as set out in application 21/0974/CON. In consultation with the Council’s Tree & Landscape Officer, this application was approved on 5th May 2021.*
- *The EIA impacts relating to changes to the phasing of the BXC development have previously been assessed and considered at the time that those applications were made in line with the mechanism set out within Condition 4.2 of the S73 Permission. The Environmental Statement of Compliance submitted with this RMA considers the development of Plot 46 and School Green Corridor only compared to the relevant assessments made within the Environmental Statements submitted at the outline planning stages.*
- *Condition 12.1B of the BXC S73 Permission requires the submission and approval of a Detailed Construction Traffic Management Plan (DCTMP) prior to the commencement of any development within a phase, sub-phase, plot or other construction site. This obligation remains in place in respect of the proposed development of Plot 46 and School Green Corridor and the Applicant is therefore required to seek approval of a DCTMP before any development commences.*
- *The existing access off Brent Terrace is proposed to be widened and trees removed to facilitate this; however, the remaining hedgerow/tree boundary along Brent Terrace would not otherwise be affected. The proposed new vehicular access off Claremont Road has been assessed by the Council’s Transport Planning Officer who has given due consideration to the proposed junction and its implications for highway safety. The Transport Planning Officer’s comments are summarised in*

paragraph 5.22.

- 5.34 Based on the Council's current database, a number of other residents' associations and community forums were also consulted on the planning application but have not provided any comments. This included: **Cricklewood Community Forum, Cricklewood Neighbourhood Association, Claremont Residents Association, Golders Green Estate Residents Association**. However, no comments have been received from these particular organisations.

Public Consultation Response

- 5.35 Upon validation of the RMA, the LPA notified **581** properties within the vicinity of the Application Site. The RMA was advertised in the Local Press Newspaper and by site notice, both of which was published/posted on 18th March 2021. The public consultation ran for a period of 42 days between **15th March to 26th April 2021**; and the requisite 21-days required in respect of the site notice coincided with 18th March to 8th April 2021.
- 5.36 **One** public representation was received in **support** of the proposed development. This was from the Claremont Primary School's Executive Headteacher who supports the principle of the redevelopment of the school, the proposed design, and commends the Applicant's pre-application involvement with the school over the preceding two-years.

6. PLANNING APPRAISAL

Principle of Development

- 6.1 The principle of developing a primary school to replace and expand the existing Claremont Primary School along with the implementation of a planted corridor for the purposes of biodiversity enhancement on Plot 46 of the BXC regeneration scheme has been previously established by the BXC outline S73 Permission F/04687/13 (the 'S73 Permission'), which was granted on 23rd July 2014. This is the implemented and extant planning permission for the BXC regeneration scheme to which this RMA relates.
- 6.2 This Reserved Matters Application ('RMA') has been submitted pursuant to the requirements of the following conditions of the S73 Permission:
- Condition 1.3(ii) relating to the timescales for submission of RMAs for all of Phase 2 (South) Plots and Bridge Structures (including the Phase 2 (South) (School) sub-phase) requiring that those RMAs be submitted no later than ten years from 28th October 2010 (i.e. by or before 28th October 2020);
 - Condition 2.1 relating to the documents that are required to accompany any RMA (or Other Matters Application) insofar as they may be relevant or reasonably required by the LPA; and
 - Condition 44.9 relating to the infiltration of surface water drainage into the ground and the requirement to seek the LPA's written consent where it has been demonstrated that there would be no resultant unacceptable risk to controlled waters.
- 6.3 In respect of Condition 1.3(ii) and the abovementioned maximum period within which an RMA can be submitted for Plots and Bridge Structures in Phase 2 (South) of the BXC development, this RMA for the proposed development of Plot 46 and School Green Corridor was submitted to the LPA on 3rd March 2021 and validated on 12th March 2021. This is outside the timeframe stipulated by Condition 1.3(ii) (i.e. later than 28th October 2020). Notwithstanding this, the outline consent for the BXC development is captured by, and subject to, the emergency Business and Planning Act (2020) which was introduced by the UK Government in response to the Coronavirus pandemic. The effect of this legislation as clarified by the MHCLG guidance (July 2020) is:
- '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.'*
- 6.4 In view of this legislation, this RMA has therefore been submitted to the LPA in accordance with the relevant timescales of the outline S73 Permission as extended by the Business and Planning Act (2020).
- 6.5 As listed under paragraph 1.3 of this report, the RMA is accompanied by a number of documents prescribed by Condition 2.1 of the S73 Permission. The LPA are satisfied that, of the documents listed under Condition 2.1, those relevant to the proposals

contained within this RMA have been duly submitted and therefore provide the LPA with appropriate details to determine this application.

- 6.6 In respect of Condition 44.9 of the S73 Permission, the RMA is accompanied by a Drainage Statement which identifies that surface water is proposed to be allowed to infiltrate into the ground within the relevant parts of the site. The proposed drainage strategy also conveys the potential risks and appropriate mitigation measures to minimise any risk to controlled waters, although this is considered by the Applicant to be a low risk. As discussed further under paragraph 6.84–6.89, the LPA have given consideration to the requested consent required by Condition 44.9 in consultation with the LLFA and the Environment Agency.

Conformity with the Parameters and Principles of the BXC Section 73 Permission

- 6.7 Condition 1.16 of the S73 Permission requires RMA proposals to be in compliance with the control documents approved by the S73 Permission including the RDSF (incorporating the Parameter Plans), RDAS and RDG. The Parameter Plans (contained within Appendix 2 to the RDSF) establishes a series of principles and parameters to guide development of the BXC regeneration scheme. This includes maximum and minimum controls pertaining to built form, land uses, building heights and levels and access arrangements. These Plans need to, however, be read alongside the RDSF, RDAS and RDG.
- 6.8 As described in paragraphs 2.8 – 218 of this report, there are a number of Parameter Plans which prescribe the parameters and principles applicable to development of Plot 46 and the School Green Corridor (GC6). The following table summarises those parameters and principles compared to the proposals set out within this RMA, demonstrating that the proposed replacement Claremont Primary School and School Green Corridor are both in conformity with the S73 Permission:

Table 2: Appraisal of Parameter Plan controls in respect of the proposed development.

Parameter Plan	S73 Principles and Parameters	Proposed Development	Compliance or Deviation
001: Development Zones (Rev. 16)	Establishes a series of Development Zones, including the limits of the Brent Terrace Development Zone which includes Education Zone E2.	The proposed development would be sited on Plot 46 which falls within the Education Campus E2 and, more broadly, within the Brent Terrace Development Zone.	Compliant.
003: Public Realm & Urban Structure (Rev. 19)	This Parameter Plan sets out the public realm and green infrastructure to be delivered across the BXC scheme, including Green Corridor GC6 (School Green Corridor) which connects the Brent Terrace Green Corridor (GC7) to Claremont Road and Clitterhouse Playing Fields beyond. This is required to be a minimum of 3 metres wide as per Table 4 (Open Space	The proposed development seeks to deliver a planted, 3-metre wide ecological corridor along the northern boundary of the site in a position and alignment that is consistent with Parameter Plan 003.	Compliant.

	Provision) within Appendix 2 to the RDSF.		
004: Ground Level Land Uses to Frontage (Rev. 16)	Both the Brent Terrace and Claremont Road frontage associated with Plot 46/Plot E2 at Ground and Upper Level is identified to deliver Community Uses.	The proposal for a replacement Claremont Primary School is regarded as a Community Use which is to be delivered within a 2-3 storey building.	Compliant.
005: Upper Level Land Uses to Frontage (Rev. 16)		The proposed development would also seek to offer wider community use of the school's proposed MUGA outside school hours, which further enhances the community offer at this part of the site.	
006: Proposed Finished Site Levels (Rev. 17)	No site level changes and/or limitations are denoted at, or in the vicinity of, Plot 46/E2, along Claremont Road or at Brent Terrace. This Parameter Plan is intended to principally show the finished site levels in respect of infrastructure and public realm to be provided as part of the BXC scheme.	To accommodate the expanded Claremont Primary School within the topography and constraints of the existing site, the proposed development would result in some level changes. This includes adjustments of between +/- 0.55 to 2.75 metres. However, these adjustments are not controlled or limited by the S73 Permission.	Compliant.
007: Maximum Building and Frontage Heights (Rev. 15)	Both the Claremont Road and Brent Terrace frontages of Plot 46 are subject to a maximum frontage height of 16 metres above finished ground floor level with a Limit of Deviation of +/- 2.00 metres. The 'Above Ordnance Data' (AOD) level at Brent Terrace is denoted as 53.5 metres and, therefore, the maximum frontage height permitted is 69.5 metres AOD.	The proposed school building would rise 11.7 metres above the finished floor level of 56.025 metres AOD at its western frontage (i.e. 67.7 metres AOD); and would also stand at total height of 67.7 metres AOD at its eastern frontage. The existing site level on Parameter Plan 006 at Claremont Road is 58.0 metres making the proposed eastern building frontage height 9.7 metres. This is within the maximum frontage height of 16 metres above ground finished floor level +/- 2.00 metres.	Compliant.
008: Minimum Building and Frontage Heights (Rev. 12)	This Parameter Plan does not specify a minimum building and frontage height in relation to Plot 46/Plot E2. However, the RDSF and text accompanying this Plan states that a minimum building height of 6 metres will apply to all secondary and tertiary routes.	As noted above, the proposed building would stand at a height of between 9.7 – 11.7 metres above the finished ground floor level.	Compliant.
009: Basement and Service Access (Rev. 14)	In relation to Plot 46, both the Brent Terrace and Claremont Road frontage is not envisaged to include any direct car park or service yard entrances, or direct service	The proposed development does not include any basement construction. Vehicular and bicycle access to the site would be taken principally via a new/relocated access off Claremont Road	Compliant.

	access; and no basements are permitted on this Plot.	leading to the school's car parking, cycle parking, and drop-off/pick-up and servicing bays. The existing access off Brent Terrace would be retained but for pedestrians and emergency access only. These accesses would not be formed or used for the sole purpose of car parking or servicing. Such uses, as described above, are ancillary to the use of the Plot as an education facility.	
014: Floor Space Thresholds Building Zones (Rev. 15)	This Parameter Plan illustrates the location and extent of the Building Zones forming each Development Zone of the BXC scheme. Read in conjunction with the RDSF supporting text, Building Zone BT3 permits the construction of 4,864m ² of any permitted use other than residential use.	The proposed development would be solely located within the confines of Building Zone BT3 and would result in the construction of 4,818m ² of gross external floor area of Community Use (former D1 Use Class).	Compliant.
015: Indicative Layout Plan (Rev. 7)	This Plan demonstrates one way in which the BXC could be configured, as derived from the constraints set out in other Parameter Plans. Updates to the Indicative Layout Plan occur in line with the Reconciliation Mechanism enshrined in the RDSF and Condition 1.17 of the S73 Permission.	The latest Illustrative Reconciliation Plan approved in respect of Phase 2 (South) (including the Phase 2 (South) (School) sub-phase) pursuant to the requirements of Condition 1.17 (LPA application ref. 20/5127/CON) illustrates how the proposed development of Plot 46 and the School Green Corridor (GC6) (as set out within this RMA) fit within the context of the wider BXC development and aspects that have obtained detailed planning consent to date.	Compliant.
016: Existing Buildings and Spaces (Rev. 9)	This Plan identifies those buildings which are to be demolished and retained as a result of the BXC scheme. The buildings identified on this Plan were derived from 2008 Ordnance Survey data; as such, some buildings/structures may not be identified but are intended to be demolished.	As identified by Parameter Plan 016, all buildings and structures within the existing Claremont Primary School site are to be demolished and/or dismantled to make way for the proposed development. However, to ensure continued operation of the school during the construction period, this would be carried out in a phased manner.	Compliant.
019: Indicative Primary Development Package Layout Plan (Rev. 12)	The Indicative Primary Development Package Layout Plan illustrates one way in which the Primary Development Package of infrastructure could be configured. Provided reserved matters applications comply with other parameters, it will not be a requirement to	The proposed development includes the delivery of School Green Corridor (infrastructure item 'K25') in the location and alignment illustrated on Parameter Plan 019. This includes a 3-metre wide planted corridor along the northern boundary of Plot 46 in line with other parameters (i.e.	Compliant.

	demonstrate compliance with the layout of this Plan. School Green Corridor (GC6) is included within the PDP as item 'K25'.	Parameter Plan 003 and Table 6 of Appendix 2 to the RDSF).	
023: Indicative Zonal Layout Plan_Brent Terrace (Rev. 8)	The series of Zonal Layout Plans indicate one way in which the BXC development could be configured and Parameter Plan 023 relates to the layout within the Brent Terrace Development Zone. This illustrates the replacement Claremont Primary School building as a rectangular unit sat within the context of associated external spaces required for the school and the adjacent School Green Corridor parallel to Plot 46's northern boundary.	Proposals contained within this RMA includes the construction of a u-shaped school building and external playground areas, a MUGA and outdoor teaching spaces. This proposal incorporates the provision of School Green Corridor in the position and alignment illustrated on other parameter plans. Whilst the proposed site layout does not reflect the layout indicated on Parameter Plan 023, it is noted that compliance with this Plan is not necessary provided reserved matters applications comply with other parameters.	Compliant.
029: Indicative Phasing Plan (Rev. 6)	The Indicative Phasing Plan indicates one way in which the BXC scheme could be configured. Accompanied by an Indicative Plot Schedule (Table 8a in Appendix 2 to the RDSF), Plot 46 anticipated primary use is identified as the Replacement Claremont Primary School within Phase 1 of the BXC development – however, it is noted that the latest re-phasing proposals approved pursuant to Condition 4.2 (LPA application ref. 20/0243/CON) places Plot 46 and School Green Corridor within a sub-phase of Phase 2 (South).	The proposed development seeks to deliver the replacement Claremont Primary School on Plot 46 of the BXC scheme, as identified in Table 8a of Appendix 2 to the RDSF.	Compliant.

6.9 In combination, the RDSF, RDAS and RDG establishes a number of other parameters and principles some of which are more specifically related to the development of Plot 46/E2 within Building Zone BT3 of the Brent Terrace Development Zone. The more detailed aspects of the proposed Replacement Claremont Primary School and School Green Corridor are therefore considered further below on a topic-by-topic basis and includes consideration of the relevant parameters and principles identified by the RDSF, RDAS and RDG as well as other controls imposed by the S73 Permission and associated S106 Agreement.

Development Quantum and Land Use

6.10 Overall, the Brent Terrace Development Zone is envisaged to deliver new residential development and education facilities, with the general location of Education Zone Plot E2 denoted on Parameter Plan 001: Development Zones. The Zonal Floorspace

Schedule contained within Appendix 5 to the RDSF⁹ permits the delivery of a total of 173,433m² of residential floorspace (Use Class C3) and 5,096m² of Community Facilities (D1 Use Class) within the Brent Terrace Development Zone. Within that Development Zone, Building Zone BT3 is envisaged to deliver the bulk of this Community Facilities floorspace allocation permitting the delivery of up to 4,864m² of any permitted use other than residential uses.

- 6.11 The delivery of development floorspace within the BXC scheme is controlled by Condition 36.1 of the S73 Permission which requires compliance with the Zonal Floorspace Schedule. For reference, Condition 36.1 states:

'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'

- 6.12 Given that Building Zone BT3 relates solely to the development of Plot 46 which is permitted to deliver the replacement Claremont Primary School (as identified by the Indicative Plot Schedule set out in Table 8a in Appendix 2 to the RDSF), it is interpreted that 4,864m² relates to the maximum development quantum to be delivered on this Plot. As referenced in the above Table 3 of this report, the proposed Replacement Claremont Primary School would result in the development of 4,818m² of external floorspace area. As such, the proposed development quantum falls within the identified thresholds and the proposed land use is considered to be in compliance with the expectations of the S73 Permission.

Layout, Scale and Design

Layout:

- 6.13 The indicative masterplan layout for BXC is shown on Parameter Plan 015 (Indicative Layout Plan). This parameter plan does not fix the layout or location of the development plots, rather provides a general arrangement as one way in which the regeneration could be built out in accordance with the approved principles and parameters. Accordingly, some parameters incorporate and allow for limits of deviation.
- 6.14 The S73 Permission also incorporates a reconciliation process through Condition 1.17 (Illustrative Reconciliation Plan), that requires an up to date base plan to be submitted to the LPA for approval based on Parameter Plan 015 and containing the approved RMA proposals to date prior to the submission of the first RMA within any Phase or Sub-Phase of the BXC scheme. This Illustrative Reconciliation Plan ('IRP') should address matters of layout relating to the location of primary and secondary routes and principal open spaces, the layout of the details proposals submitted within the RMA, confirmed location and layout of development permitted to date, and the anticipated distribution of green/brown roofs across the site to achieve the 10% requirement. The

⁹ As updated in line with relevant applications pursuant to the mechanism provided within Condition 2.4 of the S73 Permission.

purpose of this is to reconcile the proposed RMA against extant RMA approvals and Parameter Plans and to demonstrate that the proposals are complimentary and continue to ensure that comprehensive delivery of the masterplan remains capable of being achieved.

- 6.15 In this instance, the LPA has recently approved Condition 1.17 of the S73 Permission 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 46/E2 and School Green Corridor as an item of Critical Infrastructure within the Phase 2 (South) (School) sub-phase (LPA ref: 20/5127/CON). The Plot details are shown in basic plan form comprising the Plot 46 building footprint, associated external areas (play space, access and vehicle parking/servicing area, and sports facilities) and the location of School Green Corridor at the northern extent of the Plot. There are no primary or secondary routes or principles open spaces within this sub-phase. The RMA 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, indicating that the proposals for the Phase 2 (South) (School) sub-phase do not hinder nor impact upon delivery of the wider BXC masterplan.
- 6.16 More specifically, the proposed building footprint of the replacement Claremont Primary School would occupy the northern portion of Plot 46 in a u-shaped open courtyard layout (three linked rectangular shaped wings) facing south to the remainder of the site. Whilst this differs from the layout envisaged on Parameter Plan 015 and Parameter Plan 023 – which shows a simple block formation parallel to the northern boundary – the Applicant has expressed the justification for this layout within the submitted Design Statement. This includes the desire to create a strong presence along the Claremont Road frontage, maximising natural daylight and passive solar gain in the winter months, and providing the communal spaces and school halls centrally within the development to create a focal point and sense of community. The layout and orientation of the proposed school building were discussed at length with the LPA during pre-application discussions. The LPA consider that the proposed layout of the replacement Claremont Primary School is suitable within the site's context and would ensure the school as a focal point within the local community by enhancing its presence along the Claremont Road frontage. This main frontage role is supported by the provision of the school's principal accesses (vehicular and pedestrian) off Claremont Road with the widened existing Brent Terrace access secondary in its usage for pedestrians and emergency vehicles only.
- 6.17 The proposed building layout would also create a physical separation between the school's playgrounds and more functional elements of the school such as the site's proposed access and vehicle parking and servicing area adjacent to the northern boundary of the site. These functional aspects would also be screened in respect of external views into the site (from the boundary with the rear of properties off Clitterhouse Road) by the 3-metre wide planted School Green Corridor.
- 6.18 Therefore, whilst not reflective of the simple block layout envisaged by the RDSF and associated parameter plans, the proposed layout of the site is considered to be appropriate within the site's existing context. Furthermore, as aforementioned, it is acknowledged that the Parameter Plan 015, and Parameter Plan 023 in respect of the

Brent Terrace Development Zone, provides an indicative layout and one way in which the BXC scheme could be delivered. As such, these controls within the S73 Permission do not preclude alternative Plot layouts provided the relevant controls are adhered to. It is also recognised that the proposed development complies with the requirement to take the principal access into Plot 46 off Claremont Road and providing a no through route into the site. This preserves the ability to deliver a Home Zone along Brent Terrace.

Layout (Internal):

- 6.19 The space requirements for school development are set out in guidance issued by the government's Department for Education. For this proposed development, the relevant guidance would be '*Building Bulletin 103: Area Guidelines for Mainstream Schools*' (June 2014) and '*Building Bulletin 104: Area Guidelines for SEND and Alternative Provision*' (December 2015). Although these guidance documents provide detailed specifics for school developments, the basic teaching requirements for a primary school is a classroom for every 30 pupils, a main school hall, small hall, studio space, dining room, space for PE (Physical Education), a learning resource area, staff and administration facilities, and storage space. For Alternative Resource Provisions (AP or ARP), the basic teaching spaces are classrooms, practical rooms, a small group room for every pair of classrooms, and performance spaces in addition to a space for practical teaching including a cooker which may be provided in a small kitchen bay or room.
- 6.20 In summary, the proposed development is arranged to house all teaching and associated spaces within either the Western or Eastern wings with the school's cohort assembled by year group. The ARP and youngest pupils are located at ground floor level with direct access into their respective, separate play areas; Years 2, 3 and 4 are located on the first floor alongside the staff and administration accommodation in the Eastern Wing; and Years 5 and 6 on the second floor, which only consists of the Western Wing. These Wings are both connected to the Central Wing which provides the school hall, dining facilities, theatre space and community room accessed off a central internal street.
- 6.21 In consultation with the school, the Applicant has described how the abovementioned guidance documents were the starting point in the design evolution of the proposed development. As such, it is evident from the submitted RMA that the facilities provided throughout the proposed development satisfy the requirements specified within the Building Bulletin 103 and Building Bulletin 104 as a minimum. In addition to this, it is understood that the school have also requested additional project specific accommodation to be included within the development proposals. The achievement of the school's requirements is evident through the receipt of a written representation from the school's Headteacher in support of the application.
- 6.22 It should also be noted that the S73 Permission requires particular items of Critical Infrastructure to be provided at a 'Occupation Finish Standard', and this includes the provision of the Replacement Claremont Primary School. As set out in the definition of Occupation Finish Standard within the Glossary to Conditions attached to the S73 Decision Notice, this requires the school to be delivered in a standard fully finished and ready for occupation or habitation, operation and/or use for its intended purpose in

accordance with the specifications approved by the LPA. For replacement schools, (where relevant) this includes all laboratory benches, gymnasium equipment, specialist equipment and facilities necessary for such schools to be provided and operated.

Scale and Massing:

- 6.23 As set out in paragraph 2.15 above, Appendix 10 to the RDSF sets out the scale thresholds for each Development Zone and for the Brent Terrace Development Zone, these thresholds relate to both the overall dimensions and scale of built development within the Building Zone BT3. For Plot 46 (Building Zone BT3), the RDSF specifies that the overall length of the building should be between 57-95 metres, and the overall width should be between 17-30 metres. Paragraph 5 of Appendix 10 makes it clear that it is a requirement for proposals at the detailed design stages to demonstrate conformity to these thresholds, unless agreement is reached with the LPA.
- 6.24 As illustrated in Figure 1 below, the proposed development would have an overall length of 82.4 metres (measured east-west) which falls within, and complies with, the above-stated minimum and maximum threshold. However, the overall width of the proposed building in its entirety (measured north-south) would be 66.5 metres, which exceeds the maximum threshold of 30 metres specified by the S73 Permission. Although this would be an exceedance of the parameters established by the S73 Permission, it is recognised that the above threshold dimensions more comfortably relate to a rectangular built form as illustrated by the indicative massing contained within the RDSF. Furthermore, the LPA have engaged extensively with the Applicant at the pre-application stage where the principle of the proposed development was presented and it is understood that the proposed built form and layout responds to the operational requirements of the school itself. Therefore, having regard to the achievement of high architectural quality and a development that satisfies the operational requirements of the school, it is considered that the footprint of the proposed development is acceptable in this instance.

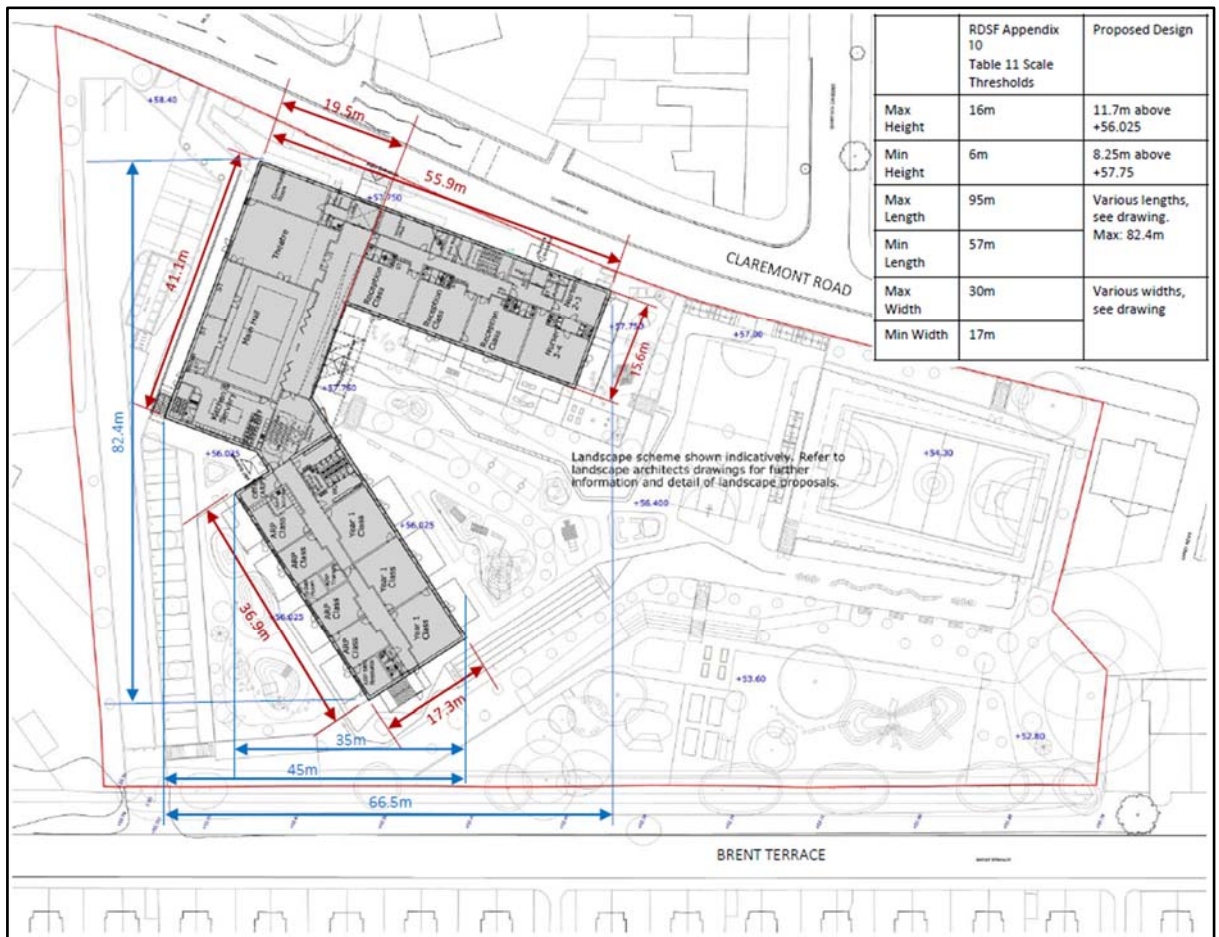


Figure 1: Proposed overall dimensions of the replacement Claremont Primary School building (Source: Design Statement by David Morley Architects, 2021)

6.25 The permitted height parameters of Building Zone BT3 are set out on Parameter Plans 007 and 008, defining both the minimum and maximum building and frontage heights above finished ground floor level. As appraised in Table 3 of this report, the proposed development of Plot 46 would be compliant with the specified parameters. The proposed school building would achieve this through the construction of two storey elements at the Central and Eastern Wings, offering a prominent frontage along Claremont Road; and a three storey Western Wing corresponding to the ground levels that fall away from east to west.

Design:

6.26 The S73 Permission and associated RDAS does not seek to prescribe any particular design style or form. Section A3.4 of the RDAS recognises the need to deliver an expanded primary education facility within the Brent Terrace Development Zone and acknowledges that this would be delivered over two to three built levels that are nestled into the site's existing contours to reduce the profile of the new building. The RDAS also states that the school development is expected to deliver reconfigured play space and sport facilities.

6.27 Section B4 of the RDG (Component Materials) provides further guidance relating to different aspects of vertical and horizontal articulation, balconies and other projections and different façade typologies. Sub section B4.2.2 goes on to provide series if

elevation typologies with different approaches toward vertical articulation and front door arrangements. These 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. It is not intended to prescribe or stifle architectural design for development Plots throughout the BXC scheme.

- 6.28 The elevation design approach for the replacement Claremont Primary School is to create continuous facades consisting of classroom bay modules on a 9-metre grid corresponding to the different classrooms within the building – typically two windows per classroom. The façade would be constructed using brickwork (London stock buff yellow) punctuated by large double-glazed windows and coloured aluminium reveals or louvres and coloured aluminium projecting shading fins. On the elevations facing inward of the main playground, the proposal also incorporates some protruding bay windows and external staircase, both finished in a vibrant blue or green aluminium cladding. These façade components along with the coloured shading fins elsewhere are considered to add a fun, playful element to the design befitting to a primary educational setting.
- 6.29 Along the key public Claremont Road facade, the proposed elevation design continues the structural grid formation containing a number of window bays of identical size which differ in their character in order to express the various functions that sit behind them (i.e. office/admin, stairs and community spaces). These window bays are positioned within the context of the main and nursery entrance points that are also provided on this façade. The main entrance is given prominence and would be formed using a full height glazed break between the brickwork, signalling the conjuncture of the Central and Eastern Wings of the school. The nursery entrance is located toward the southern end of the Claremont Road façade and would be single storey in height to suit the younger pupils attending the school. Both entrances would be covered with a metal, coloured protruding canopy feature. The nursery element of the school would be further signalled by the provision of different shapes within the windows achieved by a coloured frittered pattern or film applied to the glazing. This would add a further playfulness appropriate to the youngest cohort.
- 6.30 Overall, the proposed elevational treatment for the proposed replacement Claremont Primary School building is considered to be appropriate and acceptable to the educational setting of the development as well as providing a key prominent facility within the local community. It is recommended that a condition be attached to any forthcoming planning consent requiring the submission and LPA's approval of all external materials.

Access

- 6.31 Plot E2/46 is position between Claremont Road to the east and Brent Terrace to the west. The main vehicular and pedestrian access to the existing school site is currently via Claremont Road with a secondary access at Brent Terrace. As described in paragraphs 4.12-4.16 of this report, the proposed development would result in the creation of a new vehicular access off Claremont Road (and removing the current vehicular access point); creation of four pedestrian accesses off Claremont Road offering entry to the various elements of the school site; and the widening of the existing

access point off Brent Terrace, including the creation of a pedestrian entrance, to accommodate emergency vehicles and pedestrian movements only.

- 6.32 As defined on Parameter Plan 002: Transport Infrastructure, Claremont Road is identified as forming part of the existing adopted highway and Brent Terrace is denoted as an existing street to be made into a Home Zone (the proposals for this do not form part of this RMA). Off Claremont Road and through Plot 46, the Plan identifies the provision of a 'No through minor street', which reflects the provision of an access and egress into Building Zones. An at-grade pedestrian crossing is also illustrated as being delivered on Claremont Road in order to facilitate pedestrian access between the school and Clitterhouse Playing Fields. It is acknowledged that the exact locations of all routes are to be determined at the reserved matters stage; however, in respect of the proposed access for Plot 46, the proposals set out in this RMA are considered to accord with the transport infrastructure parameters identified by the RDSF and Parameter Plan 002.
- 6.33 All transport matters relating to the proposed development have been addressed by the Applicant within their Reserved Matters Transport Report (Steer, February 2021). Pursuant to the requirements of Condition 37.5 of the S73 Permission, this Reserved Matters Transport Report ('RMTR') has been considered separately under LPA application reference 21/0975/CON.
- 6.34 To summarise the most salient issue of the proposals identified through consideration of the RMTR, the proposed new vehicular access off Claremont Road would be formed at the northeast corner of the school site and create a 6.21-metre-wide access point into the car parking and servicing area of the reconfigured school (i.e. the Vehicle Zone). The Applicant has provided swept path analysis to demonstrate that the largest vehicles accessing the site (a 12-metre long coach) would be capable of accessing and egressing from both directions on Claremont Road and able to manoeuvre within the site. The vehicular access off Brent Terrace would be widened from 3 metres to a 4.25 metre vehicle entrance with a 1.5 metre pedestrian gate. The Applicant has stated that this would only be used by emergency vehicles and pedestrians. It is noted that the Council's Transport Planning Officer had initially identified that the proposed access off Claremont Road did not conform to the London Borough of Barnet's highway standards and suggested that the access width be reduced to 5.5 metres (with a 6 metre radius) to align with these standards. In response, the Applicant explained the necessity for this width to enable coaches and refuse vehicles to enter and exit the site. The Transport Planning Officer has since confirmed that, in this instance, the proposed new vehicular access is acceptable.
- 6.35 Pedestrian access to the school site would be provided off Claremont Road to the Main Entrance, Nursery Entrance, Main Playground, and separately to the MUGA; as well as off Brent Terrace via the upgraded existing access point. The RMA is supported by an Access and Inclusivity Statement which confirms that all pedestrian accesses and entrances provide level access into the site, including direct accesses between the playground and classrooms on the ground floor levels. Within the building, platform lifts are provided between the floors within the Western and Eastern Wings in line with Part M of the Building Regulations; and all main accessible entrance doors would provide a minimum clear opening of 1000mm/1 metre per leaf with manifestations/stickers on any glazed panels. Externally, because of the variation in ground levels across the site,

the Applicant has proposed that every playground and outdoor teaching space is accessible through ensuring routes achieve the requisite 1:20 or better slope and, in the case of the outdoor teaching space, delivers a ramped pathway. The LPA note that the Applicant has engaged with the BXC Consultative Access Forum (CAF) at the pre-application stage in line with the S106 Agreement, and it is evident that the proposed design and layout has reflected the comments and concerns raised by the CAF.

Landscaping and Trees

- 6.36 Condition 2.1 (g) of the S73 permission requires RMA's to be accompanied by details of the landscaping including details of proposed landscaping works, 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 any green and brown roofs to be provided. 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 a programme for commencing and completing planting.
- 6.37 As a pre-requisite to submitting an RMA within any phase or sub-phase, Condition 27.1 and 27.2 of the S73 Permission also require a scheme to be provided illustrating all existing trees and landscape features within that phase or sub-phase; and an arboricultural methods statement for those trees identified to be retained (respectively). Prior to submission of this RMA, it is noted that the Applicant has already submitted and obtained approval pursuant to these conditions in respect of the Phase 2 (South) (School) sub-phase, which includes the replacement Claremont Primary School as well as the School Green Corridor. Details submitted pursuant to both Conditions 27.1 and 27.2 of the S73 Permission were considered and approved under LPA application ref. 21/0974/CON. As such, the Applicant has identified those trees and landscape features within the school site that are to be removed as well as those to be retained in line with the measures set out within the approved Arboricultural Method Statement (resubmitted with this RMA).
- 6.38 Notwithstanding the loss of some existing trees from within the site (25no. in total), the proposed development seeks to deliver a comprehensive landscaping strategy across the school site, including delivery of the School Green Corridor (GC6) as an item of Critical Infrastructure required by the S73 Permission. This includes the planting of semi-mature, extra heavy and standard native and ornamental trees alongside hedge planting and general soft, herbaceous landscaping throughout the site. In addition to tree planting, drought tolerant planting would be provided to visible areas immediately adjacent to pedestrian routes and entrances; ecology planting to increase biodiversity would be provided along site boundaries; woodland planting around the natural play/forestry school areas; and wildflower meadows within larger planted areas. The proposal also seeks to retain the established tree planted corridor along Brent Terrace, save for removal required to widen the Brent Terrace access point. This landscaping strategy has been reviewed by the Council's Tree & Landscaping Officer who, as set out in paragraph 5.23, is content with the broad principles of the proposed landscaping strategy. However, the Officer has requested that if approved, the reserved matters consent be subject to a condition requiring the submission and approval of more detailed soft and hard landscaping plans specifying the exact location of tree and shrub

planting as well as additional tree and shrub planting to bolster the retained Brent Terrace planted boundary.

- 6.39 The Tree & Landscape Officer also refers to the requirement to submit a Landscape and Ecological Management Plan (LEMP) for approval to ensure the successful establishment and ongoing management of planting to ensure its viability and vitality. It has been acknowledged and agreed with the Tree & Landscape Officer that this obligation exists within the S73 Permission as a pre-commencement condition and, as such, is not necessary to duplicate this control on any reserved matters approval. This existing obligation is set out within Condition 27.9 which stipulates the following:

'No development shall begin in any Phase, Sub-Phase, Plot or any other construction site of the Development unless and until a Landscape and Ecology Management Plan (LEMP) for that Phase, Sub-Phase, Plot or any other construction site including the long-term design objectives, proposed management responsibilities and draft maintenance schedules for all landscaped areas (except privately owned domestic gardens), shall be submitted to and approved in writing by the LPA. The LEMP shall be carried out and implemented as approved and subsequent variations shall be agreed in writing by the LPA. Further to the above, the LEMP shall include the following elements:

- a) Detail extent, type and provenance of new planting (native species only);*
- b) Details of maintenance regimes;*
- c) Details of monitoring for all landscape and ecological elements; and*
- d) Details of treatment of site boundaries and/or buffers around water bodies.*

Reason: to ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site in line with PPS9 and Article 10 of the Habitats Directive.'

- 6.40 Condition 27.6 of the S73 Permission requires any RMA which includes Landscaping Works (defined within the Glossary to Conditions as any soft landscaping) to also include a detailed programme for commencing and completing the proposed planting. Based on the information submitted with this RMA, and the Landscape Design Statement (BD Landscape Architects, dated February 2021) in particular, the LPA consider that insufficient information has been provided in this regard. Therefore, any Reserved Matters Approval shall be subject to a condition requiring the submission and approval of detailed planting programme prior to commencement of the development.
- 6.41 On this basis, the proposed landscaping scheme submitted as part of this RMA are considered to be acceptable in principle subject to the aforementioned existing and proposed conditions being satisfied by the Applicant.

Biodiversity

- 6.42 This RMA is accompanied by a Preliminary Ecological Appraisal (The Ecology Consultancy, January 2021) comprising a Phase 1 Habitat Survey of the site to establish the ecological baseline and identify any necessary mitigation measures to protect or enhance the site's biodiversity. This survey established a moderate potential for some of the existing buildings to support bat roosts; the need for reptile

displacement through habitat manipulation and destructive search to be carried out prior to clearance of any scrub or shrubs; need for a pre-construction badger survey of the site and within a buffer area around the development footprint; and the recommendation to carry out any site clearance outside the bird nesting season or, where this is not possible, following an inspection by a suitably qualified ecologist. The LPA consider it reasonable for some of these recommended measures to be included as relevant conditions on any Reserved Matters Approval to ensure the appropriate management and mitigation of protected species.

- 6.43 On the matter of potential for bats and bat roosts being present within the site, the Applicant has also carried out a Preliminary Roost Assessment & Bat Survey (The Ecology Consultancy, January 2021). On further assessment, a survey of those buildings considered to have a moderate potential to support bat roosts were found not to support any bat roosts and no bats were recorded emerging from or re-entering those buildings. As such, no further surveys are recommended. However, the Applicant is reminded of the obligation set out in Condition 27.14 of the S73 Permission which requires an inspection of any buildings to be demolished or trees to be felled no more than 18 months prior to that demolition or felling. Therefore, should such works not commence by or before 28th January 2022 (being 18 months from the date of the Applicant's bat surveys on 9th and 28th July 2020), the Applicant will be required to carry out further inspections and/or bat surveys.
- 6.44 Notwithstanding that, bats were recorded foraging within and commuting through the site and particularly along the northern and western hedgerow boundaries of the existing site and around the existing pond and scrub area to the south. As such, the site is considered to be of site-level importance for three widespread and locally common bat species (common pipistrelle, soprano pipistrelle and noctule). The proposed development has the potential to have a negative impact on these protected species through the provision of external lighting throughout the site. As such it is recommended that lighting be designed sensitively and it is noted that the Landscape Design Statement indicates lighting would be limited to around the building envelope (public realm, vehicular areas, and to provide safe access routes) and dark areas would be maintained within the southern and western portions of the site (including the MUGA where no floodlighting would be provided). However, it is noted that the RMA does not include any detailed lighting plans or information pertaining to the specific lighting to be provided. Therefore, any Reserved Matters Approval should be subject to a condition requiring lighting details to be submitted to the LPA for approval – this is also addressed in paragraph 6.69-6.70 of this report.
- 6.45 The proposed development also includes the provision of a green roof atop the proposed Eastern Wing of the new school building. The area of green roof would be 340m² which accounts for 18% of the total roof space of the proposed school building. The green roof would house a wildflower blanket containing a minimum of 24no. species of plants and include small log piles (sourced from felled trees within the site) to create hibernacula. Details of the management of this green roof is expected to be including with the Landscape and Ecology Management Plan that is required to be submitted to the LPA in accordance with Condition 27.9 of the S73 Permission.
- 6.46 Subject to the abovementioned conditions, it is considered that the proposed development would ensure the appropriate protection of any protected species

identified as being present within, or within the vicinity of, the school site. It is also considered that the proposed development would ultimately lead to a net gain in biodiversity (as required by the NPPF (2019)) as a result of the proposed landscaping strategy, including the creation of the School Green Corridor identified as an item of Critical Infrastructure, which would serve the purpose of establishing a key ecological corridor between Brent Terrace and Clitterhouse Playing Fields as well as contributing to a enhancing ecological networks within and beyond the BXC regeneration area.

Transport and Highways

6.47 This RMA is supported by a series of interrelated transport strategies which have been considered under separate applications pursuant to the relevant conditions of the S73 Permission (as listed in Appendix B). These obligations are required to be satisfied (either submitted and approved by the LPA or only submitted to the LPA) prior to the submission of the relevant RMA they support. Providing the relevant transport assessment information and the principles and details by which the respective RMA is required to be aligned with, the strategies relevant to this RMA are as follows:

- Phase 2 (South) (excluding Phase 2 (South) (Thameslink Station) sub-phase) Phase Transport Report Scope and Transport Matrix pursuant to Condition 37.1 (LPA ref: 20/2951/CON – approved 23 October 2020);
- Phase 2 (South) (excluding Phase 2 (South) (Thameslink Station) sub-phase) Phase Transport Report (PTR) pursuant to Condition 37.2 (LPA ref: 20/4811/CON) – approved 11 February 2021;
- Phase 2 (South) (Plots), Phase 2 (South) (School) and Phase 2 (South) (Thameslink Station Approach) Phase Car Parking Standards and Strategy (PCPSS) pursuant to condition 1.22 (LPA re: 20/4806/CON) – approved 15 March 2021;
- Phase 2 (South) (excluding Phase 2 (South) (Thameslink Station) sub-phase) Servicing and Delivery Strategy (SDS) pursuant to condition 1.22 (LPA ref: 20/4807/CON) – approved 16 November 2020;
- Phase 2 (South) (excluding Phase 2 (South) (Thameslink Station) sub-phase) Pedestrian and Cycle Strategy (PCS) pursuant to condition 2.8(a) (LPA ref: 20/4805/CON) – approved 26 February 2021.

6.48 Accordingly, this Replacement Claremont Primary School (Plot 46) and School Green Corridor RMA submission has been prepared in line with the conclusions, proposals and mitigation measure set out within these approved strategies. The RMA is intended to, therefore, secure the relevant physical transport infrastructure such as the new and widened accesses into the Replacement Claremont Primary School site, and the proposed car parking and servicing provisions to serve the expanded primary educational facility.

Car, Cycle and Scooter Parking

6.49 Details of the proposed parking provisions for the Replacement Claremont Primary School are contained within the Applicant's RMTR and, in the context of the wider

associated sub-phases, the Phase 2 (South) Phase Car Parking Standards and Strategy, which has been approved pursuant to Condition 11.2 of the S73 Permission under LPA ref. 20/4806/CON.

- 6.50 Within the 'Vehicle Zone' of the school site, the proposed development would provide a total of 13no. car parking spaces inclusive of 2no. accessible (Blue Badge) spaces. This would include electric vehicle charging infrastructure provided to two of those parking spaces. These spaces are intended to be used predominantly by visitors to the school with only 2no. spaces available for staff use. The school have advised that these on-site parking spaces are required for visiting colleagues from outside agencies (i.e. social workers, educational psychologists and occupational therapists). Should staff drive to the site and require parking, this demand is expected to be met on-street. The submitted RMTR considers that this additional demand could equate to 14no. staff members and is capable of being accommodated on-street without adversely impacting the amenity of local residents or highway safety. However, through a combination of implementing a Controlled Parking Zone (as required by the BXC S106 Agreement) along with travel plan initiatives to encourage car-sharing or more sustainable modes, this demand is likely to be an overestimate.
- 6.51 Two minibus parking spaces would also be provided on-site. As per the existing arrangement, no drop-off/pick-up facility is proposed by this RMA and the Applicant has advised that the school actively discourages parents/carers drop-offs and pick-ups by car. Although not all existing (or future) pupils live within the school's catchment area, it is noted that this catchment area does fall within a 20-minute walking distance from the school site.
- 6.52 The Framework Travel Plan contained within Appendix 15 to the S106 Agreement and Condition 38.2 of the S73 Permission specify the maximum permitted car parking standards for the BXC development (these are also replicated within the BXC site-wide Car Parking Management Strategy approved pursuant to Condition 11.1 of the S73 Permission). Based on the permitted uses within the BXC development, the maximum standard for community uses, for which the proposed development would be categorised, is 1no. parking space per 3-5 staff members. The replacement and expanded 3-form entry Claremont Primary School would employ 100no. staff which equates to a maximum permitted provision of 20-33 spaces. As noted above, the proposed development would create 13no. on-site parking spaces which falls below, and therefore complies with, this specified standard. It is also noted that this is only one additional space compared to the 12no. parking spaces provided at the existing two-form entry school.
- 6.53 For non-motorised modes, the proposed development seeks to provide a total of 112no. long stay cycle parking spaces and 8no. short stay spaces, with the majority being allocated for use by the primary school (102no. long-stay and all 8no. short-stay spaces) and 10no. long-stay spaces provided for the nursery. Of the 112no. long-stay spaces, 50no. would facilitate the parking of scooters. These spaces would be positioned throughout the school site, with all long-stay spaces either within the playground, at the nursery entrance or at the servicing area. The proposed short-stay spaces would be located at the main entrance off Claremont Road. This provision would be accompanied by staff showering facilities at the first floor of the Eastern Wing adjacent to the staff room.

- 6.54 The S73 Permission requires cycle parking to be provided in accordance with the current prevailing policy. The minimum cycle parking standard for D1 uses required by the London Plan (2021) is one space per 8no. FTE staff plus one space per 8no. students for long-stay, and one space per 100no. students for short-stay provisions. For the proposed development with 100no. FTE staff across all school cohorts and a total of 694no. students, the minimum applicable standard (rounded up) would be 100no. long-stay spaces and 7no. short-stay spaces. As set out in the preceding paragraph, the proposed development would seek to deliver, and exceed, this minimum standard. As such, the proposal accords with the relevant standards prescribed by the S73 Permission and current policy (London Plan 2021).
- 6.55 It is also noted that a Travel Plan has been submitted with this RMA, which seeks to set objectives and targets to reduce student, parent/carer and staff dependence on travel by car. The Travel Plan prescribes measures and an action plan for achieving these targets including securing Healthy Schools in London and STARS accreditation. The implementation of 'School Streets' (timed road closures) and a 'School Zone' (to reduce vehicle speeds along Claremont Road) are also suggested but the delivery of such measures would be subject to further approvals outside the town and country planning remit (i.e. this would be subject to the Local Highway Authority and TfL's approval).
- 6.56 The submitted School Travel Plan has been reviewed by the Council's School Travel Adviser who has recommended that any RMA consent be subject to a condition requiring a full School Travel Plan that meets the requirements of the relevant TfL guidance, in addition to other survey and consultation requirements, to be submitted for approval at least three months prior to occupation of the development. An incremental achievement of the TfL STARS (Sustainable Travel, Active, Responsible, Safe) Gold level after three years of the initial approval of the School Travel Plan is also suggested by the School Travel Adviser.
- 6.57 An obligation to obtain approval for a School Travel Plan already exists within the S73 Permission as well as the associated S106 Agreement, including a requirement to comply with the BXC Framework Travel Plan contained within Schedule 15 to the S106 Agreement. This obligation is set out in Condition 39.5 of the S73 Permission, which stipulates the following:

'Prior to occupation of any educational premises a School Travel Plan will be submitted to the LPA for approval in consultation with TfL, in accordance with the terms set out in the Framework Travel Plan and in accordance with the obligations set out in paragraph 19 of Schedule 3 to the S106 Agreement.'

Reason: To ensure the scheme is compliant with the Framework Travel Plan.'

- 6.58 Therefore, in lieu of this existing pre-occupation condition, the LPA recommend that any RMA approval be subject to an informative setting out the expected level of information to be included within the School Travel Plan for Claremont Primary School as per the School Travel Adviser's recommendations.

Pedestrian and Cycle Strategy

- 6.59 In the broader context, it is noted that the Pedestrian & Cycle Strategy for Phase 2 (South) (including the Phase 2 (South) (School) sub-phase) has already been approved by the LPA pursuant to the requirements of Condition 2.8(a) of the S73 Permission (LPA ref. 20/4805/CON). This illustrates how Plot 46 would connect into the wider pedestrian and cycling network approved to date in respect of development within Phase 1 (South) and Phase 2 (South) of the BXC scheme, which would principally be via the existing Brent Terrace and Claremont Road, whereby the latter would form a junction with the new Claremont Park Road that will run east-west parallel to Claremont Park.
- 6.60 The Phase 2 (South) Pedestrian & Cycle Strategy alongside the Phase 2 (South) (School) RMTR also addresses the site's connectivity beyond the BXC boundary through consideration of the relevant recommendations within the approved Area Wide Walking & Cycling Strategy ('AWWCS') as well as a review of selected routes in line with TfL's Healthy Streets approach. However, whilst identifying those recommendations most relevant to delivery of the Replacement Claremont Primary School, the Applicant has suggested that these improvement works (along Cotswold Gardens and Pennine Drive) would not be necessary to mitigate the proposed development. Therefore, beyond the creation and/or modification of the abovementioned site accesses, no highway improvement works are proposed as part of this RMA.

Servicing and Delivery

- 6.61 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)¹⁰, approved under Condition 1.21 of the S73 Permission. Beneath this, it is a Pre-RMA requirement pursuant to Condition 1.22 of the S73 Permission for a Servicing and Delivery Strategy (SDS) to be submitted prior to the submission of any RMA under a particular phase or sub-phase of the development. As referenced under paragraph 6.37 of this report and listed in Appendix B, the SDS relating to the Phase 2 (South) (School) sub-phase (alongside other Phase 2 (South) sub-phases) has been considered and approved by the LPA (ref. 20/4807/CON).
- 6.62 The approved SDS in relation to the Phase 2 (South) (School) sub-phase provides only high-level principles and aspirations in respect of servicing and delivery trips and accesses associated with the Replacement Claremont Primary School. It is accepted that the School Green Corridor is not likely to give rise to any servicing and delivery needs following its implementation. These principles include both servicing and waste collection trips accessing and egressing the site via Claremont Road; and utilising the northern portion of the redeveloped site to facilitate servicing and delivery activities. This includes provision of a shared loading bay/minibus pick-up/drop-off area positioned alongside a refuse store within the northern part of the site.

¹⁰ The BXC FSDS was considered and approved under LPA application ref. 14/08112/CON.

- 6.63 As set out within the submitted Design Statement, the proposed development would result in an increase in the capacity of the school's student population (as a result of increasing from a two-form to three-form entry school) and, therefore, a requirement for an uplift in waste storage capacity within the school site. The Applicant has equated this to a 73% increase in waste storage requirements compared to the school's existing waste storage facilities. Waste collection would continue to be conducted by a private contractor on a weekly basis. Regardless of whether this would result in any additional servicing trips, the school will nevertheless generate servicing and delivery trips. As such, in the absence of more finite detail within the sub-phase SDS, it is recommended that any Reserved Matters Approval be subject to a condition requiring the submission and approval of a Delivery Service Plan prior to the first occupation of the development. This approach aligns with the approved FSDS where the implementation and success of the SDS for each phase or sub-phase will be dependent upon the end users of the development. Therefore, each end user is required to prepare a Delivery Service Plan for their development to ensure individual plots work effectively under the FSDS and SDS for that phase or sub-phase.

Construction Management

- 6.64 The LPA recognise the concerns raised by the local community in respect of current and future construction activities associated with the BXC regeneration scheme. These concerns have been raised by the Brent Terrace Residents Association in response to consultation on this RMA and particularly in respect of concurrent construction works in and around Brent Terrace. As briefly dealt with under paragraph 5.33 of this report, the S73 Permission sets out a number of controls relating to the management of construction works. As an overarching strategy, the Code of Construction Practice (CoCP) applies across the entirety of the BXC site and establishes a number of principles and matters required to be considered through further strategies to be submitted for approval in order to safeguard the amenity of the local environment and nearby residents during the construction period. This includes the requirement to obtain approval of an appropriate Construction Environmental Management Plan (CEMP) pursuant to Conditions 8.3 and 28.1 of the S73 Permission; a Detailed Construction Transport Management Plan (DCTMP) pursuant to Condition 12.1B of the S73 Permission; and a scheme for noise and vibration monitoring and assessment in relation to construction plant and processes pursuant to Condition 29.2 of the S73 Permission. As pre-commencement obligations, the Applicant will be required to obtain these necessary approvals prior to the beginning of any construction works. As such, it is not necessary to duplicate these controls on any Reserved Matters Approval for this RMA.

Amenity

- 6.65 Notwithstanding the fact that the proposed development seeks to re-provide a primary school facility (albeit it expanded) on a site currently in use as such, due consideration needs to be given to any potential impacts on the amenity of nearby sensitive uses arising from the proposals set out within this RMA. In their written representation, the Brent Terrace Residents Association raise a concern about the potential for overlooking as a result of the proposed development, which would create a building of up to three-storeys on land that rises away from the Brent Terrace street level. The Brent Terrace Residents Association consider that the potential for overlooking and

lack of privacy would also be amplified due to the change in proximity of the new school building to residential properties on Brent Terrace.

- 6.66 The RDG identifies the need for new development to acknowledge the scale and grain of the existing housing. The proposed development consists of the construction of three linked rectangular wings with two storeys at the Claremont Road frontage and connecting Central Wing; and three storeys at the Western Wing positioned diagonally to Brent Terrace. This development massing corresponds to the site's change in topographical levels, which falls away approximately 6.5 metres north-south and 3.5 metres east-west. The frontage along Claremont Road would overall be the most prominent aspect of the development, positioned at the most elevated part of the site. However, the proposed scale and massing on this frontage reflects the existing two-storey properties along the east side of Claremont Road, including the recently constructed Swannel Way development. In respect of the proposed three-storey element and its relationship to the existing properties at Brent Terrace, which are two-storey terraced housing, the Applicant has provided verified views and CGIs of how the building would be perceived. Although positioned above the Brent Terrace street level (which is as per the current arrangement of school buildings), the proposed oblique angle of the Western Wing and setback of approximately 32 metres from Brent Terrace would help minimise the potential for overlooking. For comparison, the existing school buildings are positioned 35 metres away from the nearest façade on Brent Terrace and the façade of this building fronts directly onto Brent Terrace. Visibility of the proposed development would also be mitigated by retention of the established tree planted hedgerow boundary.
- 6.67 In response to these concerns the Applicant has provided further clarification on the proposed position of the replacement school building and the design process undertaken to devise the most optimal layout for the site taking into account the topographical changes, providing good access to daylight and sunlight within the school building, and maximising the amount of outdoor space for the school. In their response, they have explained that the closest element of the Replacement Claremont Primary School would be the corner of the Western Wing with the southwest elevation of this Wing (nearest to Brent Terrace) containing no windows and only an external glazed stairwell. It is also noted that the northwest façade of the Western Wing contains minimal windows, which is reflective of corresponding uses within the building (i.e. toilet and storage), and these face toward the car parking area and School Green Corridor. As such, there would be no direct sight lines from the proposed school building into the adjacent properties.
- 6.68 Taking into account the distance between the nearest aspect of the proposed school building and residential properties off Brent Terrace, the position of this building relative to Brent Terrace and the sensitive positioning of fenestrations within the most visible facades from Brent Terrace, the LPA are satisfied that the proposed development would not cause any significant amenity issues from overlooking or lack of privacy in respect of properties at Brent Terrace.

External Lighting

- 6.69 It is recognised that the proposed development could give rise to impacts arising from external lighting in respect of both the amenity of nearby sensitive uses and protected species whose behaviours are affected by artificial light. As discussed in paragraphs 6.42 to 6.46 of this report, the Application Site is known to be frequented by three bat species that utilise the existing established vegetation within, and at the boundaries of, the site for the purposes of foraging and commuting. The Applicant's Landscape Design Statement (BD Landscape Architects, dated February 2021) provides an overview of the proposed lighting strategy for the site which includes dark areas free from lighting at the southern and south-west parts of the site (synonymous with the proposed outdoor teaching and natural play spaces) as well as maintaining a dark corridor along the proposed School Green Corridor recognising the ecological importance of these areas. This would also mean that residential properties neighbouring the western boundary of the school site (i.e. Brent Terrace) would not be subjected to any significant light spill. Artificial lighting is proposed in the form of lighting to key entrances, wayfinding/column lighting from entrances to parking bays and cycle stores, up-lighting to trees along the Claremont Road frontage and within the centre of the site, in-ground directional spotlights between the main entrance and nursery entrance, and spotlights or handrail lighting at the steps to the main entrance off Claremont Road.
- 6.70 The lighting proposals provided within this RMA are not specific and, on the Applicant's own admission, subject to further detailed design. The LPA would require detailed lighting designs to be submitted for approval given the absence of the proposed lighting locations, lighting specifications, Lux levels and measures to prevent light spill in order to ensure the safeguarding of the amenity of nearby sensitive uses and protected species. The control imposed by Condition 34.3 of the S73 Permission requires artificial lighting in any Plot Development or Landscaping Works to be specified to only include acceptable installations such as white, mercury vapour, louvred or that which emits low ultra-violet light or lighting that is filtered to remove this part of the spectrum. Notwithstanding Condition 34.3, the LPA consider that further detail beyond what is required by this existing obligation should be submitted for approval. Therefore, any Reserved Matters Approval shall be subject to a condition requiring the submission and approval (and implementation) of detailed lighting designs across the entire site.

Noise

- 6.71 Condition 29.4 of the S73 Permission requires any Building for specific uses within the BXC scheme to achieve good internal noise standards, this includes schools which is governed by the Department for Education's Building Bulletin 93: Acoustic Design for Schools (2015). This RMA is accompanied by an Acoustic Strategy (Cole Jarman, December 2020) which takes into consideration the most recent iteration of Building Bulletin 93 (version 17, February 2015) specifying the minimum required performance standards for teaching spaces within school buildings. The Acoustic Strategy considers the various built aspects of the proposed development (external building fabric, glazing and ventilation insertions, roof design and internal insulation) and makes a number of recommendations to ensure that the development achieves the requisite internal noise standards for school developments. It is noted that the Council's Environmental Health

Officer finds the submitted Acoustic Strategy to be acceptable and the LPA expects the Applicant to implement these recommendations in full.

- 6.72 Further noise controls are imposed by Condition 29.5 and Condition 29.8 of the S73 Permission. The former requires any building services, plant or other external noise sources to be installed to achieve a total noise level of 5dB(A) below prevailing LA90 background levels (as measured at the nearest sensitive premises). The latter (Condition 29.8) requires the submission and approval of detailed noise mitigation measures prior to the commencement of the development of any Building intended and permitted to be used for noise sensitive uses – this would include the proposed school. As such, it is acknowledged that further noise mitigation details will be submitted to the LPA for consideration in due course (i.e. post-determination of this RMA and prior to the commencement of the construction of the school building).
- 6.73 Otherwise, it is considered that the proposed site layout has been arranged in cognisance of the neighbouring sensitive uses, including the use of the western most part of the site adjacent to Brent Terrace for quieter activities such as outdoor teaching and nature zone. It is acknowledged that the proposal also includes the provision of a MUGA which would be made available for community hire out-of-school hours. Given the proximity of residential properties to the south of the site (off Claremont Road and Caney Mews), this use has the potential to generate noise amenity issues. To mitigate this, the Applicant has suggested the erection of a 3.5-metre-high solid barrier immediately adjacent to the MUGA's southern fencing. Details of this barrier have not been provided as part of this RMA and, therefore, in the event that Reserved Matters Approval is granted, a condition should be imposed requiring the details of that barrier to be submitted for approval to ensure that adequate noise attenuation levels are achieved.

Air Quality

- 6.74 The S73 permission is subject to a number of pre-commencement conditions that aim to secure an acceptable air quality environment during the construction phase and thereafter for the lifetime of the development. Condition 30.6 of the S73 Permission 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 Council's Scientific Services (Environmental Health). This Condition has been satisfied and air quality monitoring stations have been erected in four locations south of the A406 (at Whitefield Avenue, Claremont Way (West), Claremont Way (East), and Clitterhouse Crescent). Further, Condition 30.1 requires a scheme for dust monitoring, assessment and control to be submitted to the LPA for approval prior to the commencement of works within any phase, sub-phase, Plot or any other construction site identifying the arrangements for monitoring dust and pollutants over the construction period in relation to the nearest sensitive premises. This obligation is required to be fulfilled in respect of the proposed development of Plot 46 and the School Green Corridor and the LPA will expect the requisite details to be submitted for approval in due course.
- 6.75 Further to assessing air quality for the replacement Claremont Primary School proposals specifically, it should be noted that Condition 30.4 of the S73 Permission

also requires details of all extraction and ventilation equipment to be submitted to and approved in writing by the LPA prior to the installation of such equipment.

Energy and Sustainability

- 6.76 Condition 35.6 of the S73 Permission requires the submission and approval of a Revised Energy Strategy where it has been demonstrated that a Refuse Derived Fuel fuelled CHP would not be feasible. On the already proven lack of feasibility, the approved Revised Energy Strategy (RES) seeks to provide heat and power for the BXC development via energy centres linked to a site-wide District Heat Network. The main energy centre is to be located on Plot 59 and is anticipated to be operational from 2025 onwards. It is a requirement for residential plots to be connected to this District Heat Network but optional for other non-residential buildings within the BXC scheme. The Energy Statement (Loop Engineering, February 2021) submitted with this RMA confirms that the proposed development of Plot 46 would be too distant from the main energy centre and, therefore, connection into the District Heat Network would not be a viable option for the proposed development.
- 6.77 It remains a requirement for the development of Plot 46 to meet the non-domestic carbon emission reduction requirement of 25% below the standard set out in Part L of the 2010 Building Regulations – as prescribed by Condition 35.6 of the S73 Permission. The BXC09 Revised Energy Statement ('RES') submitted the BXC S73 outline planning application additionally sets the expectations for construction of the Replacement Claremont Primary School, with Appendix H detailing the building performance targets and benchmarks in respect of the use of electricity (37kWh/m²), fossil fuels (150kWh/m²) and water (4m³ per pupil per year in primary schools). To achieve BREEAM 'Excellent' in line with the former 2011 technical standards, the minimum energy requirement should be a 25% reduction on CO₂ emissions in the Target Emissions Rate used for Building Regulations compliance.
- 6.78 The proposed development seeks to utilise a combination of gas-fired boilers and an Air Source Heat Pump (ASHP), which has been assessed as the most energy efficient option for the school development. The Energy Statement (Loop Engineering, February 2021) submitted with this RMA concludes that, using the aforementioned low carbon technologies, the proposed development's Building Emissions Rate is calculated to be 9.7kg of CO₂/m² per annum which is below the Target Emission Rate of 13kg of CO₂/m² per annum. This equates to a reduction of 25.4% and, therefore, satisfies the requirement of Condition 35.6 of the S73 Permission.
- 6.79 As aforementioned in Section 2 of this report, the S73 Permission expects development of the Replacement Claremont Primary School to deliver an exemplar low carbon building, achieving an 'Excellent' rating under the BREEAM UK New Construction 2011 standards. These were the relevant standards at the time the S73 Permission was granted and, since then, it is acknowledged that BREEAM have issued updated 2018 UK New Construction technical standards for non-domestic buildings. Development of this part of the BXC regeneration scheme provides the opportunity to construct a renewable energy demonstration project and to introduce the ideas of sustainability into an educational environment.

- 6.80 As discussed during the pre-application stage, it was agreed that the Applicant provide a BREEAM assessment against the former 2011 technical standards – as referenced within and required by the S73 Permission – alongside an assessment against the current 2018 technical standards. The BREEAM ratings and their respective benchmarks are summarised below, whereby an ‘Excellent’ rating is judged to equate to the top 10% best practice building examples within the UK:

Table 3: BREEAM UK new construction technical standards for non-domestic buildings (BRE, 2018)

Rating	Benchmark (% Score)
Outstanding	≥ 85
Excellent	≥ 70
Very Good	≥ 55
Good	≥ 45
Pass	≥ 30
Unclassified	< 30

- 6.81 As set out within the submitted Sustainability Statement (David Morley Architects, February 2021), the Applicant has completed a pre-construction assessment of the proposed development against both the 2011 and 2018 BREEAM UK new construction technical standards for non-domestic buildings. The results of those assessments conclude that the proposed Replacement Claremont Primary School would achieve an ‘Excellent’ rating under the 2011 and 2018 technical standards, with scores of 78.75% achieved under the 2011 standards and 70.63% achieved under the 2018 standards.
- 6.82 On this basis, the LPA are satisfied that the proposed development complies with the expectations of the S73 Permission and would deliver a new school building containing suitable sustainability initiatives necessary to achieve an ‘Excellent’ rating under the 2011 and current 2018 BREEAM relevant technical standards.

Flood Risk and Drainage

- 6.83 The Application Site lies within Flood Zone 1, which represents the lowest risk of flooding as classified by the Environment Agency. However, across the BXC site, to reduce the risk of flooding to the proposed development and future occupants, Condition 45.2 of the S73 Permission 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 (+30% climate change) flood level. As set out within the submitted ‘Drainage Statement’ (Expedition, November 2020), the Applicant has advised that all building entry thresholds and finished floor levels would satisfy this requirement, with any climate change exceedance flows would be directed away from the school buildings and toward the existing highway drainage system on Brent Terrace.
- 6.84 Paragraph 2.75 of the RDSF states that surface and foul water drainage will utilise existing infrastructure where possible in order to minimise disruption; and surface water run-off across the BXC site is to be reduced by 75% of the 1:100 year return flow (+30% climate change) through the use of SuDS features at the detailed design stage. Condition 44.5 of the S73 Permission requires SUDS to be maximised across the site

and integral to the development proposals. This requirement is to be read alongside the obligation set out in Condition 1.27 of the S73 Permission which requires the submission and approval of any on and/or off site foul and surface water drainage works for each phase, sub-phase, plot or any other construction site, including details of the SuDS to be implemented.

- 6.85 As described within the submitted Drainage Statement, the proposed development incorporates SuDS features in the form of tree pits and filter drains in order to maximise source control and reduce reliance on attenuation storage. The Applicant has suggested that additional SuDS could be incorporated but are not anticipated to provide significant storage volumes. The LPA expect the exploration of additional SuDS features to be considered as part of the Applicant's application pursuant to Condition 1.27 of the S73 Permission. As such, surface water drainage from the development would be attenuated within a below ground tank (located beneath the MUGA surface) before being discharged to Thames Water's existing infrastructure. It is noted that Thames Water have raised no objection to the RMA in respect of both foul and surface water infrastructure capacity.
- 6.86 As summarised in paragraph 5.26 of this report, the Lead Local Flood Authority (LLFA) have reviewed the RMA and its supporting Drainage Statement and find the proposals acceptable. The LLFA also set out the information that is required in respect of the proposed SuDS, including a SuDS layout plan, hydraulic design calculations, and construction phasing plan. In view of the pre-commencement obligations that already exist within the S73 Permission (Condition 1.27 alongside Condition 44.5), it agreed that the LLFA's specified requirements form the subject of an informative on any Reserved Matters Approval for this application.
- 6.87 Condition 44.9 of the S73 Permission prevents the infiltration of surface water drainage into the ground, unless the LPA's consent is obtained. This RMA therefore also seeks the LPA's approval in respect of this Condition given that surface water is proposed to infiltrate to the ground via diffuse infiltration through the soft landscaping and areas of permeable paving. The Applicant has assessed the potential impact to controlled waters and concludes the proposed diffuse infiltration from the school site would represent a low risk. It is noted that the Environment Agency and Affinity Water raised no objections to the proposed development, noting that there are no groundwater protection zones or other environmental constraints relative to the site.
- 6.88 Based on the details provided, the proposed drainage strategy for Plot 46 is considered to be acceptable. As aforementioned, the LPA will expect final details of drainage infrastructure, including SuDS features, to be submitted for approval under the requirements of Condition 1.27 of the S73 Permission prior to commencement of the development.

Safety and Security

- 6.89 Section 5.3 of the submitted Design Statement deals with security which has been informed by a Security Needs Assessment carried out in line with both the BREEAM assessment criteria (2011 and 2018 technical standards) and the 'Crime Prevention Through Environmental Design' principles. The Applicant has also engaged with the Metropolitan Police Design Out Crime Officer prior to submitting this RMA. To

summarise, the proposed development incorporates security-rated entrance doors, CCTV monitoring of the main and nursery entrances (including reception area), CCTV or video entry intercoms and readers to gates and vehicle entrances, access control into the MUGA, and increase in height of boundary fencing to 1.8 metres.

- 6.90 As described in paragraph 5.12 of this report, the RMA has been reviewed by the Design Out Crime Officer who is satisfied with the proposed crime prevention measures to be employed at the site and recommends that any planning permission be subject to a condition requiring the development to achieve Secure By Design (SBD) accreditation prior to occupation. The RMA has also been reviewed by the Metropolitan Police Counter Terrorism Security Adviser, who has suggested that any Reserved Matters Approval be subject to a number of conditions and informatives regarding safety and security of the proposed school development. These recommendations have been incorporated into the list of draft conditions contained within Appendix A to this report.

7. ENVIRONMENTAL IMPACT ASSESSMENT

- 7.1 The EIA procedure in the UK is directed by the Town & Country Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'), EU Directive 85/337/EEC (as amended), as well as the National Planning Practice Guidance.
- 7.2 The S73 Permission and the original 2010 Outline Permission 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 have accompanied previous Reserved Matters Applications (RMAs), Re-phasing Applications, Non-Material Amendments to the S73 Permission, and drop-in planning applications.
- 7.3 Regulation 9(2) of the EIA 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.
- 7.4 Accordingly, Table 10 (Content of the Explanatory Report within Section 6 the RDSF states that the Explanatory Report submitted alongside any RMA 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."
- 7.5 This RMA is accompanied by a combined Environmental Screening and Statement of Compliance which examines how specific environmental conditions associated with the S73 Permission have been addressed as part of the reserved matters application in order to ensure proposed development is in accordance with the BXC ES. The combined Environmental Screening and Statement of Compliance report does not, however, specifically request a Screening Opinion from the LPA.
- 7.6 The submitted Environmental Screening and Statement of Compliance (Arup, February 2021) appraises the detailed design of the proposed development against the parameter plans and RDSF that formed the basis of the EIA approved as part of the S73 Permission. The aim of this appraisal is to establish the degree to which the emerging design of the Replacement Claremont Primary School and School Green Corridor aligns to the S73 Permission; and the likelihood for any deviations identified to give rise to new or different significant environmental effects. In conclusion one deviation from the approved parameters is identified in respect of the proposed maximum width of the new school building.
- 7.7 The Applicant identifies that this deviation has the potential for effects on the topic of townscape and visual amenity only. However, when considered alongside the overall massing and scale of the proposed building (which is below the permitted maximum building and frontage height parameters), the impact of this deviation is not considered to be likely to alter the townscape or visual amenity of the area. Therefore, no new or different significant townscape or visual impacts are anticipated as a result of the

proposed development. No other environmental topics are likely to be affected by the detailed design of the proposed development. Therefore, it is also considered unlikely that the conclusions of the Cumulative Impacts assessment would change from that previously assessed within the BXC ES.

7.8 Overall, the combined Environmental Screening and Statement of Compliance concludes that the proposed development is consistent with the development that was previously assessed in the BXC ES as part of the S73 Permission. It is considered to be environmentally compliant to the S73 Permission and conforms with the approved parameter plans, development specification, planning conditions and obligations formed at the outline planning stages.

7.9 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 Environmental Screening and Statement of Compliance (Arup, February 2021) would NOT be likely to have any additional or new significant effects on the environment, in the sense intended by the EIA Regulations. Therefore, further environmental impact assessments are not considered necessary in order for the LPA to determine this RMA (21/1181/RMA) and, as such, it is NOT necessary for an Environmental Statement to be submitted this RMA.

8. EQUALITY AND DIVERSITY ISSUES

8.1 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:

- *Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
- *Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*
- *Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.”*

8.2 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.

8.3 In considering this planning application and preparing this report, Officers have had regard to the requirements of this section and have concluded that should a decision

to grant planning permission for this proposed development be taken, it would comply with the Council's statutory duty under this important legislation.

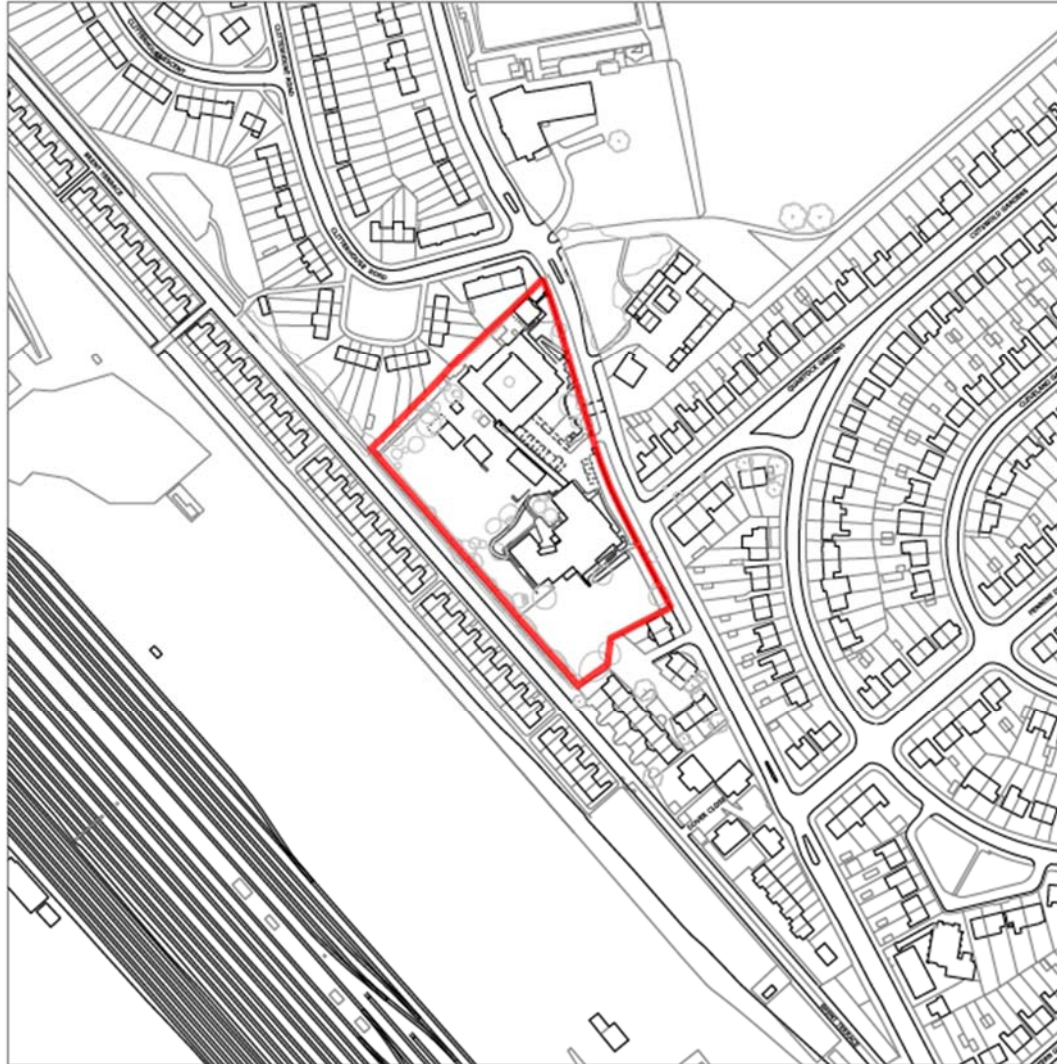
- 8.4 Plot 46 is accessible by various modes of transport, including by foot, bicycle, scooter, public transport and private car, thus providing a range of transport choices to the existing and proposed school site for all users (staff, pupils, parents/carers and visitors). This RMA is accompanied by an Access and Inclusivity Statement that suitably demonstrates that the proposed development has been designed to incorporate appropriate access into and within the site. This includes design features that address the topographical level changes across the site such as the provision of by ramped and stepped access into the main entrance off Claremont Road and ramped access to the outdoor teaching space for those with any mobility issues including wheelchair users.
- 8.5 The Developer has also engaged in pre-application discussions with the BXC Consultative Access Forum (CAF) in the lead up to submission of this RMA. The feedback and suggestions from the CAF are also set out within the aforementioned Access and Inclusivity Statement.
- 8.6 The Replacement Claremont Primary School and School Green Corridor 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.

9. CONCLUSION

- 9.1 The proposals contained within this RMA seek approval for a Replacement Claremont Primary School to be provided on Plot 46 of the BXC development and for the delivery of the School Green Corridor (GC6) as an item of Critical Infrastructure within the Phase 2 (South) (School) sub-phase of the BXC development. The reserved matters relating to layout, scale, appearance, access and landscaping have been assessed against the principles and parameters established by the S73 Permission (insofar as they relate to Plot 46, provision of a replacement Claremont Primary School and School Green Corridor GC6) and found to be in compliance with the S73 Permission for the BXC regeneration scheme. In addition to the assessment of other material considerations, the proposed development is therefore considered to be acceptable and is recommended for **APPROVAL** subject to the conditions set out in Appendix A of this report.
- 9.2 It is also noted that the proposals contained within this RMA align with the transport matters dealt with by the associated Reserved Matters Transport Report considered under LPA application ref. 21/0975/CON.

SITE LOCATION PLAN – CLAREMONT PRIMARY SCHOOL, CLAREMONT ROAD, CRICKLEWOOD, LONDON NW2 1AB

RESERVED MATTERS APPLICATION 21/1181/RMA



APPENDICES:

Appendix A: Draft Planning Conditions

Appendix B: BXC S73 Permission Pre-RMA Condition Applications

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APPENDIX A: DRAFT PLANNING CONDITIONS

RESERVED MATTERS APPLICATION IN RESPECT OF PLOT 46 (REPLACEMENT CLAREMONT PRIMARY SCHOOL) AND THE SCHOOL GREEN CORRIDOR WITHIN THE PHASE 2 (SOUTH) (SCHOOL) SUB-PHASE PURSUANT TO CONDITION 1.3(ii), CONDITION 2.1, CONDITION 14.1 AND CONDITION 44.9 ATTACHED TO PLANNING PERMISSION (REF. F/04687/13) FOR THE COMPREHENSIVE MIXED USE REDEVELOPMENT OF BRENT CROSS CRICKLEWOOD AREA. THIS APPLICATION SEEKS APPROVAL OF DETAILS RELATING TO LAYOUT, SCALE, APPEARANCE, ACCESS AND LANDSCAPING FOR PLOT 46 (REPLACEMENT CLAREMONT PRIMARY SCHOOL) AND THE SCHOOL GREEN CORRIDOR COMPRISING A NEW 3-FORM ENTRY PRIMARY SCHOOL SUPPORTED BY A MULTI-USE GAMES AREA AND THE PROVISION OF A 3-METRE WIDE GREEN CORRIDOR BETWEEN BRENT TERRACE AND CLAREMONT ROAD. THIS APPLICATION IS ACCOMPANIED BY AN ENVIRONMENTAL STATEMENT OF COMPLIANCE.

DRAFT CONDITIONS:

Approved Drawings

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

BXS-B3046-PRJ001-A-DMA-DR-07-P000-XX Rev. P01	OS Site Location Plan
BXS-B3046-PRJ001-A-DMA-DR-07-E100-ZZ Rev. P01	Proposed Elevations – Sheet 01
BXS-B3046-PRJ001-A-DMA-DR-07-E101-ZZ Rev. P01	Proposed Elevations – Sheet 02
BXS-B3046-PRJ001-A-DMA-DR-07-E102-ZZ Rev. P01	Proposed Elevations – Sheet 03
BXS-B3046-PRJ001-A-DMA-DR-07-E120-ZZ Rev. P01	Proposed Site Section 01
BXS-B3046-PRJ001-A-DMA-DR-07-E121-ZZ Rev. P01	Proposed Site Section 02
BXS-B3046-PRJ001-A-DMA-DR-07-E122-ZZ Rev. P01	Proposed Site Section 03
BXS-B3046-PRJ001-A-DMA-DR-07-E123-ZZ Rev. P01	Proposed Site Section 04
BXS-B3046-PRJ001-A-DMA-DR-07-P002-XX Rev. P01	Proposed Site Plan
BXS-B3046-PRJ001-A-DMA-DR-07-P003-XX Rev. P01	Demolition Plan
BXS-B3046-PRJ001-A-DMA-DR-07-P100-GF Rev. P01	Proposed Ground Floor Plan

BXS-B3046-PRJ001-A-DMA-DR-07- P101-01 Rev. P01	Proposed First Floor Plan
BXS-B3046-PRJ001-A-DMA-DR-07- P102-02 Rev. P01	Proposed Second Floor Plan
BXS-B3046-PRJ001-A-DMA-DR-07- P103-RL Rev. P01	Roof Plan
BXS-B3046-PRJ001-A-DMA-DR-07- S100-ZZ Rev. P01	Proposed GA Sections 01 & 02
BXS-B3046-PRJ001-A-DMA-DR-07- S101-ZZ Rev. P01	Proposed GA Sections – Sheet 02

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 CS NPPF, CS1, CS4 and CS5 of the Barnet Local Plan Core Strategy DPD (2012), Policy DM01 and DM02 of the Barnet Local Plan Development Management Policies DPD (2012), and the London Plan (2021).

Materials

2. 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 have been submitted to and approved in writing by the Local Planning Authority. Such details shall include (but not be limited to):
 - a) Fenestration details including glazing, window/door frame(s), louvres and projecting fins;
 - b) Balustrade and edge details;
 - c) Roofing materials, including roof parapets and coping;
 - d) Canopies and retractable awnings;
 - e) Typical rainwater goods (section of gutter, downpipe etc);
 - f) Sample areas of brickwork and mortar;
 - g) Material and finishes (including colour) for the external stairwell;
 - h) Details of paving and hardstanding.

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

Reason: To achieve good design and safeguard the visual amenities of the building and surrounding area in accordance with Policy CS5 of the Barnet Local Plan Core Strategy DPD (2012), saved Policies C2 and C3 of the Barnet Unitary Development Plan (2006), and Policy D4 of the London Plan (2021).

Landscaping and Biodiversity

3. With the exception of any works necessary to demolish existing buildings, no development shall commence unless and until a detailed Landscape Planting Scheme has been submitted to and approved in writing by the Local Planning Authority. The Landscape Planting Scheme shall include (but is not limited to):
- a. A plan(s) showing the location of all trees, shrubs and herbaceous plants to be provided within the site;
 - b. Details of all species, the size and quantity/density of trees to be planted;
 - c. Details of all species, the size and quantity/density of shrubs and herbaceous plants to be planted;
 - d. A detailed hard landscaping plan; and
 - e. Species mix to be provided within the green roof.

The Landscape Planting Scheme shall be implemented as approved and maintained throughout the lifetime of the development in accordance with the Landscape and Ecology Management Plan approved pursuant to Condition 27.9 of planning permission F/04687/13 in respect of Plot 46 of the Brent Cross Cricklewood regeneration scheme.

Reason: to ensure delivery of a net biodiversity gain in accordance with Policy G6 of the London Plan (2021) and the NPPF.

4. With the exception of any works necessary to demolish existing buildings, no development shall commence unless and until a detailed Landscaping Works Programme has been submitted to and approved in writing by the Local Planning Authority. This programme shall include timescales and details of the commencement through to completion of the Landscape Planting Scheme approved pursuant to Condition 3 of this Reserved Matters Approval. Thereafter the Landscaping Works Programme shall be implemented in accordance with the approved details.

Reason: to ensure the timely implementation of Landscaping Works and to achieve a net gain in biodiversity in accordance with Policy G6 of the London Plan (2021) and the NPPF.

5. Prior to the erection of any external lighting, details of all lighting to be provided within the Site (including a lighting location plan, technical specifications, Lux levels, direction of lighting and any measures to prevent light spill) shall be submitted to and approved in writing by the Local Planning Authority. The external lighting shall be implemented as approved and no additional external lighting or floodlighting shall be erected or otherwise provided at the site.

Reason: to ensure the development does not cause any significant harm to protected species and other species sensitive to artificial light sources in accordance with Policy G6 of the London Plan (2021).

6. The clearance of any continuous scrub or introduced shrub vegetation shall only be carried out between April to October (inclusive) using only hand tools and in accordance with the method prescribed by the *'Replacement Claremont Primary School – Preliminary Ecological Appraisal'* (The Ecology Consultancy, dated 13 January 2021, ref. 9456, version 4.0).

Reason: to ensure all species of reptiles are protected from being killed or injured as a result of the development in accordance with the Wildlife and Countryside Act 1981 (as amended).

7. Any tree and vegetation clearance and the demolition of any building carried out during the bird breeding season (March to August (inclusive)) shall be first subject to an inspection from a suitably qualified ecologist within 48-hours of the start of the clearance and/or demolition works to confirm the absence of any active bird nests. Where any active bird nests are found to be present a suitable buffer or habitat around it shall be established and maintained until a suitably qualified ecologist has confirmed that the young birds have left the nest.

Reason: to ensure the protection of birds and their nests in accordance with the Wildlife and Countryside Act 1981 (as amended).

8. Prior to the installation of any new or replacement boundary treatments (including access gates), details of those boundary treatments to be installed shall be first submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented and maintained throughout the lifetime of the development in accordance with the approved details.

Reason: to ensure the development satisfies Secured By Design requirements and to protect the visual amenity of nearby sensitive uses and occupants in accordance with Policies CS5 and CS12 of the Barnet Local Plan Core Strategy DPD (2012), Policy D11 of the London Plan (2021) and saved Policy C2 of the Barnet Unitary Development Plan (2006)

9. Prior to the first occupation of the development, details of the noise attenuation fencing to be erected at the southern end of the Multi-Use Games Area shall be submitted to and approved in writing by the Local Planning Authority. The noise attenuation fencing shall thereafter be implemented as approved and maintained for the lifetime of the development in a suitable condition to ensure it continues to be effective for acoustic attenuation purposes.

Reason: to protect the amenity of nearby sensitive uses and their occupants from any adverse impact arising from noise from the development in accordance with saved Policy C3 of the Barnet Unitary Development Plan (2006) and Policy D14 of the London Plan (2021).

Servicing and Delivery

10. Prior to the first occupation of the development, a Delivery Service Plan shall be submitted to and approved in writing by the Local Planning Authority. This Delivery Service Plan shall align with the Brent Cross Cricklewood Framework Servicing and Delivery Strategy approved pursuant to Condition 1.21 of planning permission F04687/13 and the Brent Cross South: Phase 2 (South) Servicing and Delivery Strategy (Steer, October 2020) approved pursuant to Condition 1.22 of planning permission F04687/13 in respect of the Phase 2 (South) (School) sub-phase of the Brent Cross Cricklewood regeneration scheme.

Reason: to ensure the development is provided with the infrastructure necessary to ensure that servicing and deliveries to the development can be achieved as far as reasonably practicable by sustainable transport methods in the interests of avoiding unnecessary transport emissions and congestion in accordance with Policy CS13 of the Barnet Local Plan Core Strategy DPD (2012) and Policy SI1 of the London Plan (2021).

Safety and Security

11. Prior to the first occupation of the development a report demonstrating compliance with the Secured By Design standards (or any superseding accreditation) shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented and maintained in accordance with the approved details for the lifetime of the development.

Reason: to ensure the site benefits from appropriate Secured by Design features in the interest of safety and amenity of the occupants of the site in accordance with Policies CS5 and CS12 of the Barnet Local Plan Core Strategy DPD (2012) and Policy D11 of the London Plan (2021).

12. Prior to internal fit out of the new school buildings a Security Measures Scheme shall be submitted to and approved in writing by the Local Planning Authority. The Security Measures Scheme shall include (but is not limited to) the following details:
- a. An appropriate electronic access control system and operating procedure capable of securing the school;
 - b. Any additional security measures to be provided to the Nursery Entrance and Nursery Classrooms;
 - c. Details of measures to be provided to any internal glazing to obscure the view into the classrooms during an unlawful incursion only;
 - d. Details of locks to be provided to the internal doors; and
 - e. Details of blinds to be provided to external ground floor glazing to obscure the view into the rooms during an unlawful incursion only.

The Security Measures Scheme shall thereafter be implemented as approved and maintained throughout the lifetime of the development.

Reason: to protect pupils, staff and visitors using the school in the event of an unlawful incursion including a Marauding Terrorist Threat (MTA) at the premises or nearby in accordance with Policies CS5 and CS12 of the Barnet Local Plan Core Strategy DPD (2012) and Policy D11 of the London Plan (2021).

13. External sliding doors at both the Main and Nursery entrances shall meet the BSI PAS 24 specification and internal doors shall be fitted with a security access control system to ensure the ability for those doors to be opened and closed separately to create an airlock.

Reason: to protect pupils, staff and visitors using the school in the event of an unlawful incursion including a Marauding Terrorist Threat (MTA) at the premises or nearby in accordance with Policies CS5 and CS12 of the Barnet Local Plan Core Strategy DPD (2012) and Policy D11 of the London Plan (2021).

14. The Additional Resource Provision (ARP) entrance shall be secured by a BSI PAS 24 door.

Reason: to protect pupils, staff and visitors using the school in the event of an unlawful incursion including a Marauding Terrorist Threat (MTA) at the premises or nearby in accordance with Policies CS5 and CS12 of the Barnet Local Plan Core Strategy DPD (2012) and Policy D11 of the London Plan (2021).

15. A personal address (PA) system shall be installed allowing messages to be relayed to the school. The control mechanism for the PA system shall be secured in a cabinet/cage that meets the LPS 1175 Security Rating (SR) specification.

Reason: to protect pupils, staff and visitors using the school in the event of an unlawful incursion including a Marauding Terrorist Threat (MTA) at the premises or nearby in accordance with Policies CS5 and CS12 of the Barnet Local Plan Core Strategy DPD (2012) and Policy D11 of the London Plan (2021).

INFORMATIVES:

Development Definition

1. The term 'development' in the conditions attached to this decision shall be taken to mean the development permitted by this consent.

Environmental Impact Assessment

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 Local Planning Authority 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 Local Planning Authority therefore remains adequate to assess the environmental effects of the development and has been taken into consideration in this decision.

Sustainable Urban Drainage Scheme (SuDS)

3. In relation to any future application to discharge Conditions 1.27 and 44.5 of planning permission F/04687/13 dated 23/07/2014 in respect of Plot 46 (Replacement Claremont Primary School) and the School Green Corridor, the following details are required to be submitted:
 - (i) 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.
 - (ii) The existing surface water runoff rates from the site including supporting calculations used to determine the rates.
 - (iii) Details of the existing and proposed impermeable areas are required (site plans and values).
 - (iv) 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).
 - (v) 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).
 - (vi) 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.

- (vii) 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.
- (viii) Details of the SuDS construction phasing; and,
- (ix) 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.

Landscaping

4. Tree and shrub species selected for landscaping/replacement planting provide long term resilience to pest, diseases and climate change. The diverse range of species and variety will help prevent rapid spread of any disease. In addition to this, all trees, shrubs and herbaceous plants must adhere to basic bio-security measures to prevent accidental release of pest and diseases and must follow the guidelines below.

‘An overarching recommendation is to follow BS 8545: Trees: From Nursery to independence in the Landscape. Recommendations and that in the interest of Bio-security, trees should not be imported directly from European suppliers and planted straight into the field, but spend a full growing season in a British nursery to ensure plant health and non-infection by foreign pests or disease. This is the appropriate measure to address the introduction of diseases such as Oak Processionary Moth and Chalara of Ash. All trees to be planted must have been held in quarantine.’

School Travel Plan

5. Any School Travel Plan submitted pursuant to the requirements of Condition 39.5 of planning permission F/04687/13 dated 23/07/2014 in respect of Plot 46 (Replacement Claremont Primary School) is required to include the following details and satisfy the following expectations:
 - (i) A full School Travel Plan (STP) that meets the requirements of the TFL booklet ‘What a School Travel Plan should contain’;
 - (ii) Details of consultation with staff, pupils, parents/carers, Governors, residents and other stakeholders;
 - (iii) A commitment to complete an annual hands up survey with pupils and staff and to review and revise the STP accordingly;
 - (iv) A STP Champion shall be appointed at least 3 months prior to occupation and remain in position for the life span of the STP; and
 - (v) The STP shall achieve at least Bronze level TfL STARS (Sustainable Travel,; Active, Responsible, Safe) after the 1st year, Silver after the 2nd year and Gold after the 3rd year and maintained thereafter for the duration of the travel plan.

Bat Survey

6. The Applicant is reminded of the obligation set out in Condition 27.14 of planning permission F/04687/13 dated 23/07/2014 which requires an inspection of any buildings to be demolished or trees to be felled no more than 18 months prior to that demolition or felling. Therefore, should the demolition of existing buildings or felling of existing trees within the site not commence by or before 28th January 2022 (being 18 months from the date of the bat surveys carried out on 9th and 28th July 2020 and as reported within the *'Replacement Claremont Primary School – Preliminary Roost Assessment & Bat Surveys'* (The Ecology Consultancy, dated 14 January 2021, ref. 9456.1, version 3.0), the Applicant will be required to carry out further inspections and/or bat surveys.

Additional Security Measures

7. In addition to the requirements specified by the Conditions of this Reserved Matters Approval, the Applicant should consider the inclusion additional security measures within the detailed design of the development, including: (1) provision of a full height laminate glazed panel or other method of separation to create a physical barrier between staff and visitors at the main Reception Desk; and (2) ensuring the provision of a clear and unobstructed view of the external areas outside of the lobbies in addition to the lobbies themselves from the office and reception areas.

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APPENDIX B

Pre-Reserved Matters Application ('Pre-RMA') Condition Applications relevant to Phase 2 (South) (School) Sub-Phase and the RMA for Plot 46 (Replacement Claremont Primary School) and School Green Corridor GC6

Condition Number	Description	Reference	Status
1.9	Submission of details pursuant to Condition 1.9 (Construction Consolidation Centre Feasibility Study) in relation to Phase 2 (South) (Plots), Phase 2 (South) (School), Phase 2 (South) (Thameslink Station Approach) and Phase 2 (South) (Thameslink Station Eastern Entrance) sub-phases of planning permission F/4687/13 dated 23/07/2014	20/2951/CON	APPROVED
1.13	Submission of details pursuant to Condition 1.13 (Affordable Housing Viability Testing Report) in relation Phase 2 (South) (Plots), Phase 2 (South) (School), Phase 2 (South) (Thameslink Station Approach) sub-phases of planning permission F/04687/13 dated 23/07/14	20/4789/CON	APPROVED
1.17	Submission of details pursuant to Condition 1.17 (Illustrative Reconciliation Plan) in relation to Phase 2 (South) (Plots), Phase 2 (South) (School), Phase 2 (South) (Thameslink Station Approach), Phase 2 (South) (Thameslink Station Eastern Entrance) sub-phases of planning permission F/04687/13 dated 23/07/14	20/5127/CON	APPROVED
1.22	Submission of details for Condition 1.22 (Servicing and Delivery Strategy) in relation to Phase 2 (South) (Plots), Phase 2 (South) (School), Phase 2 (South) (Thameslink Station Approach), Phase 2 (South) (Thameslink Station Eastern Entrance) sub-phases 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) in relation to Phase 2 (South) (Plots), Phase 2 (South) (School), Phase 2 (South) (Thameslink Station Approach), Phase 2 (South) (Thameslink Station Eastern Entrance) sub-phases of planning permission F/04687/13 dated 23/07/14	20/4805/CON	APPROVED

7.1	Submission of details for Condition 7.1 (Estate Management Framework) in relation to Phase 2 (South) (Plots), Phase 2 (South) (School), Phase 2 (South) (Thameslink Station Approach) and Phase 2 (South) (Thameslink Station Eastern Entrance) sub-phases of planning permission F/04687/13 dated 23/07/14	20/4481/CON	Under Consideration
10.1	Submission of details pursuant to Condition 10.1 (Employment and Skills Action Plan) in relation to Phase 2 (South) (Plots), Phase 2 (South) (School), Phase 2 (South) (Thameslink Station Approach) and Phase 2 (South) (Thameslink Station Eastern Entrance) sub-phases of planning permission F/04687/13 dated 23/07/14	20/4480/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) (Thameslink Station Approach) sub-phases 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) (School) sub-phase of planning permission F/04687/13 dated 23/07/14.	21/0974/CON	APPROVED
27.2	Submission of details for Condition 27.2 (Arboricultural Methods Statement) in relation to Phase 2 (South) (School) sub-phase of planning permission F/04687/13 dated 23/07/14.	21/0974/CON	APPROVED
31.1	Submission of details pursuant to Condition 31.1 (Remediation Zones and Sub-Zones) in relation to Phase 2 (South) (Plots), Phase 2 (South) (School), Phase 2 (South) (Station Approach) and Phase 2 (South) (Thameslink Station Eastern Entrance) sub-phases.	20/2949/CON	APPROVED
33.3	Submission of details pursuant to Condition 33.3 (Telecommunications Statement) in relation to Phase 2 (South) (Plots), Phase 2 (South) (School), Phase 2 (South) (Station Approach) and Phase 2 (South) (Thameslink Station Eastern Entrance) sub-phases of planning permission F/04687/13 dated 23/07/14	20/4482/CON	APPROVED
37.2	Submission of details pursuant to Condition 37.2 (Phase Transport Report) in relation to Phase 2 (South) (Plots), Phase 2 (South) (School), Phase 2 (South) (Station Approach) and Phase 2 (South) (Thameslink Station Eastern Entrance) sub-phases of planning permission F/04687/13 dated 23/07/14.	20/4811/CON	APPROVED

37.5	Submission of details pursuant to Condition 37.5 (Reserved Matters Transport Report) in relation to Plot 46 (Phase 2 (South) (School) sub-phase) of planning permission F/04687/13 dated 23/07/14.	21/0975/CON	Under Consideration
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LOCATION: Former Homebase Site
Rookery Way
The Hyde
London
NW9 6SS

AGENDA ITEM 9

REFERENCE: 20/6153/NMA

Received: 21.12.2020

Accepted: 21.12.2020

WARD: Colindale

Expiry: 18.01.2021

APPLICANT: L&Q

PROPOSAL: Deed of variation – Former Homebase Site

Background

This report relates to the need to vary a S106 agreement pertaining to application: H/05828/14 dated 30/10/14 between the developer and local planning authority.

Application H/05828/14 allows for the following development:

“Demolition of the existing buildings, and the erection of eight blocks of apartments of 6-8 storeys with a building of 14 storeys adjacent to The Hyde (the A5, Edgware Road) and three terraced blocks comprising housing and duplex apartments, providing 386 residential units (Class C3), 936sqm of Class B1 (Business Hub), 97sqm of Class A3 use (Cafe), 295sqm of Class D1 use and 96sqm of Class D2 use. Associated car and cycle parking, storage and plant space located at basement level with private and shared residential external amenity space and landscaping.”

The s106 secures, amongst other things, 20% of the housing as affordable as well as off site highway works. The current landowners L&Q purchased the site with planning permission in 2015 and subsequently submitted a Unilateral Undertaking in 2018 which secured the conversion of 96 x private sale homes to affordable homes, taking the overall affordable housing provision from 20% to 45%.

The current deed of variation seeks to amend the affordable housing provisions, unit mix and highway works secured

The reason for the amendments is due to technical and constructional issues that have arisen during the construction programme.

Legal Basis

Government guidance suggests that:

Planning obligations can be renegotiated at any point, where the local planning authority and developer wish to do so. Where there is no agreement to voluntarily renegotiate, and the planning obligation predates April 2010 or is over 5 years old, an application may be made to the local planning authority to change the obligation where it “no longer serves a useful purpose” or would continue to serve a useful purpose in a modified way (see section 106A of the Town and Country Planning Act 1990).

Paragraph: 009 Reference ID: 23b-009-20160519

In practice there is no set process for varying a S106 by agreement. S106 agreements are normally varied when a later planning permission is granted which varies the original planning approval resulting in the need to revise the original S106; in this current situation there is no revised planning application requiring a revision to the original S106, however, there is a need to revise the plans simply to correct discrepancies between plans in the original deed and to ensure all plans correspond. Therefore the requirement is to vary the agreement by agreement between all parties against whom the S106 would be enforceable against. In this case the deed of variation needs to be made between The Mayor and Burgesses of the London Borough of Barnet and L&Q.

Proposed Changes

In implementing the consent, technical design development revealed a number of scheme-wide issues with the planning approved design, including inadequate area assigned to stairs, lift cores, risers, utility cupboards, balconies and structural zones on planning drawings.

As a result, the minimum space standards for homes could not be achieved within the approved building footprint and the approved unit mix is not deliverable within the approved building envelope.

In order to rectify this and ensure that each unit meets the minimum standard, the current application seeks to amend the unit mix as follows:

Market Sale

Proposed - 15 x Studio (+ 3 on approved);
80 x 1 bedroom (-9 on approved);
57 x 2 bedroom (-9 on approved);
6 x 3 bedroom (-35 on approved) –

158 x units in total (-55 on approved)

Intermediate (previously Shared Ownership)

Proposed - 7 x Studio (-10 on approved);

68 x 1 bedroom (+ 9 on approved);

88 x 2 bedroom (+ 37 on approved);

6 x 3 bedroom (-4 on approved) –

169 units in total (+ 32 on approved).

Affordable Rent

Proposed - 8 x 1 bedroom,

16 x 2 bedroom

31 x 3 bedroom (+18 on approved);

5 x 4 bedroom (+ 5 on approved) –

60 in total (+23 on approved).

It is the intention for this deed of variation to the S106 to be executed in order to reconcile the amended unit mix with the legal agreement. As part of the deed of variation, the affordable housing delivery schedule will also be amended and the time limit on the delivery of the affordable housing extended to recognise the construction difficulties identified and the need to amend the floorplans/unit mix.

Also included within the DoV will be changes to the clauses relating to the Highway Works. The scope of the proposed highway works is as follows:

Phase 1

- Rookery Way: resurfacing of asphalt footway (including across existing private access), new vehicle crossovers, and relocation of gully.
- Edware Road: Reinstatement of back edge of existing footway/edging replacement which bounds development.

Phase 2

- Rushgrove Avenue Junction - Through lanes narrowed to 3.25m which allows for HGVs that use the A5; a 2.5m wide right turn bay (this is the minimum width); a 3m wide bus lane (minimum width and as per existing); totalling 12m width. Box junction markings for southbound are added to keep the junction clear for right turning traffic onto Rushgrove. The footway to be widened into the grass area adjacent to retain the 2.0m width a right-hand turn from the A5 road.

The currently approved Shared Ownership units would be expanded to cover all elements of intermediate housing to allow flexibility in the delivery of the intermediate housing which could best respond to local needs.

Assessment:

The proposed changes to the unit and tenure mix are necessary due to the issues identified in the preceding section of this report. The approved unit mix could not be implemented whilst ensuring that minimum space standards are adhered to. The Council would not accept sub-standard residential accommodation and as such it is accepted that alterations to the unit mix are justified.

The proposed mix would result in additional affordable housing and an increase in 3 bedroom units within the affordable rented element. The changes would not result in any net increase in unit numbers and officers consider that the proposed changes are acceptable

As well as the unit mix amendments the additional changes to the affordable housing delivery, the definition of the intermediate housing and the S278 schedule are considered to be acceptable and would respond directly to the difficulties encountered during the construction process and/or would allow for the timely delivery of the remainder of the site.

In respect of the S278 works, these works represent the scope of works that has been agreed with the Council's Highways team and will replace the previously generic requirements.

Equalities and Diversity Issues

The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in the Council's Equality Scheme and also support the Council in meeting its statutory equality responsibilities.

Recommendation

That all parties to the agreement 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, with the final wording of the s106 deed of variation to be delegated to the Service Director, Planning and Building Control: