

MEETING

STRATEGIC PLANNING COMMITTEE

DATE AND TIME

THURSDAY 9TH SEPTEMBER, 2021

AT 6.00 PM

VENUE

HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ

TO: MEMBERS OF STRATEGIC PLANNING COMMITTEE (Quorum 3)

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

Councillors

Golnar Bokaei	Julian Teare	Claire Farrier
Mark Shooter	Reuben Thompstone	Laurie Williams
Stephen Sowerby	Tim Roberts	Nagus Narenthira
		Jess Brayne

Substitute Members

Councillor Sarah Wardle	Councillor Thomas Smith	Councillor Daniel Thomas
Councillor John Marshall	Councillor Helene Richman	Councillor Gill Sargeant
Councillor Reema Patel	Councillor Anne Hutton	Councillor Gabriel Rozenberg

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

Andrew Charlwood – Head of Governance

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

Media Relations Contact: Tristan Garrick 020 8359 2454

ASSURANCE GROUP

Two paper copies of the agenda only will be available at the meeting for members of the public. If needed, attendees are requested to print any specific agenda report(s). Committee Agendas are available here: barnet.moderngov.co.uk/uuCoverPage.aspx?bcr=1

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

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the last meeting	5 - 6
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 - 20/6277/FUL (Colindale)	7 - 140
7.	B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES - 20/3564/OUT (Childs Hill)	141 - 236
8.	Blocks 7- 9 Chandos Way And Blocks 1 To 6 Britten Close London NW11 7HW - 21/3001/PNV (Garden Suburb)	237 - 256
9.	Formal Adjoining Borough Consultation from LB of Enfield - Land Adjacent to Cockfosters Underground Station, Cockfosters Road, Barnet EN4 0DZ The item is for information and Members are welcome to express their views on this item.	257 - 262
10.	Any item(s) that the Chairman decides are urgent	

FACILITIES FOR PEOPLE WITH DISABILITIES

Hendon Town Hall has access for wheelchair users including lifts and toilets. If you wish to let us know in advance that you will be attending the meeting, please telephone StrategicPlanning.Committee@barnet.gov.uk. People with hearing difficulties who have a text phone, may telephone our minicom number on 020 8203 8942. All of our Committee Rooms also have induction loops.

FIRE/EMERGENCY EVACUATION PROCEDURE

If the fire alarm sounds continuously, or if you are instructed to do so, you must leave the

building by the nearest available exit. You will be directed to the nearest exit by uniformed custodians. It is vital you follow their instructions.

You should proceed calmly; do not run and do not use the lifts.

Do not stop to collect personal belongings

Once you are outside, please do not wait immediately next to the building, but move some distance away and await further instructions.

Do not re-enter the building until told to do so.

This page is intentionally left blank

Decisions of the Strategic Planning Committee

19 July 2021

Members Present:-
Councillor Eva Greenspan (Chairman)
Councillor Melvin Cohen (Vice-Chairman)

AGENDA ITEM 1

Councillor Golnar Bokaei	Councillor Tim Roberts
Councillor Thomas Smith	Councillor Anne Hutton
Councillor Helene Richman	Councillor Laurie Williams
Councillor Julian Teare	Councillor Nagus Narenthira
Councillor Reuben Thompstone	Councillor Jess Brayne

Apologies for Absence

Councillor Mark Shooter	Councillor Claire Farrier
Councillor Stephen Sowerby	

1. MINUTES OF THE LAST MEETING

RESOLVED that the minutes of the meeting held on 17 June 2021, be agreed as a correct record.

2. ABSENCE OF MEMBERS

Apologies were received from Councillor Sowerby, substituted by Councillor Richman.
Apologies were received from Councillor Shooter, substituted by Councillor Smith.
Apologies were received from Claire Farrier, substituted by Councillor Hutton.

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

None.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. ADDENDUM (IF APPLICABLE)

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

6. HIPPODROME, NORTH END ROAD, LONDON, NW11 7RP - 20/2988/FUL

The Committee received the report and addendum.

Representations were heard from Paul Mew (objector), Tamara Joseph (Supporter), Councillor Clarke and the applicant.

Following discussion of the item, it was moved by the Chairman and seconded by Councillor Melvin Cohen that application be deferred, for detailed plans relating to the application to be brought back to the committee for consideration.

Votes on the motion to defer were recorded as follows:

For	6
Against	5
Abstained	1

RESOLVED that the application be deferred, in order for the detail of the following plans to be brought back to committee, Parking and traffic management plan, crowd control plan and noise management plan.

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

None.

8. MOTION TO EXCLUDE THE PRESS AND PUBLIC

The Chairman seconded by Councillor Thomas Smith moved a motion to exclude the press and public.

9. EXEMPT - PLANNING APPEAL REPORT

The recommendations in the exempt report were noted and agreed.

The meeting finished at 8.15pm

The officer report and minutes of the 17th June 2021 Strategic Planning Committee are included as Appendix D and E.

Members subsequently voted for deferral of the application to allow the applicant to the 17th June 2021 Strategic Planning Committee.

The applicant has subsequently worked with Planning and Design Officers to revise the scheme in light of the matters raised by Members. The applicant subsequently submitted revised planning drawings on the 4th August 2021 to address the issues leading to the Committee deferral. The amendments to the proposed development comprise the following:

“Amendments to the design of the proposed development in relation to form, roofscape and appearance.”

The revised drawings were accompanied by a Design and Access Statement Addendum. The amendments are summarised as:

- Amplification of character areas achieved by adding a wider variety of architectural articulation across the scheme. Recognisable architectural features which function as markers through-out the scheme have been utilised to further facilitate wayfinding throughout the new neighbourhood. The 2 main areas of focus were around varying the roofline and adding an additional layer of richness and variety to the facades, specifically at the lower levels where residential entrances are celebrated.
- More specifically:
 - Across the scheme changes to parapet lines on the blocks and the addition and orientation of pitched roofs to the houses, which visually emphasize the gateway and marker elements along key vistas.
 - Along Clayton Field changes to roof profiles serve to enforce the gateway moments and marker buildings along the street. The formal grid of windows and brick detailing has been enhanced by grouping windows with textured brickwork or recessed panels in the vertical or horizontal plane.
 - Throughout the Through Streets changes to roof profiles and grouping windows vertically with brick detailing serve to enforce the gateway moments and marker buildings along the street. Directional horizontal banding has been added to emphasize the connections the Through Streets make and assist wayfinding. Textured brickwork has been used to mark entrances and emphasize the ground floor datum.
 - Around the Urban Square changes to roof profiles serve to enforce the gateway moments and marker buildings around the square and lead people into the space. The vertical grid frame on the taller buildings has been maintained but adjusted slightly at the top to help draw the eye down street. Vertical grouping of windows on other buildings echo this detail and emphasize the character of the space.
 - Within the courtyards recessed panels and textured brickwork have been introduced to echo the street or park facing edge to the buildings,

but still maintaining a simpler treatment to encourage focus towards the courtyard landscape.

- Along the Green Spine changes to roof profiles and parapet brick detailing serve to enforce the gateway moments and marker buildings and compliment the variation in building heights. Detailing to the entrances has been enhanced to emphasise these elements.
- Around the Neighbourhood Gardens changes to roof profiles and orientation of some of the houses, with additional brick detailing, serve to enforce the gateway moments and marker buildings and improve wayfinding. Parallel roof ridges lead pedestrians to the neighbourhood square where gable-end roof pitches frame the space as a focal point of the area.
- Around communal entrances detailing has been extended up to first floor level where textured brickwork or recesses have been used to in response to the character area to further highlight the entrance and assist way-finding.
- For ground floor dwelling entrances further brick detailing has been used to tie the elements of an individual home together to further delineate it and emphasize the rhythm along street elevations

Consultation

Local residents were re-consulted on the amendments to the planning application by letter on 6th August 2021.

As a result of the re-consultation, a total of 39 responses have been received, 19 in support and 20 in objection to the scheme.

In addition to this a letter of support has been received from the Douglas Bader Park Residents Associations including 78 letters of support signed by individual residents on the estate.

A petition of support was also received signed by 27 persons.

The comments received from members of the public have been summarised as follows:

Summary of main points raised by members of the public in support of the scheme.

The existing homes on the site are of a low quality and there are on-going maintenance issues that cannot be resolved without regeneration.

There are existing security issues and anti-social behaviour which will be improved through redevelopment.

The provision of new high-quality homes, which are larger than the existing homes.

A new unit mix to better meet the needs of existing larger families.

Improved open and green spaces for residents and their families.

Summary of main points raised by members of the public in objecting to the scheme.

Overcrowding and density issues.

Proposed amendments do not address concerns previously expressed regarding the proposed excessive density of the scheme.

Loss of Light to adjoining properties.

Insufficient car parking proposed will add to parking difficulties in the area.

Increased traffic.
Removal of existing trees.
Impact on existing infrastructure and environment.
Private only roof terraces.
Requirement to live in temporary accommodation.
Height and massing not comparable with context.
Lack of uplift of affordable units.

National Planning Policy Framework (NPPF) 2021

Since the application was validated in January 2021, there have been revisions to the NPPF published in July 2021. These revisions focus on sustainability principles and policies aimed at improving design, the environment and to mitigate climate change. The proposed development has been reviewed with these changes in mind and officers are satisfied that the application continues to comply with the NPPF.

Officer Comment

The comments received both in support and in objection to the scheme have been taking into account in relation to this recommendation. It is noted that the majority of the comments made both in support and in objection to the proposal were also raised in relation to the original consultation which was addressed in depth in the previous officer report to the 1st June 2021 which is appended as Appendix A and as such are not repeated in this Addendum Report.

Conclusion

The amendments which have been made to the scheme can more be a considered as a design evolution and development rather than a fundamental redesign of the scheme. This approach is considered appropriate in the context of a major housing regeneration scheme where it is not possible to fundamentally alter the scale of the development without prejudicing the delivery of the project as a whole.

The design alterations all improve the design and appearance of the proposal, adding pitched roofs where appropriate and add more articulation and variation to individual buildings, blocks and spaces resulting in a visually appropriate form of development which accords with the provisions of the revised NPPF, London Plan 2021 and local plan policy, both adopted and emerging. It is considered therefore that the reason for deferral has now been satisfied and that the amendments which have been submitted demonstrate to the Council's satisfaction that the proposal would provide a high quality design and appropriate form of development that respects and the local context and pattern of development that would enhance the character and appearance of the surrounding area.

As such the Officer Recommendation is to **APPROVE** the application subject to the below resolutions:

RECOMMENDATION

Recommendation 1

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

Recommendation 2

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

Heads of Terms

(a) Legal Professional Costs Recovery
Paying the Council's legal and professional costs of preparing the Agreement and any other enabling arrangements.

(b) Enforceability
All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority.

(c) Affordable housing

40% affordable housing by units across the whole development by habitable room (272 units in total) on the basis of the following indicative unit mix subject to identified need:

Social Rent, London Affordable Rent and Affordable Rent (272 Units)

80 x 1 Bed

96 x 2 Bed

52 x 3 Bed

33 x 4 Bed

8 x 5 Bed

3 x 6 Bed

The Affordable Rented accommodation should not exceed 26 units

(d) Affordable Housing – Review Mechanism

Submission of an Early (if implementation is delayed), Mid and Late Stage Viability review.

(e) Delivery of Green Spine Improvements

The delivery of the identified landscaping works including play equipment in the Green spine, to a specification to be agreed with the LPA.

(f) Playspace Contribution

Payment of up to £50,640.46 towards the improvement and enhancement of Heybourne Park

(g) CAVAT Asset Value

CAVAT payment of up to £46,584.00 to compensate for the removal of Council Trees.

(h) Carbon Offset Payment

Payment towards Carbon Offset to meet mayoral zero carbon target. TBA dependent on final carbon reduction.

(i) Recruitment, employment and training

The applicant would be expected to enter into a Local Employment Agreement with the Council to provide for the following outcomes:

Apprenticeships: 35

Work Experience: 46

Progression into Employment (under 6 months): 21

Progression into Employment (over 6 months): 13

School/ College/ University Site Visits: 412

School/ College/ University Workshops: 207

Local Labour TBA

Local Suppliers TBA

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

(j) Travel Plan measures and monitoring:

Including Provision of Travel Plans covering the following:

Travel Plan – Residential –

Car Club Consideration including location if considered appropriate.

An appropriate Travel Plan Monitoring Fee would also need to be paid in relation to the above plan.

(k) Bus Contribution

TBA contribution paid by the Developer to Council to fund Bus Service Improvements (in the event that further justification is provided to comply with the Cil regulations).

(l) Colindale Tube Station Contribution

£52,540 contribution towards improvements at Colindale Tube Station.

(m) CPZ Contribution

Contribution of £40,000 towards a review of CPZ's in the vicinity of the site.

Traffic Regulation Order amendments to exclude new residents from CPZ permits

(n) Section 278 Works The applicant shall submit plans showing details of highway works to the Council for approval prior to the commencement of construction works. The final details of the proposed works to be undertaken to the existing public highways and adopted highways will be secured via a s278 agreement. These works include, but is not limited, to the following:

- Provision of footway along the site frontage to Clayton Field to help improve pedestrian amenity and safety.
- Provision of revised site access points off the public highway (Clayton Field and Field Mead) including respective changes to Traffic Orders. This may also include Stopping Up Orders.
- Review / implementation of Traffic Orders to prevent on-street servicing / loading on Clayton Field.
- A scheme to improve the layout at the site access on Clayton Field in terms of vehicle and pedestrian safety (Access Road 4). This involves changes to the pedestrian build out at the eastern side of Clayton Field.

(o) Section 106 Monitoring contribution

Monitoring Contribution TBA.

(p) All financial contributions listed above to be subject to indexation.

Recommendation 3

That subject to Recommendation 1 and upon completion of the agreement specified in Recommendation 2, the Service Director Planning & Building Control or Head of Strategic Planning to approve the planning application reference 19/5493/OUT under delegated powers, subject to the following conditions.

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 his absence the Vice-Chairman) of the Committee (who may request that such alterations,

additions or deletions be first approved by the Committee).

Conditions:

Time Limit

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

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act2004.

Approved Plans

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

Existing Site Plans

- 3430B-LB-XX-XX-DP-A-101000 Rev P1-Site location plan
- 3430B-LB-XX-XX-DP-A-102000 Rev P1-Existing Site Plan

GA Plans

- 3430B-LB-XX--01-DP-A-110000 Rev P1-Basement GA Plan
- 3430B-LB-XX-00-DP-A-110001 Rev P1-Ground Floor GA Plan
- 3430B-LB-XX-01-DP-A-110002 Rev P1-First Floor GA Plan
- 3430B-LB-XX-02-DP-A-110003 Rev P1-Second Floor GA Plan
- 3430B-LB-XX-03-DP-A-110004 Rev P1-Third Floor GA Plan
- 3430B-LB-XX-04-DP-A-110005 Rev P1-Fourth Floor GA Plan
- 3430B-LB-XX-05-DP-A-110006 Rev P1-Fifth Floor GA Plan
- 3430B-LB-XX-06-DP-A-110007 Rev P1-Sixth Floor GA Plan
- 3430B-LB-XX-07-DP-A-110008 Rev P1-Seventh Floor GA Plan
- 3430B-LB-XX-09-DP-A-110009 Rev P1-Eighth Floor GA Plan
- 3430B-LB-XX-09-DP-A-110010 Rev P2-Roof GA Plan

Site Elevations

- 3430B-LB-XX-XX-DE-A-110050 Rev P2-Site Elevations N_S
- 3430B-LB-XX-XX-DE-A-110051 Rev P2-Site Elevations E_W

Block Elevations

- 3430B-LB-1A-00-DP-A-121100 Rev P1-Block 1A - L00 01 02 03
- 3430B-LB-1BC-00-DP-A-121200 Rev P1-Block 1B_C - L00 01 02 03
- 3430B-LB-1DE-00-DP-A-121400 Rev P1-Block 1D_E - L00 01 02 03
- 3430B-LB-2ABC-00-DP-A-122100 Rev P1-Block 2A_B_C - L00
- 3430B-LB-2ABC-01-DP-A-122101 Rev P1-Block 2A_B_C - L01
- 3430B-LB-2ABC-02-DP-A-122102 Rev P1-Block 2A_B_C - L02
- 3430B-LB-2ABC-03-DP-A-122103 Rev P1-Block 2A_B_C - L03
- 3430B-LB-2ABC-04-DP-A-122104 Rev P1-Block 2A_B_C - L04
- 3430B-LB-2ABC-05-DP-A-122105 Rev P1-Block 2A_B_C - L05
- 3430B-LB-2ABC-06-DP-A-122106 Rev P1-Block 2A_B_C - L06
- 3430B-LB-2ABC-07-DP-A-122107 Rev P1-Block 2A_B_C - L07
- 3430B-LB-2ABC-08-DP-A-122108 Rev P1-Block 2A_B_C - L08
- 3430B-LB-2ABC-09-DP-A-122109 Rev P1-Block 2A_B_C - L09
- 3430B-LB-2DE-00-DP-A-122400 Rev P1-Block 2D_E - L00 01
- 3430B-LB-2DE-02-DP-A-122401 Rev P1-Block 2D_E - L02 03

- 3430B-LB-2DE-04-DP-A-122402 Rev P1-Block 2D_E - L04 05
- 3430B-LB-2DE-06-DP-A-122403 Rev P1-Block 2D_E - L06 07
- 3430B-LB-2DE-08-DP-A-122404 Rev P1-Block 2D_E - L08 09
- 3430B-LB-2FG-00-DP-A-122600 Rev P1-Block 2F_G - L00
- 3430B-LB-2FG-01-DP-A-122601 Rev P1-Block 2F_G - L01
- 3430B-LB-2FG-02-DP-A-122602 Rev P1-Block 2F_G - L02
- 3430B-LB-2FG-03-DP-A-122603 Rev P1-Block 2F_G - L03
- 3430B-LB-2FG-04-DP-A-122604 Rev P1-Block 2F_G - L04
- 3430B-LB-2FG-05-DP-A-122605 Rev P1-Block 2F_G - L05
- 3430B-LB-2FG-05-DP-A-122606 Rev P1-Block 2F_G - L06
- 3430B-LB-3A-00-DP-A-123100 Rev P1-Block 3A - L00 01 02
- 3430B-LB-3A-03-DP-A-123101 Rev P1-Block 3A - L03 04 05
- 3430B-LB-3A-06-DP-A-123102 Rev P1-Block 3A - L06 07
- 3430B-LB-3BCD-00-DP-A-123200 Rev P1-Block 3B_C_D - L00
- 3430B-LB-3BCD-01-DP-A-123201 Rev P1-Block 3B_C_D - L01
- 3430B-LB-3BCD-02-DP-A-123202 Rev P1-Block 3B_C_D - L02
- 3430B-LB-3BCD-03-DP-A-123203 Rev P1-Block 3B_C_D - L03
- 3430B-LB-3BCD-04-DP-A-123204 Rev P1-Block 3B_C_D - L04
- 3430B-LB-3BCD-05-DP-A-123205 Rev P1-Block 3B_C_D - L05
- 3430B-LB-3BCD-06-DP-A-123206 Rev P1-Block 3B_C_D - L06
- 3430B-LB-3BCD-07-DP-A-123207 Rev P1-Block 3B_C_D - L07
- 3430B-LB-3BCD-08-DP-A-123208 Rev P1-Block 3B_C_D - L08
- 3430B-LB-3EF-00-DP-A-123500 Rev P1-Block 3E_F - L00 01
- 3430B-LB-3EF-02-DP-A-123501 Rev P1-Block 3E_F - L02 03
- 3430B-LB-3EF-04-DP-A-123502 Rev P1-Block 3E_F - L04 05 06
- 3430B-LB-3EF-04-DP-A-123503 Rev P1-Block 3E_F - L07 08 09
- 3430B-LB-3GK-00-DP-A-123700 Rev P1-Block 3G_K - L00 01 02 03
- 3430B-LB-3HJ-00-DP-A-123800 Rev P1-Block 3H_J - L00 01 02 03

Elevations

- 3430B-LB-XX-XX-DE-A-130001 Rev P2-House Elevations 1A_B
- 3430B-LB-XX-XX-DE-A-130002 Rev P2-House Elevations 1C_D_E
- 3430B-LB-XX-XX-DE-A-130003 Rev P2-House Elevations 3G_H_J_K
- 3430B-LB-XX-XX-DE-A-130004 Rev P2-Block Elevations 2A_B
- 3430B-LB-XX-XX-DE-A-130005 Rev P2-Block Elevations 2A_B ctyd
- 3430B-LB-XX-XX-DE-A-130006 Rev P2-Block Elevations 2C
- 3430B-LB-XX-XX-DE-A-130007 Rev P2-Block Elevations 2D_E long
- 3430B-LB-XX-XX-DE-A-130008 Rev P2-Block Elevations 2D_E short
- 3430B-LB-XX-XX-DE-A-130009 Rev P2-Block Elevations 2F_G street
- 3430B-LB-XX-XX-DE-A-130010 Rev P2-Block Elevations 2F_G ctyd
- 3430B-LB-XX-XX-DE-A-130011 Rev P2-Block Elevations 3A
- 3430B-LB-XX-XX-DE-A-130012 Rev P2-Block Elevations 3B_C_D street
- 3430B-LB-XX-XX-DE-A-130013 Rev P2-Block Elevations 3B_C_D ctyd
- 3430B-LB-XX-XX-DE-A-130014 Rev P2-Block Elevations 3E_F

House Bay Studies

- 3430B-LB-1A-XX-XX-A-131100 Rev P2-Bay Study – Houses 1A
- 3430B-LB-1B-XX-XX-A-131101 Rev P1-Bay Study – Houses 1B
- 3430B-LB-1C-XX-XX-A-131102 Rev P2-Bay Study – Houses 1C
- 3430B-LB-1D-XX-XX-A-131103 Rev P2-Bay Study – Houses 1D
- 3430B-LB-1E-XX-XX-A-131104 Rev P2-Bay Study – Houses 1E

- 3430B-LB-3G-XX-XX-A-131105 Rev P2-Bay Study – Houses 3G
- 3430B-LB-3H-XX-XX-A-131106 Rev P2-Bay Study – Houses 3H
- 3430B-LB-3J-XX-XX-A-131107 Rev P2-Bay Study – Houses 3J
- 3430B-LB-3K-XX-XX-A-131108 Rev P2-Bay Study – Houses 3K

Block Bay Studies

- 3430B-LB-XX-XX-DS-A-131201 Rev P2-Bay Study - Block 2C Clayton Field
- 3430B-LB-XX-XX-DS-A-131202 Rev P2-Bay Study - Block 2G Clayton Field
- 3430B-LB-XX-XX-DS-A-131203 Rev P2-Bay Study – Block 3C_D Clayton Field
- 3430B-LB-XX-XX-DS-A-131204 Rev P1-Bay Study - Block 2F Through Street
- 3430B-LB-XX-XX-DS-A-131205 Rev P2-Bay Study - Block 3B Urban Sq
- 3430B-LB-XX-XX-DS-A-131206 Rev P2-Bay Study - Block 3D Courtyard
- 3430B-LB-XX-XX-DS-A-131207 Rev P2-Bay Study - Block 3EF Courtyard
- 3430B-LB-XX-XX-DS-A-131208 Rev P2-Bay Study - Block 3EF Green Spine
- 3430B-LB-XX-XX-DS-A-131210 Rev P2-Bay Study - Block 2A Through Street

Enlarged Entrances

- 3430B-LB-XX-XX-DS-A-131301 Rev P1-Enlarged Entrance - Lobby Type 1 typical
- 3430B-LB-XX-XX-DS-A-131302 Rev P2-Enlarged Entrance - Lobby Type 2 typical
- 3430B-LB-XX-XX-DS-A-131303 Rev P1-Enlarged Entrance - Lobby Type 3 typical
- 3430B-LB-XX-XX-DS-A-131304 Rev P2-Enlarged Entrance – Concierge
- 3430B-LB-XX-XX-DS-A-131305 Rev P1-Enlarged Entrance - Basement pop up
- 3430B-LB-XX-XX-DS-A-131306 Rev P1-Enlarged Entrance - Car park
- 3430B-LB-XX-XX-DS-A-131307 Rev P1-Enlarged Entrance - Maisonette, typical
- 3430B-LB-XX-XX-DS-A-131308 Rev P1-Enlarged Entrance - Flat, typical
- 3430B-LB-XX-XX-DS-A-131309 Rev P1-Enlarged Entrance - House, typical
- 3430B-LB-XX-XX-DE-A-131401 Rev P1-Balcony Types

Sections

- 3430B-LB-XX-XX-DS-A-140000 Rev P2-Block 2A_B Sections
- 3430B-LB-XX-XX-DS-A-140001 Rev P2-Block 2C Sections
- 3430B-LB-XX-XX-DS-A-140002 Rev P1-Block 2D_E Sections
- 3430B-LB-XX-XX-DS-A-140003 Rev P1-Block 2F_G Sections
- 3430B-LB-XX-XX-DS-A-140004 Rev P1-Block 3A Sections
- 3430B-LB-XX-XX-DS-A-140005 Rev P2-Block 3B_C_D Sections
- 3430B-LB-XX-XX-DS-A-140006 Rev P2-Block 3E_F Sections
- 3430B-LB-XX-XX-DS-A-141100 Rev P2-Block 1A_B_C_D_E Sections
- 3430B-LB-XX-XX-DS-A-141101 Rev P2-Block 3G_H_J_K Sections

Site Sections

- 3430B-LB-XX-XX-DS-A-140020 Rev P2-Site Sections – North South
- 3430B-LB-XX-XX-DS-A-140021 Rev P2-Site Sections – East West

Landscape Drawings

- TM452-L02A - Levels GA
- TM452-L04A - Materials GA
- TM452-L05A - Planting GA
- TM452-L08A - Tree Planting GA
- TM452-L09A - Boundaries GA
- TM452-L14A - Roof Terrace Materials and Planting GA

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

Development Plots

3. The development hereby permitted shall be carried out in accordance with the approved illustrative Development Plot Plan ref. GA Plan - Development Plots ref. 3430B-LB-XX-00-DP-A-110011 Rev P2 setting out the Development Plots and Blocks within each Development Plot. The plan may be amended from time to time to reflect changes to the Development Plots and/or Blocks of the development that were not foreseen at the date when the plan was approved, on written approval of the Local Planning Authority.

Reason:

To ensure the development proceeds in a satisfactory manner in accordance with the Barnet Local Plan (2012).

Samples of Materials

4. a) No above ground works to the relevant Block within a Development Plot shall take place until details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas, hereby approved for that Block, have been submitted to and approved in writing by the Local Planning Authority.

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

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies D1, D2, D3, D8 and D9 of the London Plan 2021.

Levels

5. a) No development of a Block within a Development Plot shall take place until details of the level(s) of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s) and any other changes proposed in the levels of that Block have been submitted to and approved in writing by the Local Planning Authority.
- b) The development shall thereafter be implemented in accordance with the details as approved under this condition and retained as such thereafter.

Reason: To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies D1, D2, D3, D8 and G7 of the London Plan 2021..

Construction Environment Management Plan

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

- x. details of a community liaison contact for the duration of all works associated with the development.

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

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

Reason: In the interests of highway safety, noise and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies SI1, SI2, T4, T7 and D14 of the London Plan 2021.

- 7. No construction work in relation to the development hereby approved shall be carried out on the site at any time on Sundays, Bank or Public Holidays, before 8.00am or after 1.00pm on Saturdays, or before 8.00am or after 6.00pm on any other days unless in accordance with previously agreed emergency procedures for deviation.

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

- 8. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance.

Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority.

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

Reasons: In the interest of good air quality in accordance with Policies T7, SI1 and SI2 of the London Plan 2021.

Air Quality

- 9. The approved mitigation measures as set out in the Air Quality Assessment by RSK Environment Ltd dated December 2020 shall be implemented for each block within that Development Plot in accordance with details approved under this

condition before the relevant Block is first occupied and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and policy SI 1 of the London Plan 2021.

Contaminated Land

10. Part 1:

Before site works relating to each Block within a Development Plot 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 in relation to that Development Plot. 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 for approval to the Local Planning Authority.
- b) If the desktop study and Conceptual Model indicate any risk of harm to a Block within a Development Plot, 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 for that Block within the Development Plot. 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 for a Block within a Development Plot, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any postremedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site for that Development Plot.

Part 2

- d) Where remediation of contamination on the site is required for a Block within a Development Plot, completion of the remediation detailed in the method statement shall be carried for that Development Plot and a report that provides verification that the required work have been carried out, shall be submitted to, and approved in writing by the Local

Planning Authority before the Development Plot 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 April 2013).

11. If, during development of a Block within a Development Plot, contamination not previously identified is found to be present then no further development within that Development Plot (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site in line with paragraph 170 e) of the National Planning Policy Framework.

Noise

12. The measures approved under this condition as set out in the report by Wardell Armstrong, dated Dec 2020 shall be implemented for each Block within that Development Plot prior to the commencement of the use/first occupation of the relevant Block and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are not prejudiced by road traffic and/or mixed use noise in the immediate surroundings in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.15 of the London Plan 2015.

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

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policies DM04 of the

Development Management Policies DPD (adopted September 2012) and D14 of the London Plan 2021.

Drainage

14. No development other than demolition within the relevant Development Plot shall take place until a surface water management strategy has been submitted to, and approved in writing by the London Borough of Barnet Planning Authority for that Development Plot.
 1. calculations showing the attenuation volume required for the 10-year six-hour rainfall event and the 1 in 100-year (+40% climate change).
 2. Assessment of the proposed drainage network during the 30-year design rainfall in accordance with the Design and Construction Guidance (March 2020);
 3. SuDS on-going maintenance responsibilities;
 4. SuDS detailed design drawings; and,
 5. SuDS construction phasing.

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 deployment in accordance with Policy CS13 of the Barnet Local Plan (2012), Policies SI 12 and SI 13 of the London Plan 2021, and changes to SuDS planning policy in force as of 6 April 2015 (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 (incl. the SuDS Manual, C753).

Affinity Water

15. Prior to commencement of above ground works of a Block within a Development Plot, details of how the development will incorporate water efficient fixtures, fittings and landscaping to achieve compliance with the target of 110/litres/person/day must be submitted to the Local Planning Authority for approval for that Block. The development will be constructed in accordance with the approved details and maintained in perpetuity.

Reason: To improve that the additional dwellings do not adversely affect the ability to supply water to the area as a whole, and ensure the meet the definition of sustainable development with regard to the efficient use of water, as required by the National Planning Policy Framework and Part G2 of the Building Regulations.

Energy

16. Energy:

- a) The development shall be carried out in accordance with the approved Energy Statement dated November 2020 Rev 3, prepared by AES or any updated version approved in writing under (b). The energy efficiency and sustainability measures for each Block within that Development Plot set out therein shall be completed prior to the first occupation of the relevant Block and retained for its lifetime.
- b) The development shall achieve regulated carbon dioxide emission savings of no less than 52% against the Target Emissions Rate of Part L of Building Regulations (2013) (or such higher level of reduction as set out in a revised Energy Statement submitted to and approved in writing by the local planning authority).

Reason: To ensure that the development represents high quality design and meets the objectives of development plan policy as it relates to energy in accordance with policies DM04 of the Barnet Local Plan and policies SI 1 and SI 2 of the London Plan 2021

Fire Safety

17. The development shall be carried out in accordance with the fire prevention measures stated in the fire strategy by Affinity Fire Engineering dated December 2020 hereby approved.

Reason: In accordance with Policy D11 (Fire Safety) of the draft London Plan,

Trees

18. Prior to the commencement of site works on any Development Plot hereby approved (including demolition and all preparatory work), a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority for that Development Plot. Specific issues to be dealt with in the TPP and AMS:

- a) Location and installation of services/ utilities/ drainage.
- b) Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees.
- c) Details of construction within the RPA or that may impact on the retained trees.
- d) a full specification for the installation of boundary treatment works.
- e) a full specification for the construction of any roads, parking areas and driveways, including details of the no-dig specification and extent of the areas of the roads, parking areas and driveways to be constructed using a no-dig specification. Details shall include relevant sections through them.
- f) Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of no-dig surfacing within Root Protection Areas is proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses.
- g) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
- h) a specification for scaffolding and ground protection within tree protection zones.
- i) Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.
- j) details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires.
- k) Boundary treatments within the RPA.
- l) Methodology and detailed assessment of root pruning.
- m) Arboricultural supervision and inspection by a suitably qualified tree specialist.
- n) Reporting of inspection and supervision.
- o) Methods to improve the rooting environment for retained and proposed trees and landscaping.
- p) Veteran and ancient tree protection and management.

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

Reason: Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site

and locality, in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy G7 of the London Plan 2021. and pursuant to section 197 of the Town and Country Planning Act 1990.

Landscape

19. Prior to occupation of the relevant Development Plot; details of treatment of that Development Plot not covered by buildings shall be submitted to and approved in writing by the Local planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. Details shall include:
- 1) a scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted;
 - 2) location, type and materials to be used for hard landscaping including specifications, where applicable for:
 - a) permeable paving
 - b) tree pit design
 - c) underground modular systems for new tree pits around car parking spaces
 - d) sustainable urban drainage integration
 - e) use within tree Root Protection Areas (RPAs);
 - 3) a schedule detailing sizes and numbers/densities of all proposed trees/plants;
 - 4) specifications for operations associated with plant establishment and maintenance that are compliant with best practice
 - 5) types and dimensions of all boundary treatments;
 - 6) details of tool storage and irrigation on the podiums and any roof terraces that will enable residents to interact/maintain the soft landscape areas; and
 - 7) Demonstrating how there are no conflicts with any visibility splays.

There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority. Unless required by a separate landscape management condition, all soft landscaping shall have a written five-year maintenance programme following planting. Any new tree(s) that die(s), are/is removed or become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details.

Reason: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012) and Policy G7 of the London Plan 2021.

Green Roofs

20. a) Prior to the first occupation of any Block within a Development Plot hereby approved, details of the proposed green roof where relevant to that Block shall have been submitted to and approved in writing by the Local Planning Authority.
- b) The green roof as approved shall be implemented in accordance with the details approved this condition prior to first occupation of the relevant Block and retained as such thereafter. Should part of the approved green roof be removed, die, become severely damaged or diseased within five years of the completion of development, it shall be replaced in accordance with the details approved by this condition.

Reason: To ensure that the development represents high quality design and meets the objectives of development plan policy as it relates to sustainability in accordance with policies DM04 of the Barnet Local Plan and policies SI 1 and SI 2 of the London Plan 2021.

Landscaping Management Plan

21. a) Prior to the occupation of the hereby approved development, details of a Site Wide Landscape Management Plan for all landscaped areas for a minimum period of 25 years shall be submitted to and approved in writing by the Local Planning Authority.
- b) The Site Wide Landscape Management Plan shall include details of long term design objectives, management responsibilities, maintenance schedules and replacement planting provisions for existing retained trees and any new soft landscaping to be planted as part of the approved landscaping scheme.
- c) The approved Site Wide Landscape Management Plan shall be implemented in full in accordance with details approved under this condition.

Reason: To ensure a satisfactory appearance to the development in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012) and Policy G7 of the London Plan 2021.

Biodiversity

22. Notwithstanding the content of plans hereby approved, prior to the commencement of each Block within a Development Plot details comprising a scheme of measures to enhance and promote biodiversity for the relevant Block within that Development Plot shall be submitted to the Local Planning Authority and approved in writing. The approved scheme of measures shall be implemented in full in accordance with the approved details before the relevant Block is first occupied.

Reason: To ensure that the development represent high quality design and meets the objectives of development plan policy as it relates to biodiversity in accordance with policies DM01 and DM16 of the Barnet Local Plan and policy G6 of the London Plan

2021.

23. Vegetation clearance should take place outside the bird breeding season (October to February). Any clearance of vegetation with the potential to support nesting birds during this period may only occur following a check by a qualified ecologist. If any active nests are found, works must cease, the area left in situ and an appropriate buffer zone established until such time as a qualified ecologist confirms that the nest is no longer in active use.

Reason: To avoid the potential for an offence under the Wildlife and Countryside Act 1981, as amended.

Bat Survey

24. No demolition or construction shall be undertaken in Development Plot 2 or Development Plot 3 until such stage as a bat survey and assessment has been carried out to the satisfaction of the Local Planning Authority for each Development Plot accordingly. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development represent high quality design and meets the objectives of development plan policy as it relates to biodiversity in accordance with policies DM01 and DM16 of the Barnet Local Plan and policy G6 of the London Plan 2021.

25. RAMMS

Prior to the commencement of a Development Plot a Reasonable Avoidance Measures Method Statement (RAMMS) shall be submitted to and approved by the Local Planning Authority detailing the measures which will be implemented during site clearance to avoid impacts on protected and notable species potentially present on site, including bats, badger, hedgehog, invasive non-native plant species, and common amphibians if breeding habitat is found within previously inaccessible residential gardens for that Development Plot. The development shall be carried out in accordance with the agreed details.

Reason: To ensure that the development represent high quality design and meets the objectives of development plan policy as it relates to biodiversity in accordance with policies DM01 and DM16 of the Barnet Local Plan and policy G6 of the London Plan 2021.

Play space

26. Prior to first occupation within the relevant Development Plots, unless otherwise agreed in writing, the play space and recreation features shall be provided in accordance with the approved details for the Development Plots to which the play space relates and thereafter maintained for the lifetime of the development.

Reason: To ensure there is adequate plays space available for all users in accordance with London Plan 2016 policy S4 and Barnet Development Management policy DM02.

Refuse and recycling

27. Notwithstanding the details submitted with the application, prior to the associated above ground works of a Block within the Development Plot, the following details for the relevant Block shall be submitted to and approved in writing by the Local Planning Authority:
- i. Enclosures, screened facilities and/or internal areas of the proposed buildings to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable;
 - ii. satisfactory points of collection; and
 - iii. details of the refuse and recycling collection arrangements

The development shall be implemented and the refuse and recycling facilities provided fully in accordance with the approved details before the relevant Block within the Development Plot is occupied and the development shall be managed in accordance with the approved details.

Reason: To ensure a satisfactory refuse and recycling facilities are provided at the development in accordance with polices CS5, CS9, CS14, DM01, DM04 and DM17 of the Barnet Local Plan.

Wheelchair accessible units

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

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of policies D5 and D7 of the London Plan (2021); and to ensure that parking is provided and managed in line with the council's standards in the interests of highway and pedestrian safety in accordance with policies CS9 and DM17 of the Barnet Local Plan.

Secure by Design

29. Prior to above ground works of a Block within the relevant Development Plot, details shall be submitted demonstrating that the Block has been designed using the principles of Secure by Design. The development shall be carried out in accordance with the approved details and thereafter retained.

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

Details of External Lighting

30. Prior to occupation of the relevant Development Plot of the development hereby approved, details of external lighting proposed within that Development Plot shall be submitted to and approved in writing by the Local Planning Authority. The details of the external lighting shall include the existing average night time luminance and light spread levels across the application site at night, identify the levels of light pollution received at the windows to residential properties within proposed development and, where appropriate, identify the measures to be used to mitigate the impacts of light pollution on the future occupiers proposed dwellings as well as mitigate any impacts to species including bats. Any light pollution mitigation identified shall be implemented in full prior to occupation of the relevant Development Plot.

Reason: To ensure the development provides adequate amenities of the future occupiers of the proposed dwellings and to accord with policy DM01 of the Barnet Local Plan and to mitigate the impact to species including bats in accordance with policies CS7 and DM16.

Estate Management Plan

31. No building shall be occupied until a Site Wide Estate Management Plan has been submitted to and approved in writing by the Local Planning Authority.

The development shall be managed in accordance with the approved Site Wide Estate Management Plan or any updated version otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the coordinated management and maintenance in good working order of the site not limited to an including its buildings, roads including SUDs, parks, gardens, landscaping, street trees, public squares, energy centre and site network in the interests of sustainable development in accordance with the NPPF, London Plan 2021 and Barnet Core Strategy.

Transport and Highways

32. An access strategy shall be submitted for approval to the Local Planning Authority in writing to demonstrate access arrangements to each block during construction of that Development Plot.

No Development Plot shall be occupied until the access roads and highways works (on and off-site) associated with that Development Plot in which that unit is located are made available for use, in accordance with the approved access strategy.

Reason: To ensure there is adequate access available to all residential units and commercial units.

Parking

33. A Site Wide Car Parking Management Strategy shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development.

Unless otherwise agreed, this shall be in accordance with the strategy set out in the Transport Assessment. The development shall be carried out in accordance with the approved Site Wide Car Parking Management Strategy or any updated version otherwise agreed in writing with the Local Planning Authority

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of policy T6 the London Plan (2021) and also, To ensure that the development does not over-provide car parking spaces and to encourage sustainable travel in accordance with Barnet Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

34. Prior to first occupation of the relevant Block within a Development Plot a Car Parking Management Plan for that Block demonstrating compliance with the Site Wide Car Parking Strategy shall be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed, the details shall include:

- i. Location and layout of car parking spaces;
- ii. Allocation of car parking spaces (for residential, non-residential users and visitors);
- viii. On-site parking controls and charges (if any);
- ix. The enforcement details of unauthorised parking in line with the Council's parking regime in Colindale within the development's surrounding area;
- x. 'Blue badge' space quantities in accordance with the London Plan;
- xi. Location of car club space (if required) in accordance with Site Wide Parking Strategy;
- xii. Electric Charging Points: Location and specification. For residential parking spaces, delivery of the 20% of parking spaces which shall be active and 20% which shall be passive electric charging points.
- xiii. Car parking reconciliation (evidence that the number of vehicular parking spaces proposed for each Development Plot is proportionate having regard to the Site Wide Parking Strategy);

The car parking spaces shall not thereafter be used for any purpose other than for the parking and turning of vehicles associated with the development. The Car Parking Management Plan for each Block and the abovementioned provisions shall be implemented in accordance with the approved details before the Block hereby permitted are occupied and maintained thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of policy T6 of the London Plan (2021) and also, to ensure that the development does not over-provide car parking spaces and to encourage sustainable travel in accordance with Barnet Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Cycle Parking

35. Prior to above ground works for each Block within a Development Plot further details of cycle parking including the location and number of cycle spaces and cycle storage facilities in accordance with the London Plan for that Block should be submitted to and approved by the Local Planning Authority and such spaces shall be permanently retained thereafter. Minimum aisle widths, as set out in London Cycling Design Standards, must be met and 5% of space should be provided for the storage of non-standard cycles.

Reason: In the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012, Policy DM17 of Development Management Policies (Adopted) September 2012 and the London Cycling Design Standards 2016.

36. No Block within a Development Plot shall be occupied until a Delivery and Servicing Management Plan in respect of that Block within the relevant Development Plot has been submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed, this shall be in accordance with the strategy set out in the Transport Assessment and Outline Delivery and Servicing Management Plan. The development shall be carried out in accordance with the approved Delivery and Service Management Plan unless otherwise agreed in writing with 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.

37. Prior to occupation of each Block within the relevant Development Plot, communal/centralised satellite and television reception equipment shall be installed on the relevant block, excluding the houses, within that Development Plot unless otherwise agreed in writing by, the Local Planning Authority. The equipment shall thereafter be retained and made available for use by all occupiers of the development.

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

38. Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any Order revoking and re-enacting that Order) the following operations shall not be undertaken without the receipt of prior

specific express planning permission in writing from the Local Planning Authority on the buildings hereby approved:

The enlargement or extension of the dwellings hereby permitted, including any additions or alterations to the roof; the construction of a new building or enclosure within the application site; the construction of new hardstanding for vehicles, or means of vehicular access to the highway to be formed, laid out or constructed within the site; the installation of any structures or apparatus for purposes relating to telecommunications on any part the development hereby approved, including any structures or development otherwise permitted under Part 24 and Part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) or any equivalent Order revoking and re-enacting that Order.

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

INFORMATIVE(S):

1. A Planning Obligation under Section 106 of the Town & Country Planning Act 1990 (as amended) relates to this permission.
2. The applicant is advised that the submitted Construction Method Statements shall include as a minimum details of:
 - Site hoarding
 - Wheel washing
 - Dust suppression methods and kit to be used
 - Site plan identifying location of site entrance, exit, wheel washing, hoarding, dust suppression, location of water supplies and location of nearest neighbouring receptors. Explain reasoning if not applicable.

- For major developments only: confirmation that all Non Road Mobile Machinery (NRMM) comply with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999. Proof within the contractor's specification that all NRMM will be registered on the local government website
- Confirmation whether a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation.
- For major developments only: provide a copy of an asbestos survey for smaller developments confirmation that a survey has been carried out.

Confirmation of the following: log book on site for complaints, work in accordance with British Standards BS 5228-1:2009+A1:2014 and best practicable means are employed; clear contact details on hoarding. Standard construction site hours are 8am-6pm Monday – Friday, 8am-1pm Saturday and not at all on Sundays and Bank Holidays. Bonfires are not permitted on site

3. In complying with the contaminated land condition parts 1 and 2, reference should be made at all stages to appropriate current guidance and codes of practice. This would include:

1. The Environment Agency CLR & SR Guidance documents (including CLR11 'Model Procedures for the Management of Land Contamination');
2. National Planning Policy Framework (2019) / National Planning Practice Guidance (2018);
3. BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice;
4. Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH;
5. CIRIA report C665 - Assessing risks posed by hazardous ground gases to buildings;
6. CIRIA report C733 - Asbestos in soil and made ground: a guide to understanding and managing risks.

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

4. The applicant is advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

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

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

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

The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate:

- 1) BS 7445(2003) Pt 1, BS7445 (1991) Pts 2 & 3 - Description and measurement of environmental noise;
- 2) BS 4142:2014 - Method for rating industrial noise affecting mixed residential and industrial areas;
- 3) BS 8223: 2014 - Guidance on sound insulation and noise reduction for buildings: code of practice;
- 4) Department of Transport: Calculation of road traffic noise (1988);
- 5) Department of Transport: Calculation of railway noise (1995);
- 6) National Planning Policy Framework (2012)/ National Planning Policy Guidance(2014).

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

5. REFUSE

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

6. VEHICULAR ACCESS - SECTION 184 OF THE HIGHWAYS ACT (1980)

The applicant must submit an application under Section 184 of the Highways Act (1980) for all the proposed vehicular accesses. The proposed access design details, construction and location will be reviewed by the Development Team as part of the application. Any related costs for alterations to the public highway layout that may become necessary, due to the design of the onsite development, will be borne by the applicant.

To receive a copy of our Guidelines for Developers and an application form please contact: Traffic & Development Section –Development and Regulatory Services, London Borough of Barnet, Barnet House, 1255 High Road, Whetstone, N20 0EJ.

7. CONSTRUCTION ADJACENT TO PUBLIC HIGHWAY

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

8. HIGHWAYS REPAIR

The Highway Authority will require the applicant to give an undertaking to pay additional costs of repair or maintenance of the public highway in the vicinity of the site should the highway be damaged as a result of construction traffic movements. The construction traffic will be deemed "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. Under this section, the Highway Authority can recover the cost of excess expenses for maintenance of the highway resulting from excessive weight or extraordinary traffic passing along the highway. It is to be understood that any remedial works for such damage will be included in the estimate for highway works. The applicant is advised that photographic records should be kept of the public highway likely to be affected by the development proposal prior to commencement of any construction or demolition works on site.

9. RELOCATION OF STREET FURNITURE

The applicant is advised that any street furniture or lighting column affected by the proposed works would be relocated under a rechargeable works agreement by the Council's term contractor for Highway Works. You may obtain an estimate for this work from Development & Regulatory Services, Barnet House, 1255 High Road, Whetstone, N20 0EJ.

10. ALTERATION TO ON-STREET WAITING AND LOADING RESTRICTIONS

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

11. ADOPTION OF ACCESS ROADS

The council's refuse vehicles will be required to enter the site and therefore the estate roads must be constructed to adoptable standards. Details of the materials and surface finishes that would be acceptable for use on the private roads will be undertaken and constructed to an adoptable standard. Details of the road construction requirements can be obtained from the Traffic and Development Section in Development & Regulatory Services, Barnet House, 1255 High Road, Whetstone, N20 0EJ.

12. RAMP GRADIENT

The gradient for the proposed ramps leading to the underground parking areas should have a gradient not steeper than 1:10 or in accordance with the guidelines in IStructE Design recommendations for multi-storey and underground car parks 3rd Edition.

13. S38 WORKS

The costs of any associated works on the public highway, including reinstatement works, will be borne by the applicants and will require the Applicant to enter into a rechargeable agreement or a S38 Agreement under the Highways Act 1980.

14. S278 WORKS

The costs of any associated works on the public highway, including reinstatement works, will be borne by the applicants and will require the Applicant to enter into a rechargeable agreement or a S278 Agreement under the Highways Act 1980.

15. Adoption of Proposed Road Layout

Should the scheme be adopted, a commuted sum may be required. This will only be estimated once an application for a S278/S38 is made.

16. Tree Works and Landscaping

The following British Standards should be referred to:

- a) BS: 3882:2015 Specification for topsoil
- b) BS: 3936-1:1992 Nursery Stock - Part 1: Specification for trees and shrubs
- c) BS: 3998:2010 Tree work – Recommendations
- d) BS: 4428:1989 Code of practice for general landscaping operations (excluding hard surfaces)
- e) BS: 4043:1989 Recommendations for Transplanting root-balled trees
- f) BS: 5837 (2012) Trees in relation to demolition, design and construction - Recommendations
- g) BS: 7370-4:1993 Grounds maintenance part 4. Recommendations for maintenance of soft landscape (other than amenity turf).
- h) BS: 8545:2014 Trees: from nursery to independence in the landscape – Recommendations
- i) BS: 8601:2013 Specification for subsoil and requirements for use

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

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

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

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

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

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

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

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

Relief or Exemption from CIL:

If social housing or charitable relief applies to your development or your development falls within one of the following categories then this may reduce the final amount you are required to pay; such relief must be applied for prior to commencement of development using the 'Claiming Exemption or Relief' form available from the Planning Portal website: www.planningportal.gov.uk/cil.

You can apply for relief or exemption under the following categories:

1. Charity: If you are a charity, intend to use the development for social housing or feel that there are exception circumstances affecting your development, you may be

eligible for a reduction (partial or entire) in this CIL Liability. Please see the documentation published by the Department for Communities and Local Government at

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/1_9021101.pdf

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

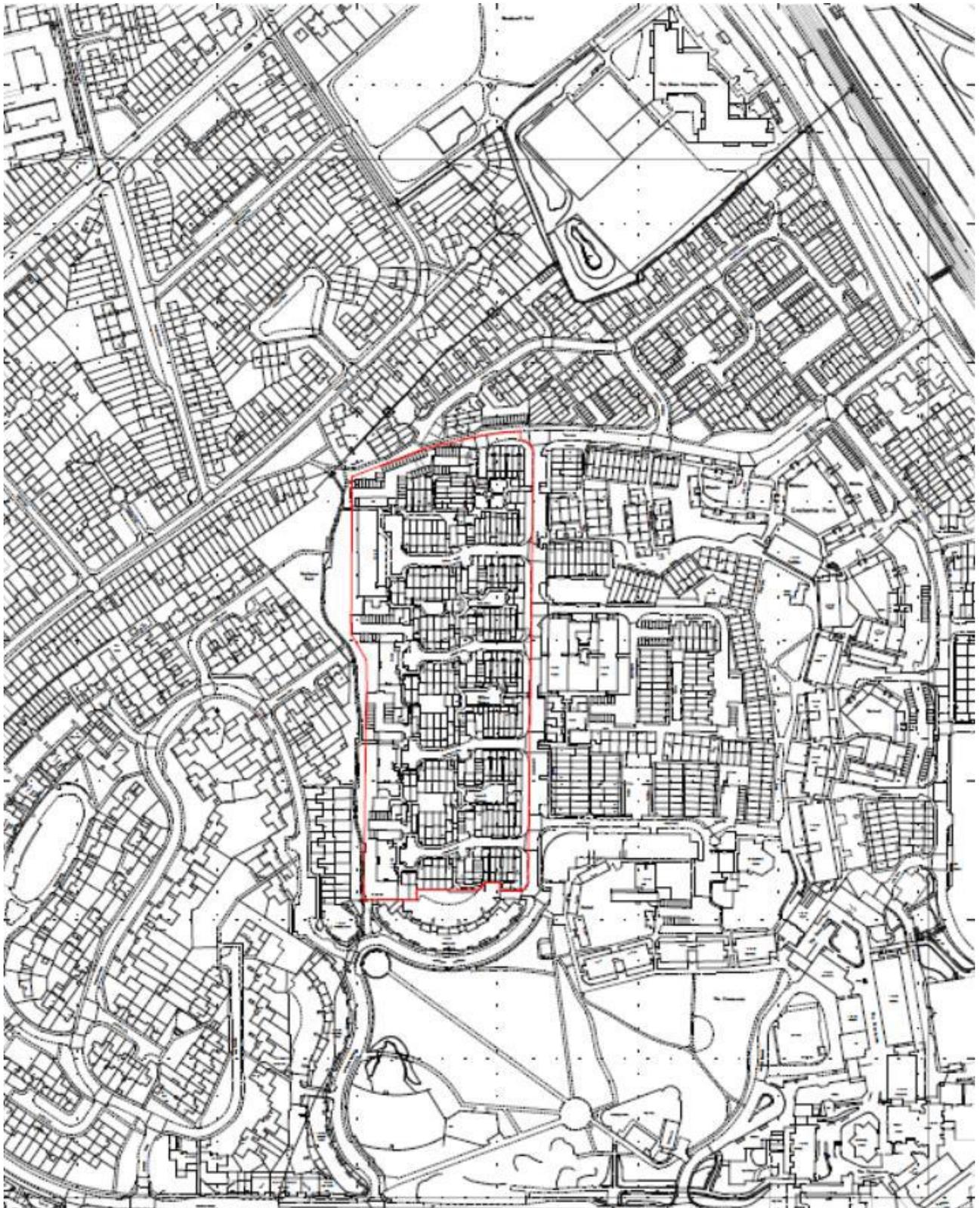
3. Self Build: Application can be made to the collecting authority provided you comply with the regulation as detailed in the legislation.gov.uk

Please visit

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

SITE LOCATION PLAN: Douglas Bader Park Estate, London NW9

REFERENCE: 20/6277/FUL



This page is intentionally left blank

LOCATION: Douglas Bader Park Estate, London, NW9.

REFERENCE: 20/6277/FUL **Received:** 24 December 2020
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 Background and Summary

Douglas Bader Estate is located in Colindale to the north west of the Grahame Park Estate, the redevelopment of which was granted in July 2020, following an earlier Committee resolution in March 2020.

The existing Estate extends to approximately 3.9ha and comprises 271 existing residential units. The units comprise a mix of two and three storey terrace/semi-detached houses and three/four storey flat blocks across four cul-de-sac roads to the west off Clayton Field (Linklea Close, Highlea Close, Brooklea Close and Parklea Close).

Plans for the redevelopment of the Estate have been progressed over the last couple of years, and in accordance with current mayoral policy a residents ballot was held in May 2019. The results of the ballot were as follows:

- **90.5%** of eligible residents voted in the ballot
- **75.4%** of voters voted in favour of the regeneration

The current application planning application reference [20/6277/FUL] has been developed, and follows extensive pre application discussions with existing residents of the estate (both leading up to and following the ballot) along with neighbouring properties and between the applicant and Barnet Council along with pre application discussions with the GLA.

The description of development is as follows:

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

The application is referable due to the mayor of London as the development falls within identified criteria as defined under the Town and Country Planning (Mayor of London) Order 2008.

RECOMMENDATION

Recommendation 1

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

Recommendation 2

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

Heads of Terms will be reported in full in the Addendum Report to the Strategic Planning Committee meeting of the 1st June 2020.

Recommendation 3

That subject to Recommendation 1 and upon completion of the agreement specified in Recommendation 2, the Service Director Planning & Building Control or Head of Strategic Planning to approve the planning application reference 19/5493/OUT under delegated powers, subject to the following conditions.

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 his absence the Vice-Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee).

Conditions

Conditions and Informatives will be reported in full in the Addendum Report to the

1. MATERIAL CONSIDERATIONS

1.1 Key Relevant Planning Policy

Introduction

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals shall be determined in accordance with the development

plan unless material considerations indicate otherwise. In this case the development plan 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.

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.

National Planning Policy Framework

The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.

The revised National Planning Policy Framework (NPPF) was published on 19th February 2019. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that 'good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.... being clear about design expectations, and how these will be tested, is essential for achieving this". The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

The Mayor's London Plan 2021

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

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

Chapter 1

GG1 Building strong and inclusive communities

GG2 Making the best use of land

GG3 Creating a healthy city

GG4 Delivering the homes Londoners need

GG5 Growing a good economy

GG6 Increasing efficiency and resilience

Chapter 2

Policy SD1 Opportunity Areas

Policy SD3 Growth locations in the Wider South East and beyond

Policy SD10 Strategic and local regeneration

Chapter 3

Policy D1 London's form, character and capacity for growth

Policy D2 Infrastructure requirements for sustainable densities

Policy D3 Optimising site capacity through the design-led approach

Policy D4 Delivering good design

Policy D5 Inclusive design

Policy D6 Housing quality and standards

Policy D7 Accessible housing

Policy D8 Public realm

Policy D9 Tall Buildings

Policy D11 Safety, Security and resilience to emergency

Policy D12 Fire safety

Policy D14 Noise

Chapter 4

Policy H1 Increasing housing supply

Policy H2 Small sites

Policy H3 Meanwhile use as housing

Policy H4 Delivering affordable housing

Policy H5 Threshold approach to applications

Policy H6 Affordable housing tenure

Policy H7 Monitoring of affordable housing

Policy H8 Loss of existing housing and estate redevelopment

Policy H10 Housing size mix

Policy H11 Build to Rent

Chapter 5

Policy S4 Play and informal recreation

Policy S5 Sports and recreation facilities

Chapter 7

Policy HC3 Strategic and Local Views

Policy HC4 London View Management Framework

Chapter 8

Policy G1 Green infrastructure

Policy G4 Open space

Policy G5 Urban greening

Policy G6 Biodiversity and access to nature

Policy G7 Trees and woodlands

Chapter 9

Policy SI 1 Improving air quality

Policy SI 2 Minimising greenhouse gas emissions
Policy SI 3 Energy infrastructure
Policy SI 4 Managing heat risk
Policy SI 5 Water infrastructure
Policy SI 6 Digital connectivity infrastructure
Policy SI 7 Reducing waste and supporting the circular economy
Policy SI 8 Waste capacity and net waste self-sufficiency
Policy SI 12 Flood risk management
Policy SI 13 Sustainable drainage
Policy SI 17 Protecting and enhancing London's waterways

Chapter 10

Policy T1 Strategic approach to transport
Policy T2 Healthy Streets
Policy T3 Transport capacity, connectivity and safeguarding
Policy T4 Assessing and mitigating transport impacts
Policy T5 Cycling
Policy T6 Car parking
Policy T6.1 Residential parking
Policy T6.2 Office parking
Policy T9 Funding transport infrastructure through planning

Chapter 11

Policy DF1 Delivery of the Plan and Planning Obligations

Mayoral Supplementary Guidance

Planning for Equality and Diversity in London (October 2007)

This guidance sets out some of the overarching principles that should guide planning for equality in the London context.

The Mayor's Climate Change Mitigation and Energy Strategy (October 2011)

The strategy seeks to provide cleaner air for London. This strategy focuses on reducing carbon dioxide emissions to mitigate climate change, securing a low carbon energy supply for London and moving London to a thriving low carbon capital.

All London Green Grid (March 2012)

This strategy provides guidance for designing and managing green and open spaces to bring about previously unrealised benefits. In doing so, we aim to encourage boroughs, developers, and communities to collectively increase the delivery of green infrastructure for London.

Play and Informal Recreation (September 2012)

Provides guidance to Local Authorities and development to estimate the potential child yield from a development, and the resulting requirements for play space provision.

Sustainable Design and Construction (April 2014)

The Sustainable Design and Construction (SPG) seeks to design and construct new development in ways that contribute to sustainable development.

The control of dust and emissions during construction and demolition (July 2014)

The aim of this supplementary planning guidance (SPG) is to reduce emissions of dust, PM₁₀ and PM_{2.5} from construction and demolition activities in London.

Accessible London: Achieving an Inclusive Environment (October 2014)

The strategy sets out to provide detailed advice and guidance on the policies in the London Plan in relation to achieving an inclusive environment.

Housing (March 2016)

The housing SPG provides revised guidance on how to implement the housing policies in the London Plan.

Affordable Housing and Viability (August 2017)

Set's out the Mayor's policies for assessing and delivering affordable housing and estate renewal.

Better Homes for Local People The Mayor's Good Practice Guide to Estate Regeneration

Sets out the Mayor's policies for Estate Regeneration.

Relevant Local Plan (2012) Policies

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD which were both adopted on 11 September 2012. The Local Plan development plan policies of most relevant to the determination of this application are:

Core Strategy (Adopted 2012):

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

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

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

CS7 (Enhancing and Protecting Barnet's Open Spaces)

CS8 (Promoting a strong and prosperous Barnet)

CS9 (Providing safe, effective and efficient travel)

CS10 (Enabling inclusive integrated community facilities and uses+)

CS11 (Improving health and wellbeing in Barnet)

CS13 (Ensuring the efficient use of natural resources)

CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

DM01 (Protecting Barnet's character and amenity)

DM04 (Environmental considerations for development)

DM05 (Tall Buildings)

DM14 (New and existing employment space)

DM13 (Community and education uses)

DM16 (Biodiversity)
DM17 (Travel impact and parking standards)

Supplementary Planning Documents and Guidance

The Council has a number of adopted Supplementary Planning Documents (SPDs) which provide detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet including generic environmental requirements to ensure that new development within Barnet meets sufficiently high environmental and design standards. They are material considerations for the determination of planning applications:

Colindale Area Action Plan 2010

The Colindale Area Action Plan sets out the Council's comprehensive but flexible long term strategy to manage change and deliver high quality sustainable development in Colindale.

Grahame Park Supplementary Planning Document 2016

The Grahame Park SPD provided site specific advice for the development of Stage B of the Grahame Park Estate, which adjoins the Douglas Bader Estate.

Local Supplementary Planning Documents:

Sustainable Design and Construction (April 2013)

Planning Obligations (April 2013)

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.

1.2 Key Relevant Planning History

The existing residential units were originally granted permission on 22nd March 1972 (ref. W01731AJ) for the erection of 270 dwellings with the necessary roads and services.

A subsequent application was also approved on the 8th November 2004 for Construction of new pitched roofs to existing blocks. Recladding of all elevations. Replacement of stairwell windows. Installation of railings to balconies.

In relation to relevant applications outside the applications site, the most pertinent is the recent approval of the Grahame Park Development which adjoins the south

eastern part of this development. Outline Approval was granted on the 31st July 2020 for the following development:

Hybrid planning application for the demolition of 630 residential units and existing commercial, retail and community floorspace, and the phased redevelopment of Plots 10-12 of Grahame Park comprising a full planning application for the redevelopment of Plot A and an outline planning application for the redevelopment of Plots B to Q for up to 2,088 residential units and up to 5,950sqm (GEA) of flexible non-residential floorspace.

Full planning permission is sought for the demolition of 113 existing homes and the redevelopment of Plot A comprising the erection of 5 buildings between 3 and 11 storeys to provide 209 new homes and 440sqm (GEA) of non-residential floorspace (Use Class A1, A2, A3, B1), landscape, public open space and public realm, associated car parking, cycle spaces and other associated works.

Outline planning permission (scale, layout, landscaping and appearance reserved) for the demolition of 517 existing residential units, buildings and structures on Plots B to Q, and the redevelopment of the site in a series of phases to provide up to 1,879 new homes and up to 5,510sqm (GEA) of non-residential floorspace within classes A1, A2, A3, A4, B1, D1 and D2 including a community centre and childrens day nursery in buildings ranging in height from 3 storeys to 15 storeys, with associated public open space, hard and soft landscaping, public realm, car parking spaces, and cycle parking spaces, stopping up and diversion of Lanacre Avenue and associated works.

1.3 Pre-application Consultation by the Applicant

The applicant has undertaken multiple consultations with both existing residents on the estate as well as the surrounding area including 4 design workshops in 2017 before the ballot to establish residents view on what could be improved on the estate and options thereof. Subsequently a residents ballot was held in May 2019. The turn out for this ballot was 90% and over 75% of residents voted in favour of comprehensive redevelopment of the estate. Subsequent to the ballot further post ballot engagement was carried out, although this was to some extent affected by the Covid 19 pandemic and two virtual exhibitions were held, and leaflets and telephone surveys were also carried out. In relation to the wider community two wider virtual exhibitions were held prior to the submission of the planning application.

The applicant has also undertaken extensive pre application discussions with the London Borough of Barnet and the GLA as well as other local key stake holders including ward councillors.

1.4 Public Consultations by the Council and Views Expressed

Public Consultation

1384 local residents were consulted on the planning application by letter on

15.01.2021. The application was advertised in the local press on 19.01.2021 and site notices were put up on site on 21.01.2021. The consultation process carried out for this application is considered to be appropriate for a development of this nature. The extent of consultation exceeded the requirements of national planning legislation and the Council's own adopted policy.

Public Representations

As a result of the consultation, a total of 56 responses have been received, of which 39 were in opposition to the scheme including a petition signed by 19 residents of Birch Green, 3 neither supporting or opposing the scheme and 14 in favour.

The comments received from members of the public have been summarised as follows:

Summary of main points raised by members of the public in objecting to the scheme.

Existing estate has good community which will be broken up.

Existing residents living in houses offered flats in new development which is not like for like.

Poor appearance of estate is because repairs stopped in last couple of years

Provision of mostly flats doesn't take lessons of covid into account.

Quantity of development increased significantly since Ballot

Proposal would add to overcrowding in Colindale

Homes and gardens destroyed to build luxury flats

Potentially residents will have to be double decanted. Resident in question disabled and elderly with mobility needs and need a single permanent move, with appropriate car parking space adjacent to dwelling, not accounted for in proposed redevelopment.

Moving from a house and garden to a high rise flat not desired

753 dwellings represent significant increase over existing estate of 271 homes.

Proposal will cause loss of light to neighbouring properties.

Proposal will cause overlooking of neighbouring properties

Proposal would not provide additional affordable housing only private housing;

Impact on local infrastructure i.e. schools, parks, doctor's etc as a result of increased population.

Proposed flats out of scale and character with surrounding properties which are generally low rise terraced properties.

Proposal would affect birds and other wildlife'

Increased light and noise pollution as a result of the development;

Insufficient car parking at present around Grahame Park, proposal would make this situation worse and even harder to find car parking space.

Insufficient car parking proposed for new dwellings which will add to local problems pollution, traffic, people and even crime.

Height of development at 9 storeys excessive;

Vulnerable people should not be housed in high rise dwellings

Colindale tube station overcrowded as well as buses development will add to this.

Need more greenspace and infrastructure for children rather than more development.

Sociologist should have been consulted as more high flats of lower income families will add to problems on the estate.

Applicant has other properties in the borough with flammable cladding should remove this before starting new projects;

Applicant has previously built substandard dwellings!

Road safety implications as a result of increased development

Need to invest in infrastructure in Colindale to support all the development

Proposal will add to the over development of Colindale

Proposed

is a risk to safety due to potential overcrowding, light and noise pollution.

No guarantee existing residents will be rehoused potentially losing key workers from the area.

Proposed uncertainty in relation to being redevelopment and rehousing when already stressed due to covid pandemic.

Proposal will result in the loss of many existing trees on the site.

Existing residents will not get sufficient parking spaces on redevelopment site

Feel applicant has misled residents!

Existing estate green and pleasant, development will destroy this;

Consideration should be given to neighbouring residents in relation to available parking spaces, light, air pollution, street litter, anti-social behaviour, green spaces, trees, Wifi connection, infra structure, health service, schools, community centres, shops etc.

Summary of main points raised by members of the public neither in support or opposition to the scheme.

Query whether planning permission has been issued for the scheme

Query over how disabled mother's housing needs will be taken into account

Concern that family will be split apart when rehoused i.e. grandmother in one property and son and their children in another, when both are carers to each other.

Summary of main points raised by members of the public in support of the scheme.

Will enable resident to get accommodation that suits their needs including provision for special needs child.

Area in desperate need of vast improvement to housing, public open spaces, area's for children and improvement of ASB, and this development will help deliver it.

Proposal will allow this development to be on a par visually with other parts of Grahame Park which have been developed.

Security problems with existing estate design;

The regeneration 100% needs to proceed.

I write to confirm my support of the regeneration of Douglas Bader Park.

Current flats are old and decrepit. Cramped, suffer with mould, terrible to heat in winter and not economic at all.

New build desperately needed.

No cladding will be used (contrary to some objection comments) and residents consulted on brick types;

The plans look good, larger properties, better street layout, and good use of space. I can't wait to move in!

Current property overcrowded will get new property which meets their housing needs;

Problem of drug addicts outside existing properties which proposal will help solve.
Proposed new estate looks good and will enhance the area.

Officer Comment

All of the above representations have been taken into account in the officer assessment below.

Elected Representatives.

No comments received from these bodies

Consultation responses from neighbouring associations other non-statutory bodies.

No comments received from these bodies.

Consultation Responses from Statutory Consultees

Greater London Authority (GLA)

**Strategic planning application stage 1 referral
Town & Country Planning Act 1990 (as amended); Greater London Authority
Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.**

The proposal

Estate regeneration comprising the comprehensive phased redevelopment to construct up to 753 residential homes (40% affordable) 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.

The applicant

The applicant is Home Hill LLP and the architect is Levitt Bernstein.

Strategic issues summary

Principle of estate regeneration: The application would ensure the like for like replacement of existing social rent accommodation, with an overall net increase in low cost rented floorspace and would comply with the Mayor's key principles for estate regeneration. A ballot has been undertaken in which 75% of residents voting supported the proposal (paragraphs 17 to 31).

Housing and affordable housing: 40% affordable housing by habitable room is proposed (in gross terms), comprised of social rent and London Affordable Rent units, with social rent proposed for existing residents exercising their Right to Return. The phasing and decant process proposed is supported and should be secured. Affordability levels should be clarified and secured. Further discussion is required on the applicant's FVA is to determine whether the scheme is providing the maximum viable amount of affordable housing. Early and late stage viability review mechanisms are required (paragraphs 32 to 40).

Urban design and heritage: The design, layout, height, massing, density and residential and architectural quality of the scheme is supported and would achieve a high standard of urban design. No impact on heritage assets has been identified (paragraphs 41 to 58). Climate change: The energy, drainage, tree retention and urban greening strategies are generally acceptable. However, further urban greening through green roofs should be incorporated alongside solar panels (paragraph 59 to 65).

Transport: Car parking and cycle parking complies with the London Plan 2021 standards. A further reduction in car parking is encouraged. Further discussion is required on the applicant's trip generation and mode share assessment. A financial contribution towards Colindale Station and enhanced bus services should be secured, as well as public realm improvements (66 to 76).

Recommendation

That Barnet Council be advised that, whilst the scheme is broadly supported, the application does not fully comply with the London Plan, for the reasons set out in paragraph 80 of this report; however, the possible remedies set out in that paragraph could address these deficiencies.

Conclusion

80 London Plan 2021 policies on estate regeneration, housing supply, housing and affordable housing, play space, urban design, climate change, trees, urban greening and transport are relevant to this application. The proposals are broadly supported but do not fully comply with the London Plan 2021, as set out below:

- **Principle of estate regeneration:** The application would ensure the like for like replacement of existing social rent accommodation, with an overall net increase in low cost rented floorspace and would comply with the Mayor's key principles for estate regeneration as set out in the London Plan 2021 and GPGER. A ballot has been undertaken in which 75% of residents voting supported the proposals.
- **Housing and affordable housing:** 40% affordable housing by habitable room is proposed (in gross terms), comprised of social rent and London Affordable Rent units, with social rent proposed for existing residents exercising their Right to Return. The phasing and decant process proposed is supported and should be secured. Affordability levels should be clarified and secured. Further discussion is required on the applicant's FVA is to determine whether the scheme is providing the maximum viable amount of affordable housing. Early and late stage viability review mechanisms are required.
- **Urban design and heritage:** The design, layout, height, massing, density and residential and architectural quality of the scheme is supported and would achieve a high standard of urban design. No impact on heritage assets is identified.
- **Climate change:** The energy, drainage, tree retention and urban greening strategies are generally acceptable. However, further urban greening through green roofs should be incorporated alongside solar panels.

• **Transport:** Car parking and cycle parking complies with the London Plan 2021 standards. A further reduction in car parking is encouraged, Further discussion is required on the applicant’s trip generation and mode share assessment. A financial contribution towards Colindale Station and enhanced bus services should be secured, as well as public realm improvements. Car parking and cycle parking complies with the London Plan 2021. The submission and approval of a final delivery and servicing plan and construction logistics plans should be secured by condition. A Framework Travel Plan has been submitted. The applicant should further enhance measures to promote cycling. The final Travel Plan shall be secured by Section 106 agreement.

Transport for London (TfL)

We have now considered the comments from Mike Savage of Arup in relations to trip rates, mode share and bus capacity.

The trip generation and mode share estimate in the TA has taken into account of existing affordable/ social housing residents to be re-housed into the proposal as well as private residential units which provides the majority of the additional units over and above the existing quantum.

While TfL accepts that assumption that there will be no significant change to mode share by existing residents to be re-housed; however travel behaviour from the new private residential units residents are expected to be significant different from the existing residents, thanks for restrained parking provision on site, as well as that that future demographic will be more likened to other developments in the area such as Colindale Gardens. It is worthwhile to note that over 80% of the proposed units are smaller size 1-2 beds units. I also note that there is no plan for significant increase in employment space in the local area, as more existing industrial/ office space are be re-developed into housing in the Colindale/ Hendon area; that’s mean majority of new residents would have to commute to work outside the local area in future.

As such, TfL has reviewed the mode share estimate to reflect this and the below table based on the net trip generation considered to be more robust than the original estimate set out in Table 43 of the submitted TA.

Revised Net Trip Generation

MODE	Trips (AM)	Proportion (%)	Trip PM	Proportion %
Tube	55	24%	38	20%
Train	20	9%	13	7%
Bus	47	21%	35	18%
Taxi	3	1%	3	2%
M/c	2	1%	2	1%
Car Driver	35	15%	42	22%
Car Pax	12	5%	14	7%

Bike	8	4%	2	1%
On Foot	41	18%	36	19%
LGV	3	1%	7	4%
OGV	0	0%	0	0%
Total	226	100%	192	100%

You may noted that the newly adjust mode share has increase the mode share of Tube/ train, buses, reduce car and car passengers trips; but somehow also lower the proportion of walking trips, this is due to the increase proportion of people requiring to commute further afield for employment purposes beyond normal walking distances; which some of these trips have been transferred to PT modes.

Underground Mode

There is a significant difference on the Rail/ Tube mode forecasted between this proposal and the Stage 3 Colindale Garden proposal which I referred in previous correspondence. In light of reasons discussed above, it is in TfL's opinion that the proposal in question is highly likely attract more rail/ tube commuters than for Grahame Park development, but lower than Colindale Gardens; the lack of significant of increase of employment space locally also mean workers would have to commute some distance to work. As such, it would be appropriate to consider that the proportion of Underground mode share would to increase to 24% and rail to 9%

On the basis of that 93 additional Underground trip would be generated from the development, TfL would seeking a proportional contribution of £52,540 (index linked) toward Colindale Underground Station in line with the agreed methodology already adopted for other developments in the Colindale AAP area, this is based on additional number of trips generated. The station caters for 5,230 (2017) weekday AM and PM peak only trips. This is forecast to increase to 8,770 by 2041. The current forecast uplift is 3,540.

The development is forecast to generate 93 LU peak trips (2.6% of this uplift), assuming a funding requirement of around £2m work using the 2.6% of trips figure against the £2m.

2017 – 5,230 [weekday AM and PM peak hour only]

2041 – 8,770 [weekday AM and PM peak hour only]

Number of overall trips – 3,540

From this site = 93 daily journeys [weekday AM and PM peak hour only]

% of the 2041 increase = 2.6%

Funding gap = £2m

Contribution could be 2.6% of £2m = £52,540

Bus Trip and contribution

On bus trips, it is noted that the Table 44 in the TA includes the assignment of only 20% of the Underground trip to buses as a connecting trip with the remaining 80%

will be on foot between the tube station and the proposal. TfL does not agree with this proportion for this reasons:

1. The distance between Colindale Station and the most southern end of the proposal is already over 960m, the usual catchment area for tube station, with the shortest walking route of 1.3km.
2. The environment of the walking routes are not particular friendly, especially in darker hours.
3. There is no shelter en-routes between the proposal and Colindale Station for shielding from adverse weather.
4. Waiting time for buses can be mitigated by passengers using Live bus timing app to reduce waiting time.

Therefore, it is more prudent to consider that at least 35% of the tube passengers would use the local buses for connecting trip, despite there may be some congestion en-route. This means at least 19 tube passengers will join the 47 bus passengers to travel on local bus services, which equates to a total of 66 passengers.

As such, TfL would seek a financial contribution toward local bus service improvement based on the proportion of bus occupation $66/75$ (capacity for 1 double decker bus) x £97.5K (annual run cost) x 5 years = **£429,000**

In conclusion, TfL seeks a financial contribution of £52,450 (index linked) toward Colindale Station Improvement, and a sum of £429,000 (index linked) toward mitigating bus service capacity impact from the proposal.

Officer Comment:

The comments from TfL are noted, a contribution towards bus services would however only be justified if this money was used towards an enhancement of bus services i.e. funding an additional bus service on the route in order to address capacity issues caused by the increase in passenger numbers. Further clarification will be sought as part of the Stage 2 referral process.

Thames Water (TW)

Waste Comments

Thames Water would advise that with regard to SURFACE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

Water Comments

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

Affinity Water

Thank you for consulting us on the above applications. Regeneration will likely mean a number of changes to our services here and we would as that the developer engages with our Developer Services section as soon as possible. This can be done through the My Developments Portal (<https://affinitywater.custhelp.com/>) or aw_developerservices@custhelp.com.

You may be aware that water efficiency measures are also required by the Building Regulations. The building regulations set a specific water use standard that is appropriate for all new development proposals. Part G2 of the Regulations requires a maximum of 110 litres per person per day in an areas designated as water stressed areas **where a condition that the dwelling should meet the optimum requirement is imposed as part of the process of granting planning permission.**

If you are minded to approve the Application, it is essential that a water efficiency condition is imposed on the development. It is important that the details are finalised as soon as possible, and before works commence on-site. An example of the condition we request is imposed is provided below:

Prior to works commencing on site, details of how the development will incorporate a mix of rainwater and greywater harvesting, and water efficient fixtures, fittings and landscaping to achieve compliance with the target of 110/litres/person/day must be submitted to the Local Planning Authority for approval. The development will be constructed in accordance with the approved details and maintained in perpetuity.

Reason: To improve that the additional dwellings do not adversely affect the ability to supply water to the area as a whole, and ensure the meet the definition of sustainable development with regard to the efficient use of water, as required by the National Planning Policy Framework and Part G2 of the Building Regulations.

Metropolitan Police Crime Prevention Design Advisor

Thanks for inviting comments from the MPS in respect of this application.

In summary, I do not object to this application but as per my comments, would respectfully request your consideration to include a planning condition for the development to achieve SBD accreditation. This would appear achievable from the plans submitted.

Internal Consultation responses

Urban Design

No objections raised detailed comments incorporated in officer report below.

Transport and Regeneration

No Objections raised subject to the attachment of appropriate conditions. Detailed comments incorporated in officer report below.

Waste and Recycling

Street Scene Operations approve of the waste strategy for this application.

Affordable Housing

We are in conversation with Home Group about this, but please keep us involved in the all the planning conversations.

Green Spaces

No objections raised subject to the inclusion of the following S106 obligation.

Section 106 obligation as follows; Parks and Open Spaces Contribution means the sum of £50,640.46 Index Linked towards the improvement and enhancement of Heybourne Park within the London Borough of Barnet as identified by the Parks and Open Spaces Officers or such other appropriate officer to be allocated between any or all of the following objectives in such proportions as the Council in its absolute discretion considers appropriate(a) Provision of drainage to playing pitches and grounds of amenity land(b) Buildings and fencing improvement within Parks and Open Spaces(c)Project Management Consultation for improvements(d) Improvements to sports courts(e) Improvements to children's play area(f) Safety in parks including soft and hard landscape improvements(g) Disability access improvements

Environmental Health

No Objections raised subject to the attachment of appropriate conditions regarding construction method extraction, noise mitigation, air quality and contamination.

Trees and Landscape

Detailed comments provided regarding tree protection and proposed landscaping. Comments incorporated in officer comments below. Concerns expressed regarding loss of trees. Compensation for the removal of trees under the ownership of the Council needs to be made. The CAVAT values of which are valued at £46,584.

Ecology

We are satisfied that the evidence provided by the applicant is sufficient to address potential impacts and implications on statutory and non-statutory designated sites relating to nature conservation.

Recommendations made in relation to conditions, protection of protected species and biodiversity enhancement measures.

Capita Drainage (Lead Local Flood Authority)

Consider that the applicant has provided an appropriate flood risk assessment and an appropriate surface water management strategy. Applicant encouraged to consider greater ground level attenuation utilising blue/ green landscaping.

2. DESCRIPTION OF THE SITE, SURROUNDINGS AND PROPOSAL

2.1 Site Description and Surroundings

Douglas Bader Estate is located in Colindale to the north west of the Grahame Park Estate, the redevelopment of which was granted in July 2020, following an earlier Committee resolution in March 2020.

The existing Estate extends to approximately 3.9ha and comprises 271 existing residential units. The units comprise a mix of two and three storey terrace/semi-detached houses and three/four storey flat blocks across four cul-de-sac roads to the west off Clayton Field (Linklea Close, Highlea Close, Brooklea Close and Parklea Close). The estate includes four small open spaces surrounded by the residential properties with a number of trees across the site.

.In terms of the surrounding area, the site is bounded by:

- To the north by The Orion Primary School, Woodcroft Park and two-storey terraced and semi-detached residential dwellings;
- To the east by the Grahame Park Estate which has been granted hybrid planning permission (ref. 19/5493/OUT) for 2,088 residential units and 5,950 flexible non-residential floorspace;
- To the south by Heybourne Park and the Grahame Park Youth Centre; and
- To the west by predominantly two to three storey residential terraced dwellings and Barnet Burnt Oak Leisure Centre.

In relation to the wider area the site is located within a predominantly residential area in Colindale. It is situated approximately 1km north of Colindale Underground Station, 1km east of Burnt Oak Underground Station and 1km south of Mill Hill Broadway National Rail Station. Whilst not directly accessible from this location, the M1 Motorway is situated 360m to the east.

2.2 Description of the Proposed Development

The Proposed Development is as follows:

'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'

In terms of a more expanded description of the application proposals, the proposed development comprises:

- Demolition of all existing buildings;
- The re-provision of 753 new high quality residential units including flat blocks, maisonettes and houses;
- Re-provision of the existing 271 affordable units with 272 new affordable units on a like for like basis in terms of tenure and floorspace, based on assessed need;
- A comprehensive landscaping strategy, including a series of new public and private open spaces; • 386 car parking spaces, including 74 (10%) disabled parking spaces; and
- 1,502 cycle parking spaces.

The redevelopment of the site will be phased for construction purposes to allow for the appropriate decant and housing of Home Group's customers. Each phase of the development will include the following:

- **Phase 1** comprises the demolition of 40 units and the construction of 38 units and associated works. All 38 properties provided in of Phase 1 will be affordable housing.
- **Phase 2** comprises the demolition of 105 units and construction of 391 units and associated works. A total of 128 properties in Phase 2 will be affordable and 263 will be private.
- **Phase 3** comprises the demolition of 126 units and construction of 324 units and associated works. A total of 106 properties in Phase 3 will be affordable and 218 will be private.

3. PLANNING CONSIDERATIONS

3.1 Environmental Impact Assessment (EIA)

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

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

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

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

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

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

Screening for EIA development

Unlike schedule 1, not all schedule 2 development require the submission of an environmental statement, however all such applications need an assessment to be made concerning whether the development in question constitutes EIA development.

A Screening Opinion (ref. 20/2240/ESR) was submitted to LBB on 18th May 2020 for the demolition of buildings within the red line boundary, maximum of 760 residential units, maximum building heights of nine storeys and associated landscaping and infrastructure. The LPA confirmed on 4th September 2020 that the proposals do not constitute EIA development and therefore no Environmental Statement is required as part of this application.

In reaching this decision account was taken of the lack of sensitive site characteristics and guidance contained within the NPPG in respect of urban development projects, the site area of the proposed development is less than 5 hectares. As such the characteristics of the potential impacts from the development were not considered to be significant environmental effects in the sense intended by the Regulations and could be suitably assessed through the submission of technical documents and mitigated through the imposition of suitable conditions and planning obligations.

3.2 Principle of Development

Principle of the redevelopment of the existing housing estate

Guidance on the regeneration of housing estates is contained within Policy H8 of the new London Plan. This policy advises that the loss of existing housing should be replaced by new housing at existing or higher densities with at least the equivalent level of overall floorspace. Before considering the demolition and replacement of affordable homes consideration should be given to alternative options first and should balance the potential benefits of demolition and rebuilding against the wider social and environmental impacts. Demolition of affordable housing, including where it is part of an estate redevelopment programme, should

not be permitted unless it is replaced by an equivalent amount of affordable housing floorspace. Affordable housing that is replacing social rent housing must be provided as social rent housing where it is facilitating a right of return for existing tenants. Replacement affordable housing should be integrated into the development to ensure mixed and inclusive communities. All development proposals that include the demolition and replacement of affordable housing are required to follow the Viability Tested Route and should seek to provide an uplift in affordable housing in addition to the replacement affordable housing floorspace with the aim of ensuring that the maximum viable amount of affordable housing is delivered.

The supporting text of Policy H8 further advises that It is important that existing homes of all tenures are well-maintained and are of good quality as these will continue to house the majority of Londoners. However, the redevelopment and intensification of London's existing housing has played, and will continue to play, an important role in the evolution of London. The benefits of development proposals that involve the demolition and replacement of existing homes should be balanced against any potential harm

The Mayor's Good Practice Guide to Estate Regeneration (2018) provides detailed guidance for assessing appropriate approaches to estate regeneration. In particular, only once the objectives of an estate regeneration scheme have been formulated in consultation with residents. Included in this is a requirement that all such schemes which are accessing Mayoral funding for schemes involving demolition conduct a ballot of residents.

As mentioned above a residents ballot of existing residents was carried out in May 2019 with the results of the ballot as follows:

- **90.5%** of eligible residents voted in the ballot
- **75.4%** of voters voted in favour of the regeneration

Overall the redevelopment of the Douglas Bader Estate is considered in accordance with policy H8 of the London Plan 2021 as well as inline with Council's Policies contained within Barnet's Core Strategy along with Supplementary Planning Guidance contained within the Colindale Area Action Plan and the Grahame Park SPD.

Housing

The National Planning Policy Framework (NPPF) states that planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. Development that that accords with an up-to-date Local Plan should be approved.

The new London Plan 2021 recognises the pressing need for more homes in London and seeks to increase housing supply to in order to promote opportunity and provide real choice for all Londoners in ways that meet their needs at a price they can afford. The previous London Plan (2016) had set an annual monitoring target of 2,349 homes for Barnet between 2015-2025, with a minimum provision of 23,489 over the same 10 year period. In the new London Plan 2021, the 10 year target for 2019/20 – 2028/29 is 23,640 for Barnet.

Barnet Local Plan documents also recognise the need to increase housing supply. Policies CS1 and CS3 of the Barnet Core Strategy expect developments proposing new housing to protect and enhance the character and quality of the area and to optimise housing density to reflect local context, public transport accessibility and the provision of social infrastructure.

Policy CS3 'Distribution of growth in meeting housing aspirations' identifies Colindale as one of the three main areas (the other two being Brent Cross and Mill Hill East) for providing the bulk of the housing requires for the borough, with Colindale providing an anticipated 8,120 homes up to 2025/2026, as part of a borough wide requirement for 28,000 additional homes over a 15 year time period. It is noted that this target has subsequently been increased as a result of changes in the London Plan as noted above.

The Colindale Area AAP while not specifically mentioning this site does include it within the site boundary of the AAP and is adjacent to the Grahame Park Way Corridor of Change.

On a generic basis the APP advises that:

'Colindale will be a major focus for the creation of new homes, jobs, a new neighbourhood centre and supporting infrastructure delivering exemplary levels of sustainability. It will be a transformed place and vibrant, diverse neighbourhood where people will want to live, work and visit. The Council will seek the comprehensive redevelopment of Colindale in accordance with the Spatial Plan and the development principles set out in the AAP.'

The current regeneration proposals for Douglas Bader Estate aim to transform the estate into a 753 home mixed tenure neighbourhood. The Estate is adjacent to the Colindale Regeneration Area (Grahame Park Way Corridor of Change) as set out in the Colindale Area Action Plan.

It is considered that the current redevelopment proposal accords with the abovementioned policies for an intensive, residential development which is intended to positively transform the site and the area with its uses including residential, and open space provision, as well as its design and the associated improved relationships to and connectivity with the surrounding area.

Specific aspects of the development principles of this proposal are discussed in more detail below.

Housing Density

Chapter 11 of the National Planning Framework (Revised 2019) (NPPF) states that:

Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

This strategic objective to optimise redevelopment opportunities within sustainable locations is reinforced within the London Plan 2021.

The previous London Plan (2016) set out a density matrix which served as guidance for appropriate densities in different locations and with varying levels of accessibility. However, the new London Plan 2021 takes a less prescriptive approach stating inter alia, that the density of a development should result from a design-led approach to determine the capacity of the site. This should consider site context, its connectivity and accessibility by walking and cycling, existing and planned public transport (including PTAL) and the capacity of surrounding infrastructure. Policy D3 goes on to state that proposed residential development that does not demonstrably optimise the housing density of the site in accordance with this policy could be refused.

The density of the proposed development would equate to 193 units per hectare or 747 hr/ha. The 2021 London Plan advises that where higher densities (exceeding 350 units per hectare) are proposed this is subject to additional design scrutiny (Policy D2). Policies D1, D1A and D1B of the 2021 London Plan place a great emphasis on a design-led approach being taken to optimising the development capacity of a particular site and to make the best use of land, whilst also considering the range of factors set out in the preceding paragraph.

In this case, the application has been subject to a design-led approach to optimise the potential of the site with cognisance of the factors outlined above. Whilst full assessment is set out within the relevant sections of this report, in all respects officers consider that the scheme delivers a high-quality development which fully justifies an increased density. The application was subject to a robust pre-application process with the LPA, and officers are clear that the scheme represents a high quality of design

Several responses have been received through the consultation exercise objecting to the application on the basis of the excessive density, particularly in light of the cumulative impact other developments in the Colindale area. In this respect, it is appropriate that the density of the scheme is assessed on its own merits in accordance with the preceding paragraphs of this report. In terms of the cumulative impact of the development with other emerging schemes; the manifestation of the cumulative impacts are assessed within the relevant sections of this report. The impacts of the development are mitigated as necessary through the S106 agreement along with Cil payments.

3.3 Housing Quality

A high quality built environment, including high quality housing in support of the needs of occupiers and the community is part of the 'sustainable development' imperative of the NPPF. It is also implicit in the new London Plan 2021. It is also a relevant consideration in Barnet Core Strategy Policies CSNPPF, CS1, CS4, and CS5 Development Management DPD policies DM01, DM02 and DM03 as well as the Barnet Sustainable Design and Construction SPD, Residential Design Guidance SPD and CAAP policy 5.2.

Unit mix

Development plan policies require proposals to provide an appropriate range of dwelling sizes and types, taking account of the housing requirements of different groups to address housing need (London Plan Policy 3.8, and Barnet Development Management Policies DPD policy DM08). The Council's Local Plan documents (Core Strategy and Development Management Policies DPD) identify 3 and 4 bedroom units as the highest priority types of market housing for the borough. Although, this should not be interpreted as implying that there is not a need for a full range of unit sizes.

The existing housing on the estate consists of the following unit mix.

Table 7.1: Existing Housing Mix

Housing Size	Housing Tenure		Total %
	Affordable Rent	Social Rent	
Studio	0	32	11.8%
1 Bed	9	34	15.9%
2 Bed	17	102	43.9%
3 Bed	0	29	10.7%
4 Bed	0	48	17.7%
Total	26	245	100%

The proposed development proposes the following unit mix across the application site:

Table 6.2: Sitewide Proposed Housing Mix

Unit Size	Number of Units	% of Total
1 bed	251	33.33%
2 bed	406	53.92%
3 bed	52	6.91%
4 bed	33	4.38%
5 bed	8	1.06%
6 bed	3	0.40%
Total	753	100%

In terms of dwellings types which constitute family accommodation provision, the London Housing Design Guide classifies family housing as all units upwards of 2 bedroom 3 person units.

Overall it is considered that the proposal proposes an appropriate split in housing type to address housing preference and need in accordance with the abovementioned policies. It is also noted that many of the unit typologies proposed are as a result of detailed housing needs surveys carried out in relation to existing residents.

Affordable Housing

London Plan 2021 policy H10 seeks to resist the demolition of affordable housing unless it is replaced by an equivalent amount of affordable housing floorspace, affordable housing floorspace re-provided on a like for like basis and integrated into the development to ensure mixed and inclusive communities. All estate regeneration schemes involving the demolition and replacement of affordable housing are required to follow the Viability Tested route and should seek to provide a net uplift in affordable housing in addition to minimum requirement for replacement affordable housing floorspace.

Additional guidance is provided in the Mayor's Good Practice Guide to Estate Regeneration (adopted February 2018) which require regeneration schemes to achieve the following objectives:

- like for like replacement of existing affordable housing floorspace
- an increase in affordable housing
- full rights of return for any social housing tenants
- fair deal for leaseholders/freeholders
- full and transparent consultation and involvement.

In relation to affordable housing split GLA policies allow for a minimum of 30% rented accommodation, 30% intermediate and 40% at the discretion of London Borough's as such GLA policy would allow up to 70% rented or 70% intermediate at the discretion of the borough.

The Barnet Core Strategy (policy CS4) seeks a borough wide target of 40% affordable homes on sites capable of accommodating ten or more dwellings with a tenure split of 60% social rented and 40% intermediate housing.

The development comprises a total minimum affordable housing provision of 271 units which equates to just over 40% affordable housing provision when calculated on a habitable room basis as set out in the accommodation schedule below.

Table 7.2: Proposed Affordable Housing Mix

Unit Size	Number of Units	% of Total Units
1bed	80	29.41%
2bed	96	35.29%
3bed	52	19.12%

4bed	33	12.13%
5bed	8	2.94%
6bed	3	1.10%
Total	272	100%

In relation to floorspace, the following table included in the GLA's stage 2 response compares the proposed versus the existing floorspace and habitable rooms of proposed social/LAR units in the proposed scheme as opposed to the existing estate.

Table 2 – like for like replacement of low cost rent accommodation (social re

	Existing	Proposed	Net change
Floorspace (sq.m.) GIA	22,761	27,329	+4,568
Habitable rooms	831	1,162	+331
Units	271	272	+1

As can be seen from the above, while there is no change in the amount of affordable housing units, there is a significant uplift in both habitable rooms and floorspace in comparison to the existing estate and effectively the proposed private units are paying for the improvements in the accommodation of existing residents. The GLA accept that the current proposals and advises in their stage 1 comments that they consider that the proposals comply with GLA policy for Estate regeneration. It is also noted that any consent would be subject to the inclusion of viability review clauses and any additional profits would need to be fed back into the delivery of additional affordable housing should this become viable.

In relation to Barnet's policies in terms of the quantity of affordable housing provided, the development clearly exceeds the minimum level of 40% required by Barnet Policy. In relation to affordable housing, the split does not strictly accord with Barnet's policies providing approximately 100% affordable rented. However, Barnet's housing team have confirmed that the proposed unit mix is acceptable in this instance, due to the like for like re-provision of socially rented units, the provision of over 40% affordable housing, the viability of the scheme and placemaking in developing a mixed and balanced community in Douglas Bader

The overarching aim of redevelopment proposals within the wider area which date back nearly 20 years is that redevelopment proposals should tackle perceived existing problems with estates and ensuring that estate regeneration should transform estates into vibrant, safe and mixed and balanced communities, which it is considered that the current proposals achieve. The proposals accord with Local and London Plan Policy and accord with the requirements of the Planning Delivery

Agreement and adopted supplementary planning policy including the CAAP.

Floorspace standards

Housing standards are set out in the Nationally Described Space Standards (NDSS), London Plan Policy D6 and London Housing SPG and Barnet's Sustainable Design and Construction SPD.

All the dwellings in the within the development meet the minimum standards as demonstrated in the applicant's supporting documents in relation to the unit and room sizes as such the proposal is fully in accordance with the above policies.

Dual Aspect Units

The scheme proposes 49% dual aspect units and all of the family sized houses and flats would be either dual or triple aspect. Single aspect units account for 51% of the homes proposed. The vast majority of these would face east or west, with acceptable outlooks facing onto the green spine, internal streets, squares, communal courtyard spaces and Clayton Fields and as such are considered acceptable in this instance.

In relation to north facing single aspect units these have generally been designed out of the scheme with the exception of 4 single aspect units within Block 2A which is private tenure. Given that the proposal involves the provision of 753 dwellings and given the need for the development to form an appropriate urban form, this level of north facing units is considered acceptable and it is considered that the scheme has maximised the provision of dual aspect units within the scheme.

Lifetime Homes and wheelchair housing standards

Barnet Local Plan policy DM02 requires development proposals to meet the highest standards of accessible and inclusive design, whilst policy DM02 sets out further specific considerations. All units should comply with Lifetime Homes Standards (LTHS) with 10% wheelchair home compliance, as per London Plan policy 3.8.

London Plan Policy D7 (Accessible Housing) require 90% of units to meet M4 (2) (accessible and adaptable) and 10% to meet M4 (3) wheelchair standards

In respect of LTHS, while this legislation has been abolished the applicant advises in their application submission that all units will be built to either M4 (2) or M4 (3) standards which have replaced LTHS.

In respects of wheelchair housing, the applicant has advised that 10% of all units will be built to wheelchair standards which is in accordance with this policy.

Amenity space

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 13sq.m are counted as a habitable room and

habitable rooms over 20sq.m are counted as two habitable rooms for the purposes of calculating amenity space requirements.

Table 2.3: Outdoor Amenity Space Requirements	Development Scale
For Flats: • 5 m ² of space per habitable room.	Minor, Major and Large scale
For Houses: • 40 m ² of space for up to four habitable rooms • 55 m ² of space for up to five habitable rooms • 70 m ² of space for up to six habitable rooms • 85 m ² of space for up to seven or more habitable rooms	Minor, Major and Large scale
Development proposals will not normally be permitted if it compromises the minimum outdoor amenity space standards.	Householder

The

Mayor’s housing SPG sets out a requirement of 5 sq.m of private amenity space for 1 and 2 person dwellings with a further 1 sq.m per additional person.

All of the proposed dwellings will have access to outdoor space that complies or exceeds the LBB and Mayoral Standards through the provision of balconies and roof terraces and in relation to the proposed houses private residential gardens.

Playspace and Open Space

Open Space

London Plan Policy G1 (Green Infrastructure) requires that proposals should incorporate appropriate elements of green infrastructure that are integrated into London’s wider green infrastructure network. Policy G4 (Open Space) also requires that where possible development proposals should create areas of publicly accessible open space. When there is a loss of open space the equivalent or better-quality open space should be provided in the locality. Policy G5 (Urban Greening) states that major development should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage. The Mayor recommends an Urban Greening Factor target score of 0.4 for developments that are predominantly residential.

Barnet’s Core Strategy (Map 10), as well as Barnet’s Parks and Open Spaces Strategy 2016-2026, identifies areas with a deficiency of open space. The application site does not fall within such an area. Similarly reflecting the existing level of provision, the explanatory text to CAAP Policy 5.5 notes that whilst the provision of recreational open space with the development is supported, the CAAP proposes:

“a lower level of on-site provision which reflects the metropolitan location and the existing provision of open space in the Borough and the surrounding area,

particularly the existing local parks such as Montrose Park and Grahame Park and those slightly further afield including significant Green Belt and MOL”.

Development Management Policy DM15 protects existing open space from development, except in exceptional circumstances 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.”*

The policy goes on to note that *“Any exception will need to ensure that it does not create further public open space deficiency and has no significant impact on biodiversity.”*

As Douglas Bader is not an identified area of open space deficiency, the quantity standards for new open space provision do not apply. However, the Colindale Area Action Plan (CAAP) sets out the Colindale-wide open space policy and advises that development in Colindale should help to create a high quality sustainable and attractive environment, improve the amount and quality of open space and enhance biodiversity in the area, addressing local issues of deficiency and meeting the needs of new residents, families and visitors.

The proposed masterplan of the estate incorporates significant landscaped elements which are integral to the design of the scheme. has been prepared with the landscaping strategy at its heart and provides a series of public and private open spaces, which have been designed to respond to the needs of all future residents. This include a range of private communal and public open spaces, alongside playspace and improvements to the Green Spine, these are summarised below:

Private Communal Space

A series of private courtyards are provided across the masterplan, which will act as private amenity space for the residents of the blocks associated with them. These amenity spaces are tenure blind and will be accessible by all inhabitants of the blocks in question. . Roof terraces are also provided on a number of the proposed blocks, which will provide additional private amenity space.

Public Open Space

The proposed development also includes a series of public open spaces which will be available to all Residents and members of the public. These spaces include the ‘Urban Square’ 6.120. This includes the Urban Square, which comprises pedestrian orientated open space designed as a central hub for the development. Green links, north / south and east / west all lead towards the Urban Square ensuring it is the focal point and acts as the heart of the estate for its residents. Central to the design of the courtyard is a feature play area. Set back from the ground floor properties, towards the centre of the courtyard, the play area will act as a key node for the residents. This is complemented by a large undulating lawn, to ensure that the courtyard provides opportunities for all ages to relax and play. The square is

surrounded by two focal buildings, which are designed to frame the square and create an outdoor room for gathering.

A second square, known as the 'Neighbourhood Gardens', is located at the north of the masterplan amongst the fine grained, lower scale housing. Play equipment for younger children is framed by planting, with seats located to allow parents and carers to sit, watch and meet. The square is designed to act as a transition from the green spine through to Clayton Field.

In addition to the two main squares, a series of green links are provided across the masterplan, which create new east west pedestrian routes between the estate and the green spine. These significant green spaces provide informal play areas as part of doorstep play route and contribute to the site's ecology and biodiversity networks.

Green Spine Improvements

The application also upgrade the green spine, located directly to the west of the site outside of the planning application boundary, as part of this planning application. Indicative plans have been submitted as part of the Design and Access Statement identifying how the spaces can be improved to provide a high quality park for future residents of the estate including new paths, landscaping and play equipment. These plans have been discussed with the Council's Green Spaces Team who are supportive of the proposals which will be secured by S106 agreement.

Urban Greening

The proposed development includes a comprehensive landscaping strategy, which includes a range of urban greening measures are proposed including, swales, rain gardens, flower rich perennial planting, tree planting, lawns within communal and rear gardens, permeable paving, green roofs and boundary landscaping adjacent to blocks. When calculated on the site area alone, the proposed strategy provides an Urban Greening score of 0.207. However, the site benefits from the adjacent green spine, which will be enhanced as part of this application through a planning obligation. Accordingly, when the Green Spine is included within the calculation a score of 0.325 is achieved. While this represents a shortfall against the target score set out in the London Plan 2021. It is noted that the GLA in their Stage 1 response conclude that in relation to the public realm, the provision of urban greening has been maximised but that consideration should be given to mix green roofs with solar panels. These matters will be addressed by the proposed conditions covering matters such as green roof details and landscaping.

Overall the level of public open space, being delivered and enabled to be delivered as a result of the development is considered appropriate meeting London Plan and Barnet Policy in terms of providing significant improvements to the quality of open space within Colindale.

Playspace

London Plan Policy S4 requires housing development to make provisions for play and informal recreation based on child yield, referring to the Mayor's SPG Shaping Neighbourhoods: Play and Informal Recreation 2012.

London Borough of Barnet Core Strategy Policy CS7 requires improved access to children's play space from all developments that increase demand, and Policy DM02 requires development to demonstrate compliance with the London Plan.

The applicant has developed a comprehensive playspace strategy as part of the planning application which includes not only formal playspace in the two public squares but also a series of informal play spaces across the green links through the site.

The play space requirement for the site has been calculated using the GLA, Child Yield and Play Space calculator. This estimates a child yield of 462.9 for the site, which equates to a playspace requirement of 4,629sqm. The play strategy has focused the on-site playspace provision on the younger age groups (0-4 and 5-11 year olds), in line with the Mayor's Play and Informal Recreation SPG. This follows the principle that younger age groups are less willing or able to travel greater distances to playspace.

Doorstep play space requirements for children aged 0 to 4 would be met on site through the provision of private gardens serving residential houses, as well as play space provision within communal courtyards and further publicly accessible play space provision located within the neighbourhood gardens square to the north and east-west green links into the green spine. Play provision for children aged 5 to 11 would be accommodated within the urban square and green spine, with further provision for children aged 12+ located within the green spine. No provision has been made for the needs of older children aged 16-17 on the site on the grounds that there are several parks within easy walking distance for this age group.

There is some disagreement between the applicant's assessment of the quantity of play space proposed and the Council's Green Spaces team, principally due to the applicant including private residential gardens as part of the 0-4 playspace provision. As such the applicant considers that the scheme proposes 4,707 sq.m of playspace against a target of 4,629 sq.m while the Green Spaces have advised that the scheme results in a shortage of 269.82 sq.m based on the following calculation.

Play Calculations – PTAL Rating 2-3						
	Market & Inter (No; Children)	Social (No; children)	Total (No; children)	Required Provision (m2)	Scheme Provision (m2)	Shortfall in Provision (m2)
Age 0-4	109.27	119.30	228.57	2,285.70	1,937.00	348.70
Age 5-11	69.14	98.54	167.69	1,676.85	2,065.00	-388.15
Age 12-15	11.57	54.80	66.37	663.68	705.00	-41.32
Age 16 & 17	6.11	28.95	35.06	350.59	0.00	350.59
TOTAL	196.09	301.59	497.68	4,976.82	4,707.00	269.82

In order to address this shortfall the Council's Greenspaces team have suggested that a contribution of £50,640.46 Index Linked towards the improvement and enhancement of Heybourne Park located to the south of the site, which is partly funded by the Grahame Park consent although additional funding is required to deliver all of the identified improvements.

Subject to the applicant entering into a S106 to make this payment, the proposed play space provision is considered acceptable and will result in satisfactory play

provision being made for all ages.

3.4 Design

The National Planning Policy Framework (revised, 2019) makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. This document states that permission should be refused for development which is of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. It identifies that good design involves integrating development into the natural, built and historic environment and also points out that although visual appearance and the architecture of buildings are important factors; securing high quality design goes beyond aesthetic considerations.

The London Plan 2021 policy D1B requires development to respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and be of high quality, with architecture that pays attention to detail, and gives consideration to the use of attractive, robust materials which weather and mature well. Policy D2 (Delivering good design) requires masterplans and design codes to help bring forward development and ensure it delivers high quality design.

Policy CS5 of Barnet Council's policy framework seeks to ensure that all development in Barnet respects local context and distinctive local character, creating places and buildings of high quality design. In this regard policy CS5 is clear in mandating that new development should improve the quality of buildings, landscaping and the street environment and in turn enhance the experience of Barnet for residents, workers and visitors alike. Policy DM01 also requires that all developments should seek to ensure a high standard of urban and architectural design for all new development and high quality design, demonstrating high levels of environmental awareness of their location by way of character, scale, mass, height and pattern of surrounding buildings, spaces and streets. Proposals should preserve or enhance local character and respect the appearance. Policy DM03 seeks to create a positive and inclusive environment that also encourages high quality distinctive developments. The above policies form the basis for the assessment on design.

Masterplan Concept

As mentioned above policies in the London Plan 2021 as well as Barent's local plan policies apply to the design and layout of development and set out a range of urban design principles relating to the quality of public realm, the provision of convenient, welcoming and legible movement routes and the importance of designing out crime by optimising the permeability of sites, maximising the provision of active frontages and minimising inactive frontages.

The proposed masterplan layout is consolidated and arranged and framed by the green spine and Clayton Field along the eastern and western edges respectively, with a linear form of development along these two edges. This is complimented with east- west routes running across the site allowing pedestrian and cycling

permeability and a series of urban spaces of differing building typologies set around the proposed roads and footpaths and the two public squares proposed in the northern and central parts of the site. The majority of the car parking particularly on the southern part of the site is below ground in the form of a podium level car park and car parking in the northern part of the site is well designed and interspersed with landscaped features.

Active frontages are proposed throughout the scheme at ground floor level, with houses, maisonettes and flats provided with front door entrances facing onto the street alongside communal core entrances. Landscaped front boundaries and set-back areas are proposed serving ground floor units to clearly demarcate public and private space and ensure privacy. Where inactive frontages are unavoidable due to the layout constraints, this has been appropriately minimised and mitigated by ensuring overlooking from the other side of the street or by providing corner units facing directly onto the street. Landscaping has also been used to compliment this process and do avoid dead frontages when this is unavoidable. In particular the interface with the Green Spine is significantly improved over the current layout in which the estate effectively backs onto the Green spine either in the form of fences or garages or with opening doors which open directly onto the green space with no interspersed defensible space. The proposed design proposes a series of mansion blocks facing directly the Green Spine with landscaping being used to create defensible space immediately to the front of the units i.e. through swales, bridges and other landscaping.

Overall it is considered that the masterplan principles which have been drawn up by the project architects have the potential to significantly enhance the character and appearance of the Douglas Bader Park Estate and will help to integrate better into the surrounding areas and providing a good quality design for inhabitants of the redeveloped estate.

Height, bulk, scale and massing

As mentioned above the proposed built form of the site comprises a series of perimeter blocks and development zones organised around a network of streets and public spaces. The bulk, scale and massing of individual blocks varies to account for the area of the site in which they are located and the scale of the spaces that they frame or relate to. This provides variation in character, visual interest, identity, place and way-finding across the masterplan.

The proposed buildings are predominately 'low to mid-rise' ranging from between 3-9 storeys in height with the lower rise buildings predominately being located in the northern part of the site and higher densities in the south, with predominately mid rise 6-7 storey scale along both perimeters of the site with some accents of height at chosen nodes along the Green Spine to the west of the site.

Tall buildings assessment

Barnet Core Strategy defines tall buildings as buildings of 8 storeys or 26m and states that they may be appropriate in strategic locations subject to detailed assessment criteria.

Policy D9 of the London Plan 2021 state that tall buildings should be part of a planned and design-led approach, incorporating the highest standard of architecture and materials and should contribute to improving the legibility and permeability of an area, with active ground floor uses provided to ensure such buildings form an appropriate relationship with the surrounding public realm. Tall buildings should not have an unacceptably harmful impact on their surroundings in terms of their visual, functional, environmental and cumulative impacts, including wind, overshadowing, glare, strategic and local views and heritage assets. Policy D9 states that tall buildings should only be developed in locations that are identified as suitable in development plans.

Local Development Plan Policy DM05 'Tall Buildings' further advises that:

'Tall buildings outside the strategic locations identified in the Core Strategy will not be considered acceptable. Proposals for tall buildings will need to demonstrate:

- i. an active street frontage where appropriate
- ii. successful integration into the existing urban fabric
- iii. a regard to topography and no adverse impact on Local Viewing Corridors, local views and the skyline
- iv. not cause harm to heritage assets and their setting
- v. that the potential microclimatic effect does not adversely affect existing levels of comfort in the public realm.

Proposals for redevelopment or refurbishment of existing tall buildings will be required to make a positive contribution to the townscape.'

The site is within an Opportunity Area where the LP considers the principle of tall buildings to be acceptable. Over the past 10 years there has been an increased focus on delivering new neighbourhoods within Colindale comprising large scale developments with tall buildings. There has been a significant uplift in the height of new buildings, in the surrounding area, with the granting of planning permission for buildings with more than 25 storeys at Colindale Gardens, and including up to 29 storeys at Colindale Underground station. The recently granted planning consent for Grahame Park to the south east of the site ranger predominately between 7 and 12 storeys in height with some taller elements at 13-15 storeys.

The application site is not specifically included in a tall building area although the immediately adjoining Grahame Park Area of Change is, it is noted that emerging local policy CDH04 defines the entirety of the Colindale Growth (Opportunity) Area as an appropriate location for Tall Buildings. While this is of limited material planning weight it demonstrate the direction of policy in this location and is consistent with other recent decisions in other parts of Opportunity Area where 'Tall buildings' been consented outside the designated locations identified in the Colindale AAP.

As can be seen from the diagram below building heights within the proposed scheme range from 2 to 9 storeys, and can more accurately be referred to as low-medium rise rather than high rise in the context of other development in Colindale. Building heights in Phase 1 to the north comprise of predominately two and three

storey terraced houses in response to the surrounding suburban character, which is predominantly two and three storeys in this location.

Phases 2 and 3 to the south includes buildings ranging in height from 4 to 9 storeys. The massing of blocks to the south is also varied to provide visual interest with taller elements located to mark key corners and movement routes, including enclosing the urban square and fronting the green spine. The heights of blocks on Clayton Field and to the far south of the site increase from 6 to 8 and 9 Storeys which is similar to the consented heights in Stages A and B of the recently consented Grahame Park development on the opposite side of Heybourne Crescent and also backs onto the rear of Violet Court which is a 6 storey crescent shaped building facing onto Heybourne Park delivered as part of one of the earlier stages of the Grahame Park development.



Heights Key

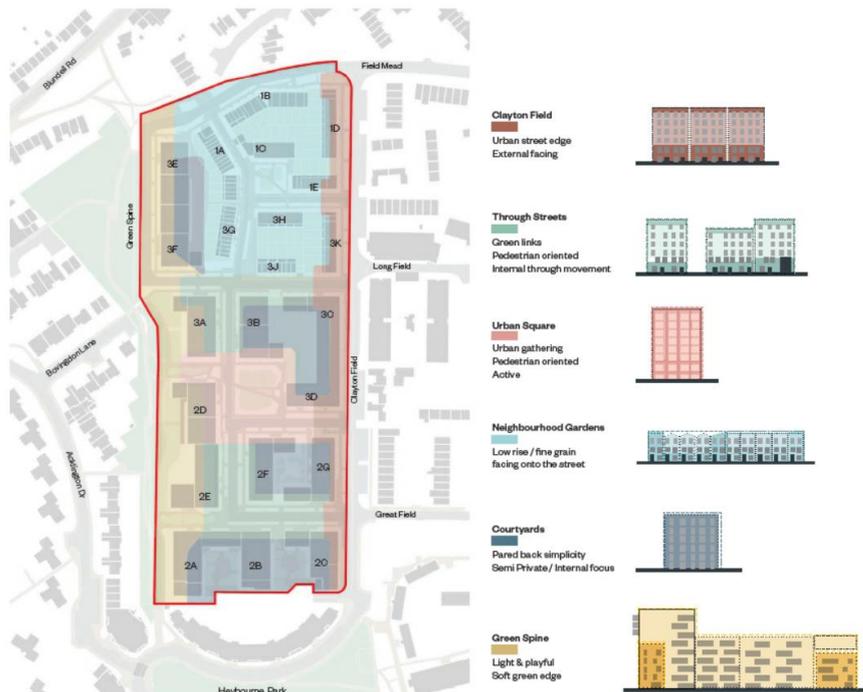


Overall, it is considered that the proposed heights are acceptable taking into account the emerging site context, the sit and the design led approach of the scheme with height being limited to key focal points officers consider the height proposed to be acceptable, being relatively modest in proportions and using height

as focal point in key locations and providing strong edges to the site's periphery. As such it is not considered that the proposal would be detrimental to the character or visual amenity of the surrounding area. The potential wind and microclimate impacts of the scheme have been assessed and the impact on daylight and sunlight which is discussed elsewhere in the report is considered at acceptable levels. The proposal is therefore considered broadly in accordance with London Plan Policy D9 and policy DM05 of Barnet's local plan.

Character and appearance

The submitted Design and Access Statement breaks down the design of the scheme into several differing but connected character areas as illustrated by the diagram below. The character areas are not only defined by their urban form but also by their materiality with three different brick types being used to contextually respond to the site's surroundings. This is predominantly through the use of red brick to along the Clayton Field and to the north of the site to relate to the surrounding context. A light grey brick is used along the Green Spine ties in with the housing estate to the west, with contrasting colours used in specific key locations of height. The Neighbourhood Gardens and Urban Square, although very different in character, are linked by light brick being the predominant building material. The metal work on features such as balconies also differs between character areas with four different metal work colours being used to complement the selected bricks and to add variation and definition to the different character areas.



The proposed character areas and chosen materials are considered appropriate in their context and it is considered that the proposed detailed appearance is in compliance with Council Policy representing a high quality of development.

Fire Safety

London policy D12 (Fire safety) requires all development proposals to achieve the highest standards of fire safety and comply with a number of criteria set out in the policy, including: identifying outside space for fire appliances to be positioned on; appropriate fire alarm systems; suitable and convenient means of escape; evacuation strategies for all users; and the provision of suitable access and equipment for firefighting. All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party suitably qualified assessor to address all of the requirements set out in the policy.

A fire statement has been prepared by a third party suitably qualified assessor which details the range of fire safety measures in terms of fire detection and control, means of evacuation, the content of which has been assessed by both the Council and the GLA and considered acceptable.

As such it is considered that the proposal is in full compliance with the new draft London Plan Policy D12 in this regard. A condition will also be attached to ensure its satisfactory implications.

Safety, security and crime mitigation

Pursuant to London Plan policy D11 (Safety, Security and resilience to emergency) and Barnet Core Strategy policy CS12, the scheme is considered to enhance safety and security and mitigate the potential of crime over and above the existing estate.

The inclusion of defensible space within the development to help demarcate and protect areas directly outside of homes (maisonettes, flats etc) for residents to help control is a really positive aspect of this design in contrast to the existing estate where the boundaries between public and private were often blurred. Pathways and roads which permeate the development are also well placed allowing natural surveillance. All areas of public open space such as the Urban Square and Neighbourhood Gardens are fronted by residential properties and are well overlooking. The apartments facing onto the Green Spine also maintain a strong interface onto the space allowing natural surveillance of this area while also providing defensible space at ground floor level in contrast to the existing units in this location which sort of accidentally back onto the Green Spine and have experienced problems of ASB as a result..

The Metropolitan Police were consulted on this application and did not raise any objections, but requested a condition is attached to ensure that the development secures secured by design accreditation. A condition is attached to this effect requiring the applicant to demonstrate compliance with secured by design principles.

Conservation and Archaeology

The preservation and enhancement of heritage assets is one of the 12 core principles of the NPPF. It is a statutory obligation of the Planning (Listed Buildings and Conservation Areas) Act 1990 to consider the special architectural and historical interest as well as the setting of listed buildings as well as the character

and appearance of conservation areas. Saved PPS5 'Planning and the Historic Environment' provides guidance regarding consideration of designated and non-designated heritage assets. In addition, London Plan policy HC1 and Barnet Core Strategy CS5 and DM06 variously require the consideration of the impact to heritage assets including listed buildings, conservation areas and archaeology.

The site does not include any listed buildings and is not located within a conservation area. The Watling Estate Conservation Area is located to the north and comprises a large expanse of inter-war housing built by London County Council during the 'homes for heroes' building programme which followed the First World War. The application supporting documents advise that the proposed scheme would not impact or cause any harm to the setting of the Watling Estate Conservation Area nearby conservation area, due to stepping down in the height and massing of the proposal on the northern part which is closest to the conservation area.

In respect of archaeology, the application is not located in an area of archaeological interest and involves a previously developed site. English Heritage Archaeology were consulted on the proposal but have not provided any comments. It is noted that the response on the adjoining Grahame Park Development advised that the site is unlikely to have a significant effect on heritage assets of archaeological interest and no further investigation is required.

3.5 Amenities of Neighbouring and Future Residents

Privacy, overlooking and outlook

The Barnet Residential Design Guidance SPD states there should be a minimum distance of about 21 metres between properties with facing windows to habitable rooms to avoid overlooking, and 10.5 metres to a neighbouring garden or flank wall. Shorter distances may be acceptable between new build properties where there are material justifications.

Privacy and separation to surrounding sites

All of the proposed buildings are located over 21m from facing neighbouring residential properties are also located over 10.5m from the angled corner return of Violet Court which is the only neighbouring residential property which directly abuts the development. It is also noted that in the majority of cases neighbouring properties are separated from the development site either in the form of a road on the eastern and northern sides of the development or a park on the eastern side.

Privacy and separation within the site

In relation to buildings within the site, all of the proposed apartment buildings have large central amenity areas, resulting in all properties achieving a minimum distance separation of over 21m between windowed elevations this accords with Council Policy.

Noise and general disturbance

No significant new or cumulative operational noise impacts are identified for neighbours as a consequence of the proposed development. Whilst there is an increase in the intensity of use of the site, the use is consistent with the residential character of the wider area.

In considering the potential impact to neighbours, conditions are recommended to ensuring that any plant or machinery associated with the development achieves required noise levels for residential environment. The council's environmental health team have recommended appropriately worded conditions for noise reporting and impact mitigation, extract and ventilation equipment and plant noise. It should be noted that any excessive or unreasonable noise is covered by the Environmental Protection Act 1990.

Air quality

In respect of air pollution, no significant impacts are identified by the council's environmental Health Team. The applicant has submitted an Air Quality Assessment in support of the application demonstrating that residents will not be exposed to poor air quality. Suitable Conditions are attached regarding ventilation and the submission of details of proposed plant and equipment.

In respect of traffic and parking impacts on air quality, the levels of parking are controlled and the travel plans which will be secured as part of planning obligations will encourage transport by other modes. In respect of the design, the scheme contributed towards overall reductions in CO2 production, having regard to energy and sustainability policies.

Wind and Microclimate

The applicant has submitted a wind and microclimate assessment with their application. This assessment shows that the proposal would not result in major impact as a result of the development. There are no safety failings due to wind and all pedestrian areas are suitable for all uses including sitting during summer months. While the assessment showed that some points would not be suitable for siting during winter months, this could be addressed by the incorporation of mitigation measures if required.

Daylight and Sunlight

The application proposals are accompanied by a daylight/sunlight and overshadowing assessment. The Daylight and sunlight assessment assess the impact of both the proposals on neighbouring residential properties and also internally in relation to the proposed properties.

In relation to the assessment, the following properties were assessed

1-10 Pixton;
1-4 Rankin;
1-24 Rapide;
1-6 Vallore;

1-2 Vernier;
 1-3 Vickers;
 1-6 Wellesley;
 7-9 Wardell Close;
 28 Wardell Close;
 29 Wardell Close;
 13 Cranfield Drive;
 4a-4b Bovingdon Lane;
 4c-4d Bovingdon Lane;
 5-9 Bovingdon Lane;
 1-4 Acklington Drive;
 5-12 Acklington Drive;
 13 Acklington Drive;
 14 Acklington Drive;
 15 Acklington Drive;
 15a Acklington Drive;
 1-47 Butterfly Court;
 1-77 Violet Court; and
 Grahame Park Plot A (detailed consented but not yet built)

In relation to the proposed masterplan. The following table shows the impact on windows of surrounding properties.

VSC			NSL		APSH	
Windows Assessed	Meeting Default BRE Recommendations	Retaining in Excess of 15%VSC	Rooms Assessed	Meeting Default BRE Recommendations	Rooms Assessed	Meeting Default BRE Recommendations
633	317 (50%)	551 (88%)	510	376 (74%)	83	83 (100%)

A fuller assessment is contained in the assessment in relation to each individual blocks, in relation to the majority of fails, the shortfall is marginal with either the retained VSC levels being close to the ideal standard of 27% VSC or the amount of change not being significantly greater than the 20% guidelines contained within the BRE guidance. In addition to this the detailed assessment identifies many of the rooms as either being secondary windows to the rooms in questions or non habitable rooms or bedrooms where lower levels of daylight are acceptable. In many cases daylight levels are also obstructed by existing features on the properties such as balconies resulting in a lower VSC score.

In relation to sunlight all of the surrounding properties comply with the BRE guidelines and will not receive any significant reductions. Overshadowing was also not identified as a problem for neighbouring residents.

The BRE guidelines explain that the BRE guidelines are not mandatory and that the guide should not be seen as an instrument of planning policy; its aim to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly since natural lighting is only one of many factors in site layout design. In special circumstance the developer or planning authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.

This flexibility is reflected in the Mayor’s Housing SPD which advises as follows:

‘An appropriate degree of flexibility needs to be applied when using BRE Guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time.’

It is considered that these factors apply in the current scheme, with the application involving the regeneration of the Douglas Bader Park Estate, the site’s location within the wider Colindale regeneration area and the adopted SPD guidelines for the site. As such on balance taking into account the regeneration benefits of the scheme the placemaking improvements, and the delivery of a significant amount of affordable housing it is considered that the daylight and sunlight impacts to these adjoining properties is acceptable in this instance. It is noted that any planning decision does not affect any future ‘right to light’ claim through which the owners of affected properties can seek financial compensation from the developer.

Internal Residents

The applicant has also carried out an assessment of the likely internal daylight levels within the detailed element of the proposal. In this assessment only the ground floor units were assessed on the grounds that this represented a worse case scenario. This assessment showed the following outcomes.

	LIVING AREAS			BEDROOMS		
	ADF	NSL	APSH	ADF	NSL	APSH
ROOMS ASSESSED	152	152	85	248	248	117
MEETING DEFAULT RECOMMENDATION	87(117)	98	26	199	127	44
PERCENTAGE	57.24% (77%)	64.5%	30.6%	80.2%	51.2%	37.6%

It is noted that as the above assessment only considered ground floor windows the overall percentage of compliance would be higher than the above table indicates. The Daylight and sunlight report also advises that if an alternative target of 1.5%ADF is accepted as is normally for tight knit urban settings than the ADF compliance rate rises to 117 i.e. 77%. It is also noted that all of the developments incorporate balconies to provide amenity space which has the effect of lowering light levels and overall the level of daylight to future residential properties is considered of an acceptable level.

In relation to the sunlight the report also finds that 8 out of the 9 amenity spaces receive the recommended amount of daylight as measured on the spring equinox with the other amenity space marginally failing. All of the amenity spaces comply when taken on the summer solstice around the time of year when these outdoor spaces are most likely to be in use. Overall it is concluded that the levels of sunlight are within acceptable levels.

3.6 Transport, highways and parking

TRIP GENERATION & IMPACT

The proposed development is forecast to generate 628 and 519 all mode two-way trips during the AM and PM peak hour periods respectively. With net additional trips forecast to be 225 and 194 all mode two-way trips during the AM and PM peak hour periods respectively. The trip generation methodology and assumptions were discussed in detail during the pre-application stages and no issues are raised in relation to this.

The proposed development is forecast to generate 628 and 519 all mode two-way trips during the AM and PM peak hour periods respectively. With net additional trips forecast to be 225 and 194 all mode two-way trips during the AM and PM peak hour periods respectively. The trip generation methodology and assumptions were discussed in detail during the pre-application stages and no issues are raised in relation to this.

The Transport Assessment anticipates that there shall be negligible impact on the public transport network as a result of the development. Comments are sought from both TfL and National Rail in respect to the potential impacts on bus, tube and rail networks as a result of the proposed development and if there would be any requirements for ameliorative measures.

PUBLIC TRANSPORT

The site has a Public Transport Accessibility Level (PTAL) of between 1b and 2 (on a scale of 0 to 6b, where 0 represents the lowest accessibility level and 6b represents the highest). There are currently 3 bus routes serve the nearest bus stop on Quaker Course which is approximately 280 metres to the south-east of the site, although these routes and stops will alter in the future as a result of changes in the highway layout arising from the Grahame Park approval. The nearest London Underground Station is Colindale station, which is approximately 1.3km south, Burnt

Oak Station is approximately 1.6km west, both stations are served by frequent Northern line services. Mill Hill Broadway National Rail Station is approximately 1.6km north-east, can be reached by local bus service and is served by regular Thameslink rail services.

In terms of modal shift breakdown, the transport assessment estimates the following modal shift as a result of the development:

MODE	Trips (AM)	Proportion (%)	Trip PM	Proportion %
Tube	55	24%	38	20%
Train	20	9%	13	7%
Bus	47	21%	35	18%
Taxi	3	1%	3	2%
M/c	2	1%	2	1%
Car Driver	35	15%	42	22%
Car Pax	12	5%	14	7%
Bike	8	4%	2	1%
On Foot	41	18%	36	19%
LGV	3	1%	7	4%
OGV	0	0%	0	0%
Total	226	100%	192	100%

Transport for London are broadly in agreement with the above breakdown, however they consider that approximately 19 of passengers counted towards the tube trips would use the bus to get to the tube station and as such suggest the number of bus trips should increase to 66 in morning movements.

As a result of this TfL is seeking a planning contribution of £52,540 towards the funding gap for the delivery of Colindale Station and £429,000 towards improvements to bus services. While the Council is broadly supportive of improvements to public transport services, clarification will be sought that the contributions particularly the bus contribution is used for identifiable improvements to the service.

PARKING (CAR, CYCLE, DISABLED, VISITORS)

Residential Parking

The application proposes to provide 386 car parking spaces at a ratio of 0.51 spaces per unit for the whole development. Of this, 215 spaces are to be allocated to the 481 private dwellings (ratio of 0.45) and 171 spaces are to be allocated to the 271 affordable dwellings (ratio of 0.63).

Taking into account the principles / compliance of both national, regional and local policy as well as site specific characteristics and reprovision requirements, the LB

Barnet Transport team have raised no objections to the level of car parking provision proposed subject to the following:

- Satisfactorily clarification and re-provision of existing Estate demand / agreed expectations;
- Satisfactorily provision of sustainable transport and active travel measures / improvements / Travel Plan;
- Review / reinforcement of the CPZ and residents of the development being exempt from applying for an on-street resident permit.

The provision of disabled car parking spaces (74 spaces, 10% of dwellings) and active / passive electric vehicle charging points accords with policy and is accepted. Provision of disabled parking spaces and electric vehicle charging points in accordance with the London Plan should be conditioned.

The site is currently located within a CPZ. However, the hours of control do not cover the general peak periods of residential parking demand. Therefore, there is concern that the proposed development with low on-site car parking provision would have potential for overspill parking onto the surrounding road network resulting a negative impact on the local amenity.

It is considered that the proposed development should help enable a review / expansion of the CPZ scheme in order to address the above concerns. This issue has been discussed with the LB Barnet Parking Team who have confirmed that the surrounding area is planned to be reviewed and they have requested a financial contribution of £40,000 towards the CPZ review / upgrade (secured via s106 agreement).

The provision of Car Club facilities within the internal on-street spaces should be considered.

Cycle Parking

The total provision of long / short stay cycle parking proposed is in accordance with the London Plan / Publication London Plan and is accepted. The proposed provision is as follows:

- Phase 1: 88 cycle spaces
- Phase 2: 768 cycle spaces
- Phase 3: 646 cycle spaces
- Total Development: 1,502 cycle spaces

Details of cycle parking provision / facilities which should be in accordance with the London Plan and London Cycle Design Standards will be secured by condition.

ACCESS

Vehicular access will continue to be provided via Clayton Field. Two low speed looped streets will be provided within the site, along with more minor access routes running north-south. The looped streets will be 6m in width, providing sufficient space for two vehicles to pass each other and avoid the need for vehicles to reverse

when accessing the site. These main routes will also provide access to the proposed car parking areas.

The minor access routes are proposed to be narrower in width, reflecting the lower vehicular flows expected in these areas with significantly reduced likelihood of two moving vehicles meeting. This width allows two smaller vehicles to pass each other. For larger vehicles, a passing place will be provided and vehicles can use the loading pad or parking spaces (if unoccupied) to pass each other. There is also sufficient visibility for a vehicle not to make the turn into narrower roads if they can see a larger vehicle coming in the opposite direction. The streets on site will be privately managed. The minor access roads in the northern part of the site are proposed to operate as one-way.

The Council's highways department have raised no in principle objections to the proposed layout however they have identified certain matters which further clarification is required in relation to visibility splays at junctions and some tracking movements for some parking bays and the lower junction into Clayton field. These matters will be addressed through the submission of details pursuant to conditions and in relation to the visibility splays as part of the S278 agreement.

PEDESTRIANS & CYCLISTS

Pedestrian and cyclist access will be provided from Clayton Field and connections provided with the existing pedestrian footpath running along the 'green spine' to the west of the site. New footways along the western edge of Clayton Field will also be provided, to facilitate access to the units with entrances along this road. The northern part of the site will be designed as a shared space arrangement, given the very low traffic flows forecast in this area. Different surface materials will be used to clearly demark the vehicular routes and footway in these areas. Cycle access to the cycle parking area will be via the proposed roads within the site. Overall, the pedestrian and cycling proposal will greatly improve existing walking and cycling conditions on site and is strongly supported, in accordance with London and Local Plan Policies

MANAGEMENT PLANS / STRATEGIES

Framework Travel Plan

The Council's Travel Planning Team have been consulted on the Framework Travel Plan and we are awaiting their response. This is particularly in relation to the extent and effectiveness of travel plan measures / initiatives proposed as well as the setting of targets and the monitoring strategy. This will be secured as part of the S106 for the site.

Car Parking Design and Management Plan

A car parking design and management will need to be conditioned for the consent clarifying the allocation of spaces between existing reprovided affordable units versus the new private parking allocation. Fully dimensioned car parking layout plans will also need to be provided in relation to this condition supported with swept path analysis where appropriate (e.g. ramp widths, aisle widths, manoeuvrability into / out from parking bays with geometric constraints, two-way vehicle turning

within entry / exit of basement and podium parking areas) and ramp gradient details..

Delivery and Servicing Management Plan

A delivery and servicing management plan will need to be conditioned as part of the consent, providing details of servicing to the new dwellings as well as the collection of refuse. It is noted that all refuse is proposed to be collected on street but clarification will need to be provided in relation to tracking diagrams and potential conflict with other vehicular users of the roads in question.

A Constriction Logistics Plan along with a Construction Worker Travel Plan will also need to be conditioned as part of the planning consent. This should take into account the cumulative impacts of works that may be occurring during the same time period within the surrounding area such as the Grahame Park Estate redevelopment.

S106

- Provision of footway along the site frontage to Clayton Field to help improve pedestrian amenity and safety (s278).
- Access design and Traffic Orders (s278). This should include a scheme to improve the layout at the site access on Clayton Field in terms of vehicle and pedestrian safety (Access Road 4).
- Traffic Orders to prevent on-street servicing / loading on Clayton Field would need to be reviewed / implemented (s278).
- The LB Barnet Parking Team have confirmed that the surrounding area is planned to be reviewed and request a financial contribution of £40,000 towards the CPZ review / upgrade (secured via s106 agreement).
- The identified public transport contributions towards Colindale Station and local bus services subject to confirmation that these will provide genuine identified improvements to local bus services serving the site.

3.7 Waste and Recycling

Although the NPPF does not contain specific waste policies, it does state that part of the environmental dimension to 'sustainable development' is waste minimisation (para 7). As part of London Plan 2021 Policy SI7 'Reducing waste and supporting the circular economy which also seeks adequate recycling storage provision in new developments as does the Barnet Core Strategy DPD 2012 policy CS14 which also promotes waste prevention, reuse, recycling, composting and resource efficiency over landfill.

The Council's Waste and Recycling team have confirmed no objections to the proposal. A suitable condition is attached to ensure the provision of adequate waste and recycling facilities in accordance with the above requirements.

3.8 Energy, Sustainability, and Resources

London Plan Policy SI 2 Minimising greenhouse gas emissions requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

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

London Plan Policy SI2 'Minimising Greenhouse Gas' requires all residential developments to achieve zero carbon on new residential developments of which a minimum on-site reduction of at least 35 per cent beyond Building Regulations¹⁵² is required for major development. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough through a cash in lieu contribution to the borough's carbon offset fund.

Local Plan policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrate compliance with the Mayor's targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy. Proposals are also expected to comply with the guidance set out in the council's Supplementary Planning Documents (SPD) in respect of the requirements of the Code for Sustainable Homes.

An Energy Report has been submitted in support of the application. The energy statement outlines a series of measures which will be incorporated into the proposal to improve sustainability and reduce carbon emissions, including the use of air sourced heat pumps, photovoltaics and fabric efficiency. These measures will result in an on-site reduction in CO₂ emissions of 48% beyond 2013 Building Regulations compliant development. This exceeds the minimum on-site requirement for reductions in CO₂ emissions as set out in Policy SI2 of the London Plan.

In order to achieve zero carbon the developer will need to make a carbon offset contribution to bridge this gap. This is currently calculated as £782,802 which will be secured as part of the S106 agreement.

The GLA have confirmed in their stage 1 response that the energy strategy is considered acceptable subject to the payment of this contribution.

3.9 Landscaping, Trees and biodiversity

The 'sustainable development' imperative of NPPF 2019 includes enhancing the natural environment and improving biodiversity. London Plan G5 (Urban Greening) advises that major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage. Barnet Local Plan policy DM16 states that when it is considering development proposals the council will seek the retention, enhancement or creation of biodiversity.

Landscape and Open Space

As previously mentioned, the application proposes the creation and improvement of several areas of open space, including the proposed improvements to the Green Spine to the west of the development site. In addition to this additional planting is proposed along the proposed estate roads along with podium deck gardens for the proposed apartment blocks and in the rear of private residential gardens. Detailed landscaping conditions are included in the list of suggested conditions which will ensure the Council can secure the future quality of these areas.

Trees

London Plan policy G7 (Trees and woodlands) also requires that, wherever possible, existing trees of value are retained. If planning permission is granted that necessitates the removal of trees there should be adequate replacement based on the existing value of the benefits of the trees removed, determined by, for example, 'i-tree' or CAVAT or other appropriate valuation system. The planting of additional trees should generally be included in new developments – particularly large-canopied species which provide a wider range of benefits because of the larger surface area of their canopy.

Policy DM01 of the Adopted Barnet Development Management Policies advises that trees should be safeguarded. When protected trees are to be felled the council will require replanting with suitable size and species of tree where appropriate. High quality landscape design can help to create spaces that provide attractive settings for both new and existing buildings, contributing to the integration of a development into the established character of an area. The council will seek to retain existing wildlife habitats such as trees, shrubs, ponds and hedges wherever possible. Where trees are located on or adjacent to a site the council will require the submission of a tree survey with planning applications indicating the location, species, size and condition of trees. Trees should be retained wherever possible and any removal will need to be justified in the survey. Where removal of trees and other habitat can be justified appropriate replacement should consider both habitat creation and amenity value.

The site includes a number of mature trees which were planted when the estate was constructed, of which, 163 are proposed to be removed within the application site boundary as part of the comprehensive redevelopment and redesign of the estate's original layout. This includes 28 Category A trees (high quality), 69 Category B trees (moderate quality) and 64 Category C trees (low quality). Three Category A trees and 6 Category B trees would be retained.

A comprehensive tree replacement strategy is proposed as part of the applicant's landscape masterplan, which includes the planting of 222 new trees across the site. This results in a net increase of 59 trees. The planting strategy proposes a variety of mature feature trees at key nodes and public space, formal lines of street trees and 42 new trees along the green spine swale route.

While the loss of a high number of good quality trees is clearly regrettable in a similar manner to the recent consent at Grahame Park Estate it is not possible to redevelop the estate without changing the layout, and given that the trees were erected at the same time as the houses in the 1970's to suit the layout as it was then, any changes to the layout will involve the loss of trees. The number of replacement trees is greater than the number of trees removed and in the longer term the quantity and quality of tree cover will be equal to or an improvement over the existing site.

Overall on balance therefore it is considered that the proposed tree removal is considered acceptable in this instance in order to allow for the development of the estate, suitable landscaping and tree protection measures are included as suggested conditions. Caveat asset value payments of £46,584.00 will need to be paid in compensation for the removal of Council trees.

Biodiversity

London Plan policy G6 (Biodiversity and access to nature) also requires Sites of Importance for Nature Conservation (SINCs) to be protected. Part C of the policy advises that where harm to a SINC is unavoidable, and where the benefits of the development proposal clearly outweigh the impacts on biodiversity, the following mitigation hierarchy should be applied to minimise development impacts:

- 1) avoid damaging the significant ecological features of the site
- 2) minimise the overall spatial impact and mitigate it by improving the quality or management of the rest of the site
- 3) deliver off-site compensation based on the principle of biodiversity net gain.

Part D also advises that development proposals should aim to secure net biodiversity gain and be addressed from the start of the development process. Proposals which reduce deficiencies in access to nature should be considered positively.

Barnet policies CS7 (Enhancing and protecting Barnet's open spaces) and DM16 (Biodiversity) seek to protect existing Sites of Importance for Nature Conservation and ensure that development makes the fullest contributions to enhancing biodiversity, both through on-site measures and by contribution to local biodiversity improvements. Proposals are expected to meet the requirements of the London Plan. Table 17.2 of the LBB Development Management Policies document also identifies Heybourne Park as a Site of Local Importance for Nature Conservation in Barnet.

An Ecological Assessment, prepared by TEP, has been submitted in support of this application. The site is not allocated for biodiversity purposes within the Local Plan, however, adjacent land located approximately 35m to the south of the site (Heybourne Park Open Space) is allocated for biodiversity purposes as a non-statutory designated Site of Importance for Nature Conservation (SINC) of Local Importance.

The ecological assessment included a Phase 1 habitat survey which has identified the following habitats within the site:

- Hardstanding and built structures;
- Amenity grassland;
- Scattered trees:
- Scattered scrub;
- Tall ruderal; and,
- Ornamental shrub.

The assessment is identified that the loss of some of these existing habitats will be required as a result of the proposed development. However, these are required to realise all of the planning benefits associated with the wider regeneration of the site and will be mitigated through the comprehensive landscaping strategy which will include a significant uplift in trees compared to the existing site.

Standard pollution prevention and dust control measures will be included within a Construction Environmental Management Plan (CEMP) and implemented during site clearance and works. The CEMP will ensure that indirect impacts on Heybourne Park Open Space SINC and retained habitats within and adjacent to the site are reduced to a reasonable minimum.

In response to London Plan Policy G6 a Biodiversity Net Gain assessment has also been undertaken, which is included within the Ecological Assessment. This confirms that the proposals will result in a net gain of biodiversity post-development. Conditions are also attached to ensure that additional survey work is carried on throughout the development to ensure that any impacts on wildlife are closely monitored and appropriately managed in line with planning policy.

Capita Ecology have assessed the submitted ecological assessment and advised that they are satisfied with the conclusions. Further details of proposed biodiversity enhancement measures will be secured by condition. Subject to this mitigation and the attachment of other applicable safeguarding conditions, it is considered that the proposal accords with London Plan and Banet Adopted Policy.

Flood risk, Water Resources, Drainage and SUDs

In support these considerations Flood Risk is considered within the submitted Environmental Statement

In respect of flood risk, the site is within Flood Zone 1 which is classified as being of low risk of flooding. The proposed development is acceptable in this zone and there is no requirement for exception and sequential testing of the acceptability of the scheme.

In line with policy requirements the surface water drainage scheme the proposed development proposes to restrict surface water discharge rates to greenfield rates to cater for a 100 year flooding event plus 40% for climate change. This is achieved through a variety of methods including the use of permeable paving, swales, rainwater harvesting and use of Green Roofs and rainwater gardens along with underground attenuation tanks. Capita Drainage as LLFA have asked the applicant

to explore the potential for increasing the amount of ground level surface water storage and the applicant has provided additional information regarding their strategy which is considered acceptable.

Foul water drainage has also been considered as part of this strategy. Thames Water have advised that the proposal is satisfactory.

The Environment Agency, Thames Water, Affinity Water and Capita Drainage (Lead Local Flood Authority) have been consulted on the application. While no comments have been received from the Environment Agency, both Thames and Affinity Water have raised no objections to the scheme. Capita Drainage have not raised any in principle concerns subject to the attachment of appropriate conditions.

3.10 Other matters

Utilities

In support of the application a Utilities report has been submitted in support of the application. The utilities report assessed the implications of the development in relation to utility and telecommunication infrastructure in the vicinity of the site. The report also included communication with all relevant statutory undertakers in relation to the proposals.

It is concluded that the proposed redevelopment scheme can be delivered without any abnormal utility constraints and that there is either sufficient capacity to accommodate the proposed development or that the necessary improvements required for the development to proceed can be provided.

It is noted that none of the statutory undertakers consulted by the Local Planning Authority have raised any objections in their representations and the schemes impact on utilities is considered acceptable.

Ground conditions and Contamination

In regards to potential contamination, a Geo Environmental Assessment was submitted in support of the planning application. Subject to the attachment of appropriate conditions scientific services raise no objections to the proposal.

Impact upon Services

The recent Grahame Park approval included a commitment towards funding a new enlarged health facility serving the wider Colindale Area. In relation to schools, the new Orion School has recently been constructed to the north of the site. The St James's secondary school site (which also includes the relocated St Dominic school) to the east has also recently been expanded. A new Saracens secondary school is also under construction, to the north of St James's school. A new Saracens Primary school is also proposed to be constructed as part of the Colindale Gardens development to the south.

3.11 Viability, Planning Obligations & CIL

S106 obligations & viability

Policy CS15 of the Barnet Local Plan states that where appropriate the Council will use planning obligations to support the delivery of infrastructure, facilities and services to meet the needs generated by development and mitigate the impact of development.

The full list of planning obligations will be set out in the future addendum to this committee meeting.

In summary the scheme includes **40%** affordable housing by habitable room which will be secured by legal agreement, along with other contributions such as the Heybourne Park Play space contribution, carbon offset payments along with the requirements to address the transport impacts of the proposal in the form of securing the highway and public transport improvements.

Barnet Community Infrastructure Levy

The Community Infrastructure Levy (CIL) potentially applies to all 'chargeable development'. This is defined as development of one or more additional units or development seeking an increase to existing floor space greater than 100 square metres.

Barnet Council is a charging authority for the purposes of Part 11 of the Planning Act 2008 and may therefore charge a Community Infrastructure Levy in respect of development in The London Borough of Barnet. Barnet Council adopted a CIL charge on 1st May 2013. This set a rate of £135 per square metre on residential and retail development within the borough. All other uses and undercroft car parking areas are exempt from this charge.

The calculation of the Barnet CIL payment is based on the floor areas of the residential elements of the development (except for any potential undercroft car parking areas).

Mayoral Community Infrastructure Levy

The Community Infrastructure Levy (CIL) potentially applies to all 'chargeable development'. This is defined as development of one or more additional units or development seeking an increase to existing floor space greater than 100 square metres.

The Mayor of London is a charging authority for the purposes of Part 11 of the Planning Act 2008 and may therefore charge a Community Infrastructure Levy in respect of development in Greater London. The Mayor of London adopted a CIL charge on 1st April 2012. This set a rate of £35 per square metre on all forms of development in Barnet, except that which is for education and health purposes (which are exempt from this charge).

The calculation of the Mayoral CIL payment is carried out on the basis of the floor areas of the residential and other elements of the development (except for potential education and health uses).

4. EQUALITY AND DIVERSITY ISSUES

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

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

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

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

Officers have in considering this application and preparing this report had regard to the requirements of this section and have concluded that a decision to grant planning permission for this proposed development will comply with the Council’s statutory duty under this important legislation. The applicant has also submitted a detailed Equalities Impact Assessment post submission of the planning application, the content of which have been assessed in reaching this conclusion.

The site is accessible by various modes of transport, including by foot, bicycle, public transport and private car, thus providing a range of transport choices for all users of the site.

A minimum of 10% of units will be wheelchair adaptable.

The development includes level, step-free pedestrian approaches to the main entrances to the building to ensure that all occupiers and visitors of the development can move freely in and around the public and private communal spaces.

Dedicated parking spaces for people with a disability will be provided in locations convenient to the entrances to the parking area.

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

7. CONCLUSION

In conclusion, the scheme is considered acceptable on balance having regard to relevant national, regional and local planning policies and guidance. The principle of the redevelopment of the Douglas Bader Estate is considered acceptable and accords with national, regional and local plan policy guidance.

The proposed detailed design is considered to be high quality with appropriate levels of amenity space, public open space and residential standards achieved for future occupiers reflecting a development of this intensity and balanced with the need to optimize the use of the site.

The amenities of neighbouring residential occupiers are not considered to be unduly impacted by the proposals.

The potential transport impacts of the scheme have been considered and appropriate mitigation proposed in the form of contributions towards improvements to the bus network, provision of a detailed travel plan as well as improvements to access and connectivity as part of the proposal.

The scheme deals with its waste and recycling requirements and in terms of energy and sustainability, a range of measures are proposed including a carbon offset payment to achieve mayoral standards for a reduction in CO2 emissions.

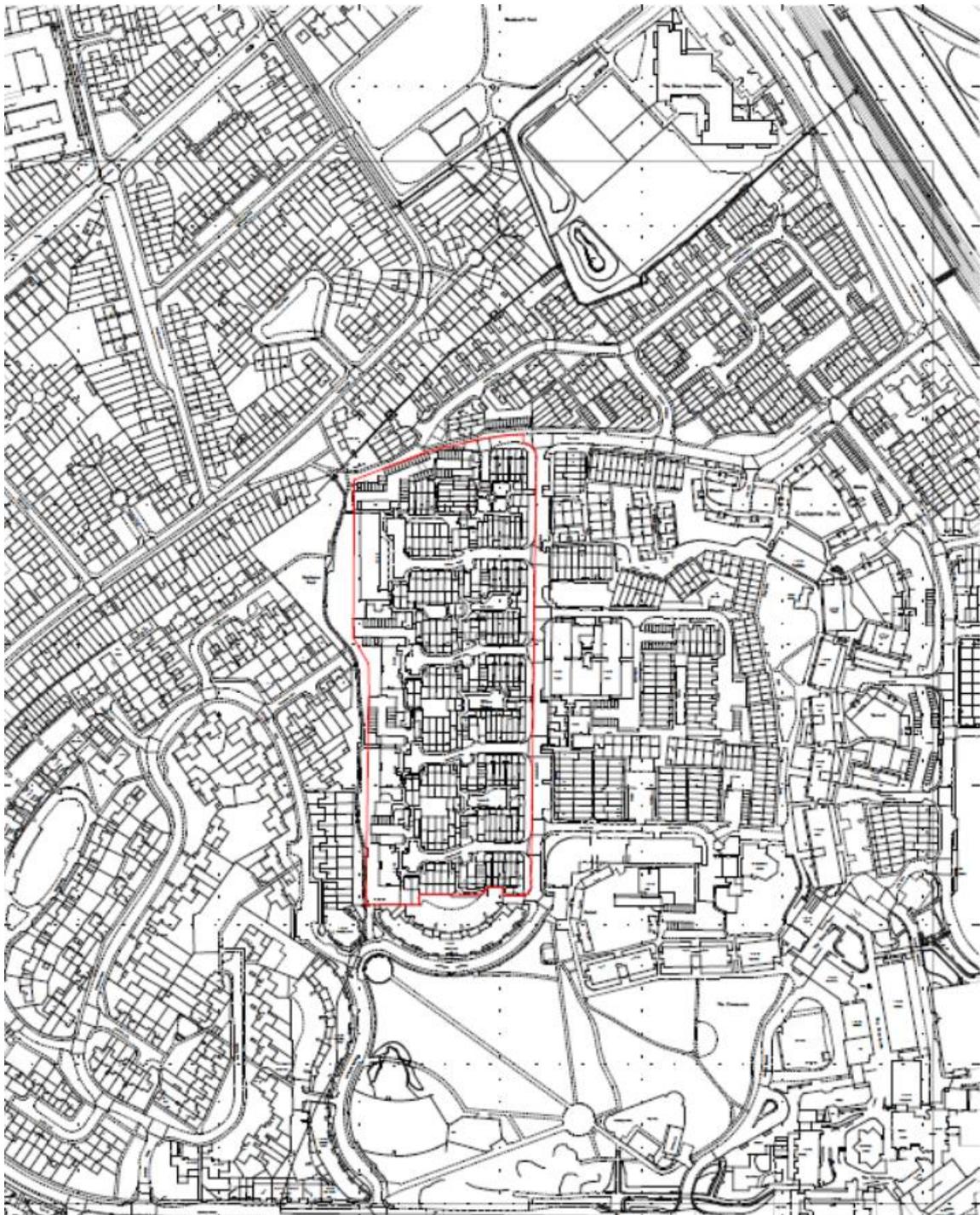
A suitable approach is taken to landscaping and biodiversity with retention of trees where possible as well as enhancement of the biodiversity values within the site with appropriate treatments and species and mitigation.

The scheme has also considered utilities provision and contamination and appropriately worded conditions are recommended. The scheme is considered to be appropriate and acceptable having regard to the full range of considerations in this report including the stated policies and guidance.

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

SITE LOCATION PLAN: Douglas Bader Park Estate, London NW9

REFERENCE: 20/6277/FUL



This page is intentionally left blank

PLANNING COMMITTEE

1 June 2021

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

20/6277/FUL

Douglas Bader Park Estate, London, NW9

Pages 9- 63

Additions, Alterations and Errata

Page 1 under Proposal remove: *'phased'*

Page 1 under The description of development is as follows: remove *'phased'*

Page 10 under Recommendation 2 add:

(a) Legal Professional Costs Recovery
Paying the Council's legal and professional costs of preparing the Agreement and any other enabling arrangements.

(b) Enforceability
All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority.

(c) Affordable housing
40% affordable housing by units across the whole development by habitable room (272 units in total) on the basis of the following indicative unit mix subject to identified need:

Social Rent, London Affordable Rent and Affordable Rent (272 Units)

80 x 1 Bed

96 x 2 Bed

52 x 3 Bed

33 x 4 Bed

8 x 5 Bed

3 x 6 Bed

The Affordable Rented accommodation should not exceed 26 units

(d) Affordable Housing – Review Mechanism

Submission of an Early (if implementation is delayed), Mid and Late Stage Viability review.

(e) Delivery of Green Spine Improvements

The delivery of the identified landscaping works including play equipment in the Green spine, to a specification to be agreed with the LPA.

(f) Playspace Contribution

Payment of up to £50,640.46 towards the improvement and enhancement of Heybourne Park

(g) CAVAT Asset Value

CAVAT payment of up to £46,584.00 to compensate for the removal of Council Trees.

(h) Carbon Offset Payment

Payment towards Carbon Offset to meet mayoral zero carbon target. TBA dependent on final carbon reduction.

(i) Recruitment, employment and training

The applicant would be expected to enter into a Local Employment Agreement with the Council to provide for the following outcomes:

Apprenticeships: 35

Work Experience: 46

Progression into Employment (under 6 months): 21

Progression into Employment (over 6 months): 13

School/ College/ University Site Visits: 412

School/ College/ University Workshops: 207

Local Labour TBA

Local Suppliers TBA

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

(j) Travel Plan measures and monitoring:

Including Provision of Travel Plans covering the following:

Travel Plan – Residential –

Car Club Consideration including location if considered appropriate.

An appropriate Travel Plan Monitoring Fee would also need to be paid in relation to the above plan.

(k) Bus Contribution

TBA contribution paid by the Developer to Council to fund Bus Service Improvements (in the event that further justification is provided to comply with the Cil regulations).

(l) Colindale Tube Station Contribution

£52,540 contribution towards improvements at Colindale Tube Station.

(m) CPZ Contribution

Contribution of £40,000 towards a review of CPZ's in the vicinity of the site.

Traffic Regulation Order amendments to exclude new residents from CPZ permits

(n) Section 278 Works

The applicant shall submit plans showing details of highway works to the Council for approval prior to the commencement of construction works. The final details of the proposed works to be undertaken to the existing public highways and adopted highways will be secured via a s278 agreement. These works include, but is not limited, to the following:

- Provision of footway along the site frontage to Clayton Field to help improve pedestrian amenity and safety.
- Provision of revised site access points off the public highway (Clayton Field and Field Mead) including respective changes to Traffic Orders. This may also include Stopping Up Orders.
- Review / implementation of Traffic Orders to prevent on-street servicing / loading on Clayton Field.
- A scheme to improve the layout at the site access on Clayton Field in terms of vehicle and pedestrian safety (Access Road 4). This involves changes to the pedestrian build out at the eastern side of Clayton Field.

(o) Section 106 Monitoring contribution

Monitoring Contribution TBA.

(p) All financial contributions listed above to be subject to indexation.

Page 10 under recommendation 3 Delete 19/5493/OUT replace with 20/6277/FUL.

Page 10 under Conditions add:

Conditions:

Conditions:

Time Limit

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

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

Approved Plans

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

Existing Site Plans

- 3430B-LB-XX-XX-DP-A-101000 Rev P1-Site location plan
- 3430B-LB-XX-XX-DP-A-102000 Rev P1-Existing Site Plan
- 3430B-LB-XX-XX-DP-A-102001 Rev P1-Existing Site Plan -Demolition

GA Plans

- 3430B-LB-XX--01-DP-A-110000 Rev P1-Basement GA Plan
- 3430B-LB-XX-00-DP-A-110001 Rev P1-Ground Floor GA Plan
- 3430B-LB-XX-01-DP-A-110002 Rev P1-First Floor GA Plan
- 3430B-LB-XX-02-DP-A-110003 Rev P1-Second Floor GA Plan
- 3430B-LB-XX-03-DP-A-110004 Rev P1-Third Floor GA Plan
- 3430B-LB-XX-04-DP-A-110005 Rev P1-Fourth Floor GA Plan
- 3430B-LB-XX-05-DP-A-110006 Rev P1-Fifth Floor GA Plan
- 3430B-LB-XX-06-DP-A-110007 Rev P1-Sixth Floor GA Plan
- 3430B-LB-XX-07-DP-A-110008 Rev P1-Seventh Floor GA Plan
- 3430B-LB-XX-09-DP-A-110009 Rev P1-Eighth Floor GA Plan
- 3430B-LB-XX-09-DP-A-110010 Rev P1-Roof GA Plan

Site Elevations

- 3430B-LB-XX-XX-DE-A-110050 Rev P1-Site Elevations N_S
- 3430B-LB-XX-XX-DE-A-110051 Rev P1-Site Elevations E_W

Block Elevations

- 3430B-LB-1A-00-DP-A-121100 Rev P1-Block 1A - L00 01 02 03
- 3430B-LB-1BC-00-DP-A-121200 Rev P1-Block 1B_C - L00 01 02 03
- 3430B-LB-1DE-00-DP-A-121400 Rev P1-Block 1D_E - L00 01 02 03
- 3430B-LB-2ABC-00-DP-A-122100 Rev P1-Block 2A_B_C - L00
- 3430B-LB-2ABC-01-DP-A-122101 Rev P1-Block 2A_B_C - L01
- 3430B-LB-2ABC-02-DP-A-122102 Rev P1-Block 2A_B_C - L02
- 3430B-LB-2ABC-03-DP-A-122103 Rev P1-Block 2A_B_C - L03
- 3430B-LB-2ABC-04-DP-A-122104 Rev P1-Block 2A_B_C - L04
- 3430B-LB-2ABC-05-DP-A-122105 Rev P1-Block 2A_B_C - L05
- 3430B-LB-2ABC-06-DP-A-122106 Rev P1-Block 2A_B_C - L06
- 3430B-LB-2ABC-07-DP-A-122107 Rev P1-Block 2A_B_C - L07
- 3430B-LB-2ABC-08-DP-A-122108 Rev P1-Block 2A_B_C - L08
- 3430B-LB-2ABC-09-DP-A-122109 Rev P1-Block 2A_B_C - L09
- 3430B-LB-2DE-00-DP-A-122400 Rev P1-Block 2D_E - L00 01
- 3430B-LB-2DE-02-DP-A-122401 Rev P1-Block 2D_E - L02 03
- 3430B-LB-2DE-04-DP-A-122402 Rev P1-Block 2D_E - L04 05
- 3430B-LB-2DE-06-DP-A-122403 Rev P1-Block 2D_E - L06 07
- 3430B-LB-2DE-08-DP-A-122404 Rev P1-Block 2D_E - L08 09
- 3430B-LB-2FG-00-DP-A-122600 Rev P1-Block 2F_G - L00
- 3430B-LB-2FG-01-DP-A-122601 Rev P1-Block 2F_G - L01
- 3430B-LB-2FG-02-DP-A-122602 Rev P1-Block 2F_G - L02
- 3430B-LB-2FG-03-DP-A-122603 Rev P1-Block 2F_G - L03
- 3430B-LB-2FG-04-DP-A-122604 Rev P1-Block 2F_G - L04

- 3430B-LB-2FG-05-DP-A-122605 Rev P1-Block 2F_G - L05
- 3430B-LB-2FG-05-DP-A-122606 Rev P1-Block 2F_G - L06
- 3430B-LB-3A-00-DP-A-123100 Rev P1-Block 3A - L00 01 02
- 3430B-LB-3A-03-DP-A-123101 Rev P1-Block 3A - L03 04 05
- 3430B-LB-3A-06-DP-A-123102 Rev P1-Block 3A - L06 07
- 3430B-LB-3BCD-00-DP-A-123200 Rev P1-Block 3B_C_D - L00
- 3430B-LB-3BCD-01-DP-A-123201 Rev P1-Block 3B_C_D - L01
- 3430B-LB-3BCD-02-DP-A-123202 Rev P1-Block 3B_C_D - L02
- 3430B-LB-3BCD-03-DP-A-123203 Rev P1-Block 3B_C_D - L03
- 3430B-LB-3BCD-04-DP-A-123204 Rev P1-Block 3B_C_D - L04
- 3430B-LB-3BCD-05-DP-A-123205 Rev P1-Block 3B_C_D - L05
- 3430B-LB-3BCD-06-DP-A-123206 Rev P1-Block 3B_C_D - L06
- 3430B-LB-3BCD-07-DP-A-123207 Rev P1-Block 3B_C_D - L07
- 3430B-LB-3BCD-08-DP-A-123208 Rev P1-Block 3B_C_D - L08
- 3430B-LB-3EF-00-DP-A-123500 Rev P1-Block 3E_F - L00 01
- 3430B-LB-3EF-02-DP-A-123501 Rev P1-Block 3E_F - L02 03
- 3430B-LB-3EF-04-DP-A-123502 Rev P1-Block 3E_F - L04 05 06
- 3430B-LB-3EF-04-DP-A-123503 Rev P1-Block 3E_F - L07 08 09
- 3430B-LB-3GK-00-DP-A-123700 Rev P1-Block 3G_K - L00 01 02 03
- 3430B-LB-3HJ-00-DP-A-123800 Rev P1-Block 3H_J - L00 01 02 03

Elevations

- 3430B-LB-XX-XX-DE-A-130001 Rev P1-House Elevations 1A_B
- 3430B-LB-XX-XX-DE-A-130002 Rev P1-House Elevations 1C_D_E
- 3430B-LB-XX-XX-DE-A-130003 Rev P1-House Elevations 3G_H_J_K
- 3430B-LB-XX-XX-DE-A-130004 Rev P1-Block Elevations 2A_B
- 3430B-LB-XX-XX-DE-A-130005 Rev P1-Block Elevations 2A_B ctyd
- 3430B-LB-XX-XX-DE-A-130006 Rev P1-Block Elevations 2C
- 3430B-LB-XX-XX-DE-A-130007 Rev P1-Block Elevations 2D_E long
- 3430B-LB-XX-XX-DE-A-130008 Rev P1-Block Elevations 2D_E short
- 3430B-LB-XX-XX-DE-A-130009 Rev P1-Block Elevations 2F_G street
- 3430B-LB-XX-XX-DE-A-130010 Rev P1-Block Elevations 2F_G ctyd
- 3430B-LB-XX-XX-DE-A-130011 Rev P1-Block Elevations 3A
- 3430B-LB-XX-XX-DE-A-130012 Rev P1-Block Elevations 3B_C_D street
- 3430B-LB-XX-XX-DE-A-130013 Rev P1-Block Elevations 3B_C_D ctyd
- 3430B-LB-XX-XX-DE-A-130014 Rev P1-Block Elevations 3E_F

House Bay Studies

- 3430B-LB-1A-XX-XX-A-131100 Rev P1-Bay Study – Houses 1A
- 3430B-LB-1B-XX-XX-A-131101 Rev P1-Bay Study – Houses 1B
- 3430B-LB-1C-XX-XX-A-131102 Rev P1-Bay Study – Houses 1C
- 3430B-LB-1D-XX-XX-A-131103 Rev P1-Bay Study – Houses 1D
- 3430B-LB-1E-XX-XX-A-131104 Rev P1-Bay Study – Houses 1E
- 3430B-LB-3G-XX-XX-A-131105 Rev P1-Bay Study – Houses 3G
- 3430B-LB-3H-XX-XX-A-131106 Rev P1-Bay Study – Houses 3H
- 3430B-LB-3J-XX-XX-A-131107 Rev P1-Bay Study – Houses 3J
- 3430B-LB-3K-XX-XX-A-131108 Rev P1-Bay Study – Houses 3K

Block Bay Studies

- 3430B-LB-XX-XX-DS-A-131201 Rev P1-Bay Study - Block 2C Clayton Field

- 3430B-LB-XX-XX-DS-A-131202 Rev P1-Bay Study - Block 2G Clayton Field
- 3430B-LB-XX-XX-DS-A-131203 Rev P1-Bay Study – Block 3C_D Clayton Field
- 3430B-LB-XX-XX-DS-A-131204 Rev P1-Bay Study - Block 2F Through Street
- 3430B-LB-XX-XX-DS-A-131205 Rev P1-Bay Study - Block 3B Urban Sq
- 3430B-LB-XX-XX-DS-A-131206 Rev P1-Bay Study - Block 3D Courtyard
- 3430B-LB-XX-XX-DS-A-131207 Rev P1-Bay Study - Block 3EF Courtyard
- 3430B-LB-XX-XX-DS-A-131208 Rev P1-Bay Study - Block 3EF Green Spine
- 3430B-LB-XX-XX-DS-A-131210 Rev P1-Bay Study - Block 2A Through Street

Enlarged Entrances

- 3430B-LB-XX-XX-DS-A-131301 Rev P1-Enlarged Entrance - Lobby Type 1 typical
- 3430B-LB-XX-XX-DS-A-131302 Rev P1-Enlarged Entrance - Lobby Type 2 typical
- 3430B-LB-XX-XX-DS-A-131303 Rev P1-Enlarged Entrance - Lobby Type 3 typical
- 3430B-LB-XX-XX-DS-A-131304 Rev P1-Enlarged Entrance – Concierge
- 3430B-LB-XX-XX-DS-A-131305 Rev P1-Enlarged Entrance - Basement pop up
- 3430B-LB-XX-XX-DS-A-131306 Rev P1-Enlarged Entrance - Car park
- 3430B-LB-XX-XX-DS-A-131307 Rev P1-Enlarged Entrance - Maisonette, typical
- 3430B-LB-XX-XX-DS-A-131308 Rev P1-Enlarged Entrance - Flat, typical
- 3430B-LB-XX-XX-DS-A-131309 Rev P1-Enlarged Entrance - House, typical
- 3430B-LB-XX-XX-DE-A-131401 Rev P1-Balcony Types

Sections

- 3430B-LB-XX-XX-DS-A-140000 Rev P1-Block 2A_B Sections
- 3430B-LB-XX-XX-DS-A-140001 Rev P1-Block 2C Sections
- 3430B-LB-XX-XX-DS-A-140002 Rev P1-Block 2D_E Sections
- 3430B-LB-XX-XX-DS-A-140003 Rev P1-Block 2F_G Sections
- 3430B-LB-XX-XX-DS-A-140004 Rev P1-Block 3A Sections
- 3430B-LB-XX-XX-DS-A-140005 Rev P1-Block 3B_C_D Sections
- 3430B-LB-XX-XX-DS-A-140006 Rev P1-Block 3E_F Sections
- 3430B-LB-XX-XX-DS-A-141100 Rev P1-Block 1A_B_C_D_E Sections
- 3430B-LB-XX-XX-DS-A-141101 Rev P1-Block 3G_H_J_K Sections

Site Sections

- 3430B-LB-XX-XX-DS-A-140020 Rev P1-Site Sections – North South
- 3430B-LB-XX-XX-DS-A-140021 Rev P1-Site Sections – East West

Landscape Drawings

- TM452-L02A - Levels GA
- TM452-L04A - Materials GA
- TM452-L05A - Planting GA
- TM452-L08A - Tree Planting GA
- TM452-L09A - Boundaries GA
- TM452-L14A - Roof Terrace Materials and Planting GA

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with policies DM01 of the Adopted Barnet Development

Management Policies DPD (2012) and NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012).

Development Plots

3. The development hereby permitted shall be carried out in accordance with the approved illustrative Phasing Plan ref. 3430B - LB - XX - 00 - DP - A – 11001 setting out the Development Plots. The plan may be amended from time to time to reflect changes to the Development Plots of the development that were not foreseen at the date when the plan was approved, on written approval of the Local Planning Authority.

Reason:

To ensure the development proceeds in a satisfactory manner in accordance with the Barnet Local Plan (2012).

Samples of Materials

4.
 - a) No above ground works within a Development Plot shall take place until details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas hereby approved for that Development Plot have been submitted to and approved in writing by the Local Planning Authority.
 - b) The development shall thereafter be implemented in accordance with the materials as approved under this condition.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies D1, D2, D3, D8 and D9 of the London Plan 2021.

Levels

5.
 - a) No development within a Development Plot shall take place until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s) and any other changes proposed in the levels of that Development Plot have been submitted to and approved in writing by the Local Planning Authority.
 - b) The development shall thereafter be implemented in accordance with the details as approved under this condition and retained as such thereafter.

Reason: To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies D1, D2, D3, D8 and G7 of the London Plan 2021..

Construction Environment Management Plan

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

For major sites, the Statement shall be informed by the findings of the assessment of

the air quality impacts of construction and demolition phases of the development.

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

Reason: In the interests of highway safety, noise and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies SI1, SI2, T4, T7 and D14 of the London Plan 2021.

7. No construction work in relation to the development hereby approved shall be carried out on the site at any time on Sundays, Bank or Public Holidays, before 8.00am or after 1.00pm on Saturdays, or before 8.00am or after 6.00pm on any other days unless in accordance with previously agreed emergency procedures for deviation.

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

8. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance.

Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority.

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

Reasons: In the interest of good air quality in accordance with Policies T7, SI1 and SI2 of the London Plan 2021..

Air Quality

9. The approved mitigation measures as set out in the Air Quality Assessment by RSK Environment Ltd dated December 2020 shall be implemented for each block within that Development Plot in accordance with details approved under this condition before the relevant Block is first occupied and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and policy SI 1 of the London Plan 2021.

Contaminated Land

10. Part 1:

Before each phase of the 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 in relation to that Development Plot. 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 for approval to the Local Planning Authority.
- b) If the desktop study and Conceptual Model indicate any risk of harm within a Development Plot, 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 for that Development Plot. 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 within a Development Plot, 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 for that Development Plot.

Part 2

d) Where remediation of contamination on the site is required within a Development Plot, completion of the remediation detailed in the method statement shall be carried out for that Development Plot 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 Plot 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 April 2013),.

11. If, during development of a Development Plot, contamination not previously identified is found to be present then no further development within that Development Plot (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site in line with paragraph 170 e) of the National Planning Policy Framework.

Noise

12. The measures approved under this condition as set out in the report by Wardell Armstrong, dated Dec 2020 shall be implemented for each Block within that Development Plot prior to the commencement of the use/first occupation of the relevant Block and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are not prejudiced by road traffic and/or mixed use noise in the immediate surroundings in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.15 of the London Plan 2015.

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

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policies DM04 of the

Development Management Policies DPD (adopted September 2012) and D14 of the London Plan 2021.

Drainage

14. No development other than demolition within a Development Plot shall take place until a surface water management strategy has been submitted to, and approved in writing by the London Borough of Barnet Planning Authority for that Development Plot.

1. calculations showing the attenuation volume required for the 10-year six-hour rainfall event and the 1 in 100-year (+40% climate change).

2. Assessment of the proposed drainage network during the 30-year design rainfall in

accordance with the Design and Construction Guidance (March 2020);

3. SuDS on-going maintenance responsibilities;

4. SuDS detailed design drawings; and,

5. SuDS construction phasing.

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 deployment in accordance with Policy CS13 of the Barnet Local Plan (2012), Policies SI 12 and SI 13 of the London Plan 2021, and changes to SuDS planning policy in force as of 6 April 2015 (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 (incl. the SuDS Manual, C753).

Affinity Water

15. Prior to commencement of above ground works of a Development Plot, details of how the development will incorporate water efficient fixtures, fittings and landscaping to achieve compliance with the target of 110/litres/person/day must be submitted to the Local Planning Authority for approval for that Development Plot. The development will be constructed in accordance with the approved details and maintained in perpetuity.

Reason: To improve that the additional dwellings do not adversely affect the ability to supply water to the area as a whole, and ensure the meet the definition of sustainable development with regard to the efficient use of water, as required by the National Planning Policy Framework and Part G2 of the Building Regulations.

Energy

16. Energy:

a) The development shall be carried out in accordance with the approved Energy Statement dated November 2020 Rev 3, prepared by AES or any updated version approved in writing under (b). The energy efficiency and sustainability measures for each Block within that Development Plot set out therein shall be completed prior to the first occupation of the relevant Block and retained for its lifetime.

b) The development shall achieve regulated carbon dioxide emission savings of no less than 52% against the Target Emissions Rate of Part L of Building Regulations (2013) (or such higher level of reduction as set out in a revised Energy Statement submitted to and approved in writing by the local planning authority).

7 Reason: To ensure that the development represents high quality design and meets the objectives of development plan policy as it relates to energy in accordance with policies DM04 of the Barnet Local Plan and policies SI 1 and SI 2 of the London Plan 2021

Fire Safety

17. The development shall be carried out in accordance with the fire prevention measures stated in the fire strategy by Affinity Fire Engineering dated December 2020 hereby approved.

Reason: In accordance with Policy D11 (Fire Safety) of the draft London Plan,

Trees

18. Prior to the commencement of any Development Plot hereby approved (including demolition and all preparatory work), a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority for that Development Plot. Specific issues to be dealt with in the TPP and AMS:

- a) Location and installation of services/ utilities/ drainage.

- b) Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees.

- c) Details of construction within the RPA or that may impact on the retained trees.

- d) a full specification for the installation of boundary treatment works.

- e) a full specification for the construction of any roads, parking areas and driveways, including details of the no-dig specification and extent of the areas of the roads, parking areas and driveways to be constructed using a no-dig specification. Details shall include relevant sections through them.

- f) Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of no-dig surfacing within Root Protection Areas is proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses.

- g) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.

- h) a specification for scaffolding and ground protection within tree protection zones.

- i) Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.

- j) details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires.

- k) Boundary treatments within the RPA.

- l) Methodology and detailed assessment of root pruning.

m) Arboricultural supervision and inspection by a suitably qualified tree specialist.

n) Reporting of inspection and supervision.

o) Methods to improve the rooting environment for retained and proposed trees and landscaping.

p) Veteran and ancient tree protection and management.

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

Reason: Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy G7 of the London Plan 2021. and pursuant to section 197 of the Town and Country Planning Act 1990.

Landscape

19. Prior to completion or first occupation of the relevant Development Plot, whichever is the sooner; details of treatment of that Development Plot not covered by buildings shall be submitted to and approved in writing by the Local planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. Details shall include:
- 1) a scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted;
 - 2) location, type and materials to be used for hard landscaping including specifications, where applicable for:
 - (a) permeable paving
 - (b) tree pit design
 - (c) underground modular systems for new tree pits around car parking spaces
 - (d) sustainable urban drainage integration
 - (e) use within tree Root Protection Areas (RPAs);
 - 3) a schedule detailing sizes and numbers/densities of all proposed trees/plants;

- 4) specifications for operations associated with plant establishment and maintenance that are compliant with best practise
- 5) types and dimensions of all boundary treatments;
- 6) details of tool storage and irrigation on the podiums and any roof terraces that will enable residents to interact/maintain the soft landscape areas; and
- 7) Demonstrating how there are no conflicts with any visibility splays.

There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority. Unless required by a separate landscape management condition, all soft landscaping shall have a written five-year maintenance programme following planting. Any new tree(s) that die(s), are/is removed or become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details.

Reason: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012) and Policy G7 of the London Plan 2021.

Green Roofs

20. a) Prior to the first occupation of any Development Plot hereby approved, details of the proposed green roof have been submitted to and approved in writing by the Local Planning Authority.

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

Reason: To ensure that the development represents high quality design and meets the objectives of development plan policy as it relates to sustainability in accordance with policies DM04 of the Barnet Local Plan and policies SI 1 and SI 2 of the London Plan 2021.

Landscaping Management Plan

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

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

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

Reason: To ensure a satisfactory appearance to the development in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012) and Policy G7 of the London Plan 2021.

Biodiversity

21. Notwithstanding the content of plans hereby approved, prior to the commencement of development within each Development Plot details comprising a scheme of measures to enhance and promote biodiversity for each Block within that Development Plot shall be submitted to the Local Planning Authority and approved in writing. The approved scheme of measures shall be implemented in full in accordance with the approved details before the relevant Block is first occupied.

Reason: To ensure that the development represent high quality design and meets the objectives of development plan policy as it relates to biodiversity in accordance with policies DM01 and DM16 of the Barnet Local Plan and policy G6 of the London Plan 2021.

22. Vegetation clearance should take place outside the bird breeding season (October to February). Any clearance of vegetation with the potential to support nesting birds during this period may only occur following a check by a qualified ecologist. If any active nests are found, works must cease, the area left in situ and an appropriate buffer zone established until such time as a qualified ecologist confirms that the nest is no longer in active use.

Reason: To avoid the potential for an offence under the Wildlife and Countryside Act 1981, as amended.

Bat Survey

23. No demolition or construction shall be undertaken in Development Plot 2 or Development Plot 3 until such stage as a bat survey and assessment has been carried out to the satisfaction of the Local Planning Authority for each Development Plot accordingly. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development represent high quality design and meets the objectives of development plan policy as it relates to biodiversity in accordance with policies DM01 and DM16 of the Barnet Local Plan and policy G6 of the London Plan 2021.

24. RAMMS

Prior to the commencement of a Development Plot a Reasonable Avoidance Measures Method Statement (RAMMS) shall be submitted to and approved by the Local Planning Authority detailing the measures which will be implemented during site clearance to avoid impacts on protected and notable species potentially present on site, including bats, badger, hedgehog, invasive non-native plant species, and common amphibians if breeding habitat is found within previously inaccessible residential gardens for that Development Plot. The development shall be carried out in accordance with the agreed details.

Reason: To ensure that the development represent high quality design and meets the objectives of development plan policy as it relates to biodiversity in accordance with policies DM01 and DM16 of the Barnet Local Plan and policy G6 of the London Plan 2021.

Play space

25. Prior to first occupation within the relevant Development Plots, unless otherwise agreed in writing, the play space and recreation features shall be provided in accordance with the approved details for the Development Plots to which the play space relates and thereafter maintained for the lifetime of the development.

Reason: To ensure there is adequate plays space available for all users in accordance with London Plan 2016 policy S4 and Barnet Development Management policy DM02.

Refuse and recycling

26. Notwithstanding the details submitted with the application, prior to construction of above works of any building within the relevant Development Plot, the following details for that Development Plot shall be submitted to and approved in writing by the Local Planning Authority:

- i. Enclosures, screened facilities and/or internal areas of the proposed buildings to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable;
 - ii. satisfactory points of collection; and
 - iii. details of the refuse and recycling collection arrangements
27. The development shall be implemented and the refuse and recycling facilities provided fully in accordance with the approved details before the Development Plot is occupied and the development shall be managed in accordance with the approved details.

Reason: To ensure a satisfactory refuse and recycling facilities are provided at the development in accordance with polices CS5, CS9, CS14, DM01, DM04 and DM17 of the Barnet Local Plan.

Wheelchair accessible units

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

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of policies **D5 and D7 of the London Plan** (2021); and to ensure that parking is provided and managed in line with the council's standards in the interests of highway and pedestrian safety in accordance with policies CS9 and DM17 of the Barnet Local Plan.

Secure by Design

29. Prior to above ground works of a building within the relevant Development Plot, details shall be submitted demonstrating that the building has been designed using the principles of Secure by Design. The development shall be carried out in accordance with the approved details and thereafter retained.

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

Details of External Lighting

30. Prior to occupation of the relevant Development Plot of the development hereby approved, details of external lighting proposed within that Development Plot shall be

submitted to and approved in writing by the Local Planning Authority. The details of the external lighting shall include the existing average night time luminance and light spread levels across the application site at night, identify the levels of light pollution received at the windows to residential properties within proposed development and, where appropriate, identify the measures to be used to mitigate the impacts of light pollution on the future occupiers proposed dwellings as well as mitigate any impacts to species including bats. Any light pollution mitigation identified shall be implemented in full prior to occupation of the relevant phase.

Reason: To ensure the development provides adequate amenities of the future occupiers of the proposed dwellings and to accord with policy DM01 of the Barnet Local Plan and to mitigate the impact to species including bats in accordance with policies CS7 and DM16.

Estate Management Plan

31. No building shall be occupied until an Site Wide Estate Management Plan has been submitted to and approved in writing by the Local Planning Authority.

The development shall be managed in accordance with the approved Estate Management Plan or any updated version otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the coordinated management and maintenance in good working order of the site not limited to an including its buildings, roads including SUDs, parks, gardens, landscaping, street trees, public squares, energy centre and site network in the interests of sustainable development in accordance with the NPPF, London Plan 2021 and Barnet Core Strategy.

Transport and Highways

32. An access strategy shall be submitted for approval to the Local Planning Authority in writing to demonstrate access arrangements to each block during construction of that Development Plot.

No Development Plot shall be occupied until the access roads and highways works (on and off-site) associated with that Development Plot in which that unit is located are made available for use, in accordance with the approved access strategy.

Reason: To ensure there is adequate access available to all residential units and commercial units.

Parking

33. A Site Wide Car Parking Management Strategy shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development.

Unless otherwise agreed, this shall be in accordance with the strategy set out in the Transport Assessment. The development shall be carried out in accordance with the approved Site Wide Car Parking Management Strategy or any updated version otherwise agreed in writing with the Local Planning Authority

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of policy T6 the London Plan (2021) and also, To ensure that the development does not over-provide car parking spaces and to encourage sustainable travel in accordance with Barnet Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

34. Prior to first occupation of the relevant Development Plot a Car Parking Management Plan for that Development Plot demonstrating compliance with the Site Wide Car Parking Strategy shall be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed, the details shall include:

- i. Location and layout of car parking spaces;
- ii. Allocation of car parking spaces (for residential, non-residential users and visitors);
- iii. On-site parking controls and charges (if any);
- iv. The enforcement details of unauthorised parking in line with the Council's parking regime in Colindale within the development's surrounding area;
- v. 'Blue badge' space quantities in accordance with the London Plan;
- vi. Location of car club space (if required) in accordance with Site Wide Parking Strategy;
- vii.
- viii. Electric Charging Points: Location and specification. For residential parking spaces, delivery of the 20% of parking spaces which shall be active and 20% which shall be passive electric charging points. For non-residential spaces, provision at 20% of spaces shall be undertaken with potential provision at a further 10% of spaces;
- ix. Car parking reconciliation (evidence that the number of vehicular parking spaces proposed for each Development Plot is proportionate having regard to the Site Wide Parking Strategy);

The car parking spaces shall not thereafter be used for any purpose other than for the parking and turning of vehicles associated with the development. The Car Parking Management Plan and the abovementioned provisions shall be implemented in accordance with the approved details before the buildings hereby permitted are occupied and maintained thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of policy T6 of the London Plan (2021) and also, to ensure that the development does not over-provide car parking spaces and to encourage sustainable travel in accordance with Barnet Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Cycle Parking

35. Prior to above ground works for each Development Plot further details of cycle parking including the location and number of cycle spaces and cycle storage facilities in accordance with the London Plan for that Development Plot should be submitted to and approved by the Local Planning Authority and such spaces shall be permanently retained thereafter. Minimum aisle widths, as set out in London Cycling Design Standards, must be met and 5% of space should be provided for the storage of non-standard cycles.

Reason: In the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012, Policy DM17 of Development Management Policies (Adopted) September 2012 and the London Cycling Design Standards 2016.

36. No building within a Development Plot shall be occupied until a Delivery and Servicing Management Plan in respect of that Development Plot has been submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed, this shall be in accordance with the strategy set out in the Transport Assessment and Outline Delivery and Servicing Management Plan. The development shall be carried out in accordance with the approved Delivery and Service Management Plan unless otherwise agreed in writing with 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.

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

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

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

The enlargement or extension of the dwellings hereby permitted, including any additions or alterations to the roof; the construction of a new building or enclosure within the application site; the construction of new hardstanding for vehicles, or means of vehicular access to the highway to be formed, laid out or constructed within the site; the installation of any structures or apparatus for purposes relating to telecommunications on any part the development hereby approved, including any structures or development otherwise permitted under Part 24 and Part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) or any equivalent Order revoking and re-enacting that Order.

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

INFORMATIVE(S):

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

2. The applicant is advised that the submitted Construction Method Statement shall include as a minimum details of:

- Site hoarding
- Wheel washing
- Dust suppression methods and kit to be used
- Site plan identifying location of site entrance, exit, wheel washing, hoarding, dust suppression, location of water supplies and location of nearest neighbouring receptors. Explain reasoning if not applicable.

- For major developments only: confirmation that all Non Road Mobile Machinery (NRMM) comply with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999. Proof within the contractor's specification that all NRMM will be registered on the local government website
- Confirmation whether a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation.
- For major developments only: provide a copy of an asbestos survey for smaller developments confirmation that a survey has been carried out.

Confirmation of the following: log book on site for complaints, work in accordance with British Standards BS 5228-1:2009+A1:2014 and best practicable means are employed; clear contact details on hoarding. Standard construction site hours are 8am-6pm Monday – Friday, 8am-1pm Saturday and not at all on Sundays and Bank Holidays. Bonfires are not permitted on site

3. In complying with the contaminated land condition parts 1 and 2, reference should be made at all stages to appropriate current guidance and codes of practice. This would include:

- 1) The Environment Agency CLR & SR Guidance documents (including CLR11 'Model Procedures for the Management of Land Contamination');
- 2) National Planning Policy Framework (2019) / National Planning Practice Guidance (2018);
- 3) BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice;
- 4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH;
- 5) CIRIA report C665 - Assessing risks posed by hazardous ground gases to buildings;
- 6) CIRIA report C733 - Asbestos in soil and made ground: a guide to understanding and managing risks.

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

4. The applicant is advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

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

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

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

The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate:

- 1) BS 7445(2003) Pt 1, BS7445 (1991) Pts 2 & 3 - Description and measurement of environmental noise;
- 2) BS 4142:2014 - Method for rating industrial noise affecting mixed residential and industrial areas;
- 3) BS 8223: 2014 - Guidance on sound insulation and noise reduction for buildings: code of practice;
- 4) Department of Transport: Calculation of road traffic noise (1988);
- 5) Department of Transport: Calculation of railway noise (1995);
- 6) National Planning Policy Framework (2012)/ National Planning Policy Guidance (2014).

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

5. REFUSE

Refuse collection points should be located at a ground floor level and within 10m of the refuse vehicle parking bay. Level access should be provided for the refuse collection *personnel to collect the bins. The refuse collection personnel are not*

expected to push the bins on an inclined surface to safeguard their Health and Safety requirements. Alternatively, the dustbins will need to be brought to the edge of the refuse vehicle parking bay on day of collection. The applicant is advised that the Council's refuse collection department is consulted to agree a refuse collection arrangement.

6. VEHICULAR ACCESS - SECTION 184 OF THE HIGHWAYS ACT (1980)

The applicant must submit an application under Section 184 of the Highways Act (1980) for all the proposed vehicular accesses. The proposed access design details, construction and location will be reviewed by the Development Team as part of the application. Any related costs for alterations to the public highway layout that may become necessary, due to the design of the onsite development, will be borne by the applicant.

To receive a copy of our Guidelines for Developers and an application form please contact: Traffic & Development Section –Development and Regulatory Services, London Borough of Barnet, Barnet House, 1255 High Road, Whetstone, N20 0EJ.

7. CONSTRUCTION ADJACENT TO PUBLIC HIGHWAY

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

8. HIGHWAYS REPAIR

The Highway Authority will require the applicant to give an undertaking to pay additional costs of repair or maintenance of the public highway in the vicinity of the site should the highway be damaged as a result of construction traffic movements. The construction traffic will be deemed "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. Under this section, the Highway Authority can recover the cost of excess expenses for maintenance of the highway resulting from excessive weight or extraordinary traffic passing along the highway. It is to be understood that any remedial works for such damage will be included in the estimate for highway works. The applicant is advised that photographic records should be kept of the public highway likely to be affected by the development proposal prior to commencement of any construction or demolition works on site.

9. RELOCATION OF STREET FURNITURE

The applicant is advised that any street furniture or lighting column affected by the proposed works would be relocated under a rechargeable works agreement by the Council's term contractor for Highway Works. You may obtain an estimate for this

work from Development & Regulatory Services, Barnet House, 1255 High Road, Whetstone, N20 0EJ.

10. ALTERATION TO ON-STREET WAITING AND LOADING RESTRICTIONS

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

11. ADOPTION OF ACCESS ROADS

The council's refuse vehicles will be required to enter the site and therefore the estate roads must be constructed to adoptable standards. Details of the materials and surface finishes that would be acceptable for use on the private roads will be undertaken and constructed to an adoptable standard. Details of the road construction requirements can be obtained from the Traffic and Development Section in Development & Regulatory Services, Barnet House, 1255 High Road, Whetstone, N20 0EJ.

12. RAMP GRADIENT

The gradient for the proposed ramps leading to the underground parking areas should have a gradient not steeper than 1:10 or in accordance with the guidelines in IStructE Design recommendations for multi-storey and underground car parks 3rd Edition.

13. S38 WORKS

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

14. S278 WORKS

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

15. Adoption of Proposed Road Layout

Should the scheme be adopted, a commuted sum may be required. This will only be estimated once an application for a S278/S38 is made.

15. Tree Works and Landscaping

The following British Standards should be referred to:

- a) BS: 3882:2015 Specification for topsoil
- b) BS: 3936-1:1992 Nursery Stock - Part 1: Specification for trees and shrubs
- c) BS: 3998:2010 Tree work – Recommendations
- d) BS: 4428:1989 Code of practice for general landscaping operations (excluding hard surfaces)
- e) BS: 4043:1989 Recommendations for Transplanting root-balled trees
- f) BS: 5837 (2012) Trees in relation to demolition, design and construction - Recommendations
- g) BS: 7370-4:1993 Grounds maintenance part 4. Recommendations for maintenance of soft landscape (other than amenity turf).
- h) BS: 8545:2014 Trees: from nursery to independence in the landscape – Recommendations
- i) BS: 8601:2013 Specification for subsoil and requirements for use

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

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

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

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

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

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

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

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

Relief or Exemption from CIL:

If social housing or charitable relief applies to your development or your development falls within one of the following categories then this may reduce the final amount you are required to pay; such relief must be applied for prior to commencement of development using the 'Claiming Exemption or Relief' form available from the Planning Portal website: www.planningportal.gov.uk/cil.

You can apply for relief or exemption under the following categories:

1. Charity: If you are a charity, intend to use the development for social housing or feel that there are exception circumstances affecting your development, you may be

eligible for a reduction (partial or entire) in this CIL Liability. Please see the documentation published by the Department for Communities and Local Government at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf

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

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

Please visit

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

Page 18 under Description of the Proposed Development removed '*phased*'

Page 34, first paragraph under Table 2 replace text 'no change' to 'an uplift in 1 unit'

Page 37 Delete text *These spaces include the 'Urban Square' 6.120.*

Page 38 Under Green Spine improvements add the following text after the word also '*proposes to*'

Page 50 Under Trip Generation & Impact – Delete duplicate second paragraph

Page 51 Under Residential Parking, alter first paragraph as follows:

The application proposes to provide 386 car parking spaces at a ratio of 0.51 spaces per unit for the whole development. Of this, ~~215~~ 206 spaces are to be allocated to the 481 private dwellings (ratio of ~~0.45~~ 0.43) and ~~171~~ 180 spaces are to be allocated to the 271 affordable dwellings (ratio of ~~0.63~~ 0.65).

Page 55 Under Energy, Sustainability and Resources, 5th paragraph delete £782,802 replace with £727,454

Page 60: Under Mayoral Community Infrastructure Levy, replace second paragraph with following text:

'The Mayor of London is a charging authority for the purposes of Part 11 of the Planning Act 2008 and may therefore charge a Community Infrastructure Levy in respect of development in Greater London. The Mayor of London adopted a CIL charge on 1st April 2019 (MCIL2). This set a rate of £60 per square metre on all forms

of development in Barnet, except that which is for education and health purposes (which are exempt from this charge).'

Decisions of the Strategic Planning Committee

1 June 2021

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.

This page is intentionally left blank

LOCATION: Douglas Bader Park Estate, London, NW9.

REFERENCE: 20/6277/FUL **Received:** 24 December 2020
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.

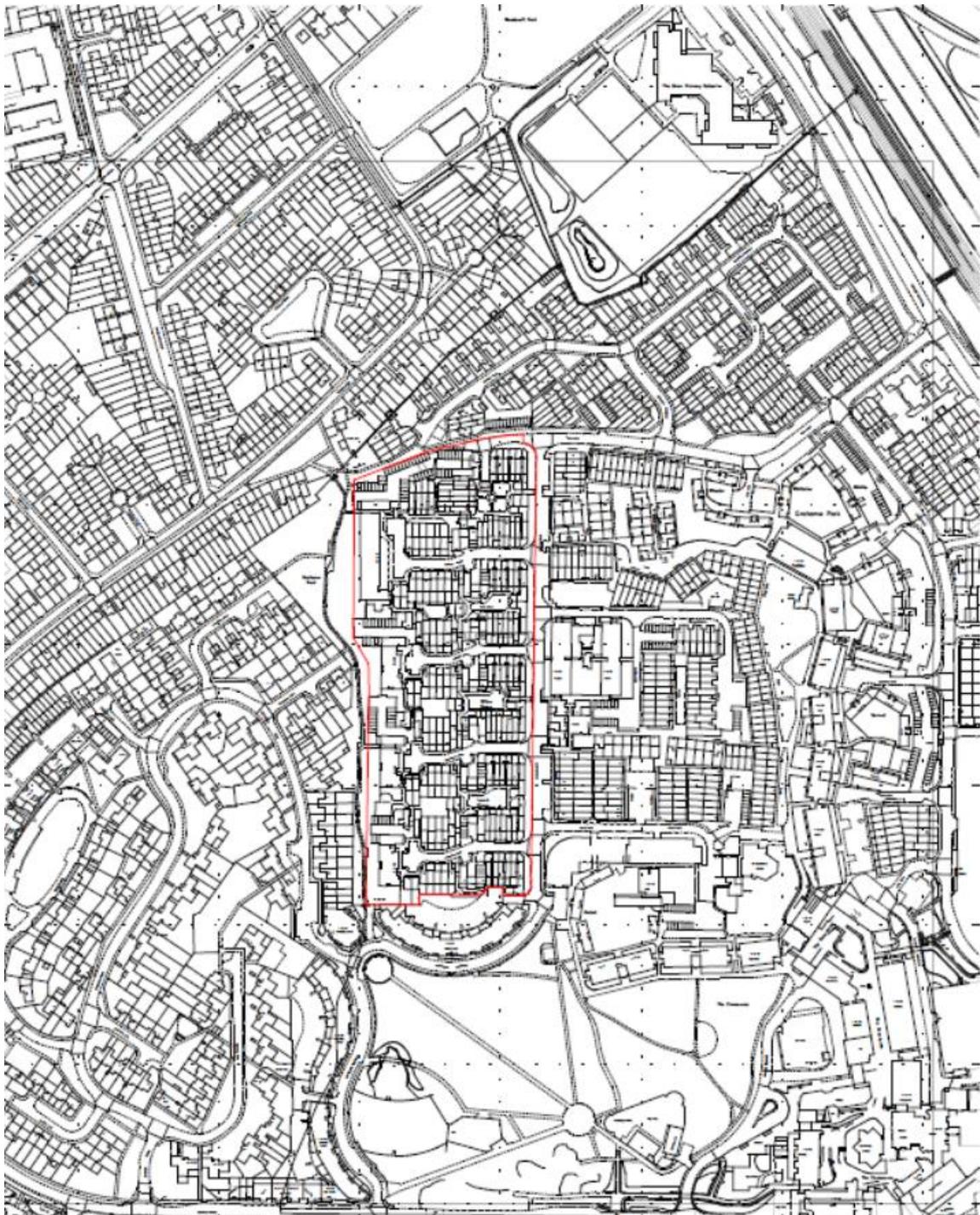
The proposed reasons for refusal are:

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



Decisions of the Strategic Planning Committee

17 June 2021

Members Present:-

Councillor Eva Greenspan (Chairman)
Councillor Melvin Cohen (Vice-Chairman)

Councillor Golnar Bokaei	Councillor Tim Roberts
Councillor Mark Shooter	Councillor Claire Farrier
Councillor Stephen Sowerby	Councillor Laurie Williams
Councillor Julian Teare	Councillor Nagus Narenthira
Councillor Reuben Thompstone	Councillor Jess Brayne

1. MINUTES OF THE LAST MEETING

RESOLVED that the minutes of the meeting held on 1 June 2021, be agreed as a correct record.

2. ABSENCE OF MEMBERS

None.

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

Councillor	Interest
Thompstone	Non-pecuniary interest in Claremont School (agenda item 8) as previous Chairman of Governors
Bokaei	Pecuniary Interest in Douglas Bader (agenda item 6) as pecuniary interest in the property opposite the application site. Councillor Bokaei declared that she would not partake or vote on this item

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. ADDENDUM (IF APPLICABLE)

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

6. DOUGLAS BADER PARK ESTATE, LONDON, NW9 (COLINDALE)

The Chairman reported that the applicant had requested that this application be deferred to allow the application to come back to Committee with amendments.

It was moved by Councillor Greenspan and seconded by Councillor Cohen that the application be deferred to allow the applicant to come back to Committee with amendments:

For (deferral)	10
Against (deferral)	0
Abstained	1
Unable to vote	1

RESOLVED that the application be deferred for the reason detailed above.

7. LAND ADJACENT TO FINCHLEY MEMORIAL HOSPITAL, GRANVILLE ROAD (WOODHOUSE)

The Committee received the report and addendum.

Representations were heard from Jennie Arthur (objector), Dr Clare Stephens (Supporter), Councillors Cooke, Houston and Rozenberg and the applicant.

It was requested by Members that timing of the CPZ and issues relating to CCTV be highlighted for Officers to address under reserved matters.

It was moved by Councillor Greenspan and seconded by Councillor Thompstone that the application be approved, subject to an additional condition regarding housing mix coming back to this Committee for approval.

For	6
Against	4
Abstained	2

RESOLVED that the application be approved, subject to the recommendations detailed in the report, the addendum and the additional condition detailed above relating to housing mix.

Following conclusion of this application, the meeting was adjourned for 5 minutes at 8.35pm, to allow the public in attendance for this item, to leave and for cleaning to take place in line with covid procedures.

8. CLAREMONT PRIMARY SCHOOL, CLAREMONT ROAD, CRICKLEWOOD, LONDON (GOLDERS GREEN)

The Committee received the report.

Representations were heard from Lorraine Thomas (Objector), Dan Hawkins (Supporter) and the applicant.

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

For	12
Against	0
Abstained	0

RESOLVED that the Reserved Matters Application 21/1181/RMA be approved 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).

9. FORMER HOMEBASE SITE, ROOKERY WAY (COLINDALE)

The Committee received the report and voted on the Officer recommendation to approve the report:

For	12
Against	0
Abstained	0

RESOLVED 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.

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

None.

The meeting finished at 9.19pm

This page is intentionally left blank

LOCATION: B And Q
Broadway Retail Park
Cricklewood Lane
London
NW2 1ES

AGENDA ITEM 7

REFERENCE: 20/3564/OUT Validated: 19.08.2020

WARD: Childs Hill Expiry: 18.11.2020

APPLICANT: Montreaux Cricklewood Development Ltd

PROPOSAL: Outline planning application (including means of access with all other matters reserved) for the demolition of existing buildings and the comprehensive phased redevelopment of the site for a mix of uses including up to 1049 residential units (Use Class C3), and up to 1200 sqm of flexible commercial and community floorspace (Use Classes A3/B1/D1 and D2) in buildings ranging from 3 to 18 storeys along with car and cycle parking landscaping and associated works (this application is accompanied by an Environmental Statement) (REVISED PLANS RECEIVED - AMENDED DESCRIPTION - REDUCTION IN MAXIMUM HEIGHT FROM 19 TO 18 STOREYS. REVISIONS TO BUILDING HEIGHTS AND REDUCTION IN RESIDENTIAL UNIT NUMBERS FROM 1050 TO 1049).

PREFACE

The application was received in the summer of 2020. An initial consultation was undertaken in September 2020 with the following description of development:

- *Outline planning application (including means of access with all other matters reserved) for the demolition of existing buildings and the comprehensive phased redevelopment of the site for a mix of uses including up to 1100 residential units (Use Class C3), and up to 1200 sqm of flexible commercial and community floorspace (Use Classes A3/B1/D1 and D2) in buildings ranging from 3 to 25 storeys along with car and cycle parking landscaping and associated works (this application is accompanied by an Environmental Statement)*

A second consultation was undertaken in May 2021 to allow for the consideration of additional supporting documentation in the form of a Urban Design Study with the following description:

- *Outline planning application (including means of access with all other matters reserved) for the demolition of existing buildings and the comprehensive phased redevelopment of the site for a mix of uses including up to 1100 residential units (Use Class C3), and up to 1200 sqm of flexible commercial and community floorspace (Use Classes A3/B1/D1 and D2) in buildings ranging from 3 to 25 storeys along with car and cycle parking landscaping and associated works (this application is accompanied by an Environmental Statement) (ADDITIONAL INFORMATION RECEIVED - URBAN DESIGN STUDY).*

Subsequent to consultations outlined above, the application was amended to reduce the height of the tallest building from 25 to 19 storeys, with the number of residential units from 1100 to 1050. A third consultation was undertaken in July 2021 on the basis of the revised description of development outlined above. A report was submitted for inclusion on the July 2021 Strategic Planning Committee however the case was withdrawn from the agenda prior to the meeting.

RECOMMENDATION

Recommendation 1

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

Recommendation 2

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 Service Director, Planning and Building Control:

- Legal Professional Costs Recovery

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

- Enforceability

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

- Indexation

All financial contributions to be subject to indexation.

- Residential Travel Plan (RTP)

- Full RTP to be submitted for approval prior to occupation of all 3 phases that meets the TFL TP guidance criteria.
- TRICS compliant monitoring within 4 months of 1st occupation and then in years 1, 3 and 5 and then every other year until 5 years after 1st occupation of the final unit.
- RTP to be updated and resubmitted for approval within 2 months of each period of monitoring
- RTP and Site-wide TP Champion in place at least 3 months prior to occupation and for the lifespan of the RTP until the RTP Review 5 years after 1st occupation of the final unit approved.
- £300 per unit RTP Incentive Fund for residents to select 2 out of 3 travel incentives – bike voucher, Oyster card, car club membership/use (up to maximum of **£330,000**)
- RTP monitoring fee at least **£20,000** depending on timescale of phasing and therefore the lifespan of the RTP.
- Car club – 2 spaces to be provided with a mechanism to add further vehicles if usage is recorded at 75% or above

- Commercial Travel Plan

- Commercial Travel Plan Statement to be submitted prior to occupation of all 3 phases that meets the TFL TP guidance
- TRICS compliant monitoring within 4 months of 1st occupation and then in years 1, 3 and 5 and then every other year until 5 years after 1st occupation of the final commercial unit.
- CTP to be updated and resubmitted for approval within 2 months of each period of monitoring
- CTP to be overseen by the Site-wide TP Champion with a CTP Champion to be in place within each commercial unit
- CTP monitoring fee **£20,000**

- Employment and Enterprise

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

- Progression into employment (under 6 months) – 30
- Progression into employment (over 6 months) – 19
- Apprenticeships – 50
- Work experience (16+) – 65
- School / College / University site visits -590
- School / College workshops – 325
- Local Labour target – 20%

Any outcomes not delivered would be subject to a financial contribution agreed with the Council. The sum of this contribution shall not exceed £350,000. The outcomes listed are subject to reduction to correspond with a revised construction cost figure and subject to viability considerations.

- Affordable Housing

A minimum of 35% (by hab room) to be provided with a tenure split of 70% intermediate and 30% London Affordable Rent.

An affordable housing delivery schedule to be submitted for agreement,

Early stage review mechanism to be secured to be triggered if scheme not implemented within agreed timescale..

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

- Carbon Offset Contribution

A carbon offset contribution may be sought in accordance with the Mayor of London's Zero Carbon target for new developments if the development fails to achieve the necessary carbon reductions. The formula for calculation of the

contribution is as follows: *(CO2 emitted from the development (tonnes) per year) minus (CO2 target emissions (tonnes) per year) x £1800.*

- Transport/Highways, Public Realm and ATZ

A scheme for the improvement of the footway between the site and Cricklewood Station shall be submitted to the LPA. Provision shall also be made for a new pedestrian crossing point on Cricklewood Lane with the location and details to be agreed with the LPA / TFL and implemented under Section 278.

A scheme of improvement for the underside of the railway bridge on Cricklewood Lane shall be submitted for approval. The scheme shall include provision for improved lighting and/or public art and the applicant shall engage with Network Rail as asset owner in formulating the strategy.

The applicant shall ensure that a potential future connection to the west of Cricklewood Station is not precluded and shall safeguard an area of land adjacent to the station.

The existing vehicular access point on Cricklewood Lane shall be removed and the footway reinstated under Section 278.

A wayfinding strategy from the site to Cricklewood Station shall be agreed with the LPA.

A contribution of £42,000 to be secured towards the costs of a CPZ review on local streets and to contribute towards costs of consultation and implementation if necessary. A contribution of £2500 towards the amendment of Traffic Management Order (TMO) to ensure that the new occupants are prevented from purchasing parking permits in local CPZs.

A £15k contribution towards a feasibility study for school stay safe measures at Childs Hill School.

- Community Use

One unit of the flexible use floorspace shall be ringfenced for occupation as a healthcare use. The applicant will be expected to engage with the NHS to facilitate the occupation of the space. A strategy for the occupation of the space shall be

submitted to an approved in writing by the LPA and should include details of the specifications of the space as well as the proposed lease terms (which shall be at a reasonable market rate, to be evidenced within the strategy).

- Community Engagement Group

The applicant shall create a community engagement group to oversee the curation, management and operation of the public activities including the events program within the public square / Cricklewood Green. The applicant shall engage with the Council in the creation of this group and the Council shall nominate a representative to form part of the group.

- Cricklewood Green

A scheme of public realm improvement shall be submitted to the LPA and subsequently implemented in accordance with the approved strategy. The scheme shall be subject to consultation with the Community Engagement Group.

- Monitoring Contribution

2% of the sum of the total financial contributions.

Recommendation 3

That subject to Recommendation 1 and upon completion of the agreement specified in Recommendation 2, the Service Director Planning and Building Control to approve the planning application reference 20/3564/OUT under delegated powers, subject to the conditions set out within Appendix 2 of this report.

That the Committee also grants delegated authority to the Service Director Planning and Building Control 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.

New Local Plan

Barnet's Local Plan -Reg 19 Preferred Approach was approved for consultation on 6th January 2020. The Reg 19 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.

Environmental Impact Assessment Regulations 2017

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

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

Section 13 of the EIA Regulations allows applicants to request from the local planning authority a written statement, ascertaining their opinion as to the scope of information to be provided in the ES. Whilst not a statutory requirement of the EIA process, requesting a Scoping Opinion clarifies the content and methodology of the EIA between the local planning authority and the applicant.

A formal Scoping Request was made by the applicant's agents Icen Project and a Scoping Opinion was adopted by the Council in February 2019. The Scoping Opinion agreed the following scope for the ES, and the ES has been submitted in accordance with the agreed scope:

- Chapter 8: Air Quality;
- Chapter 9: Archaeology;
- Chapter 10: Climate Change;
- Chapter 11: Daylight, Sunlight & Overshadowing;
- Chapter 12: Ground Conditions and Contamination;
- Chapter 13: Noise & Vibration;
- Chapter 14: Socio-economics and Health;
- Chapter 15: Traffic and Transport; and
- Chapter 16: Wind Microclimate.

The following non-technical chapters are also provided as part of ES Volume I:

- Chapter 1: Introduction;
- Chapter 2: Planning Policy Context;
- Chapter 3: Existing Site and Surroundings;
- Chapter 4: Alternatives and Design Evolution;
- Chapter 5: The Proposed Development;
- Chapter 6: Demolition and Construction;
- Chapter 7: EIA Methodology;
- Chapter 17: Effect Interactions;
- Chapter 18: Summary of Mitigation; and
- Chapter 19: Residual Effects and Conclusions.

Following amendments to the application, a Statement of Conformity has been submitted in support of the revised scheme. The SoC gives consideration to whether the proposed changes would alter the conclusions of the Environmental Impact Assessment (EIA) undertaken in relation to the Proposed Development as presented in the July 2020 ES.

The SoC concludes that the reduction in heights and residential units presented by the proposed changes are not expected to alter the findings of the July 2020 ES which would be considered to be a worst-case in comparison, and are not expected to introduce any materially new or additional environmental effects.

1.0 Site Description

- 1.1 The application site comprises a site of approximately 2.78 hectares within Cricklewood, immediately to the west of Cricklewood Station and to the north of Cricklewood Road. The site was previously occupied by retail uses, the largest of which was a B&Q retail store accommodated within a large warehouse style building. Aside from the buildings which accommodating the retail uses, the rest of the site is largely made up of hardstanding providing a large expanse of ground level parking.
- 1.2 Immediately to the south of the site is an area of green space which buffers the site from Cricklewood Road; Cricklewood Green. This area of greenspace is identified as an Asset of Community Value (ACV).
- 1.3 Immediately to the west of the site is a series of commercial buildings adjacent to Cricklewood Lane and further to the north, a Bingo complex with associated car park.
- 1.4 To the north of the site is a builders merchants and associated hardstanding. Also to the north and north-west of the site is the Railway Terraces estate which is a designated Conservation Area. Kara Way playground is located to the north-west of the site which provides a children's play area for the local community.
- 1.5 Immediately to the east of the site is Cricklewood Station and the associated railway infrastructure. Given the proximity to the station and to nearby bus routes, the site has a Public Transport Accessibility Level (PTAL) of 4-5.
- 1.6 The site is located in the Brent Cross Cricklewood Growth Area and is designated within the Cricklewood and Brent Cross Opportunity Area as designated within the London Plan. The site is also located within the Brent Cross Cricklewood Regeneration Area as designated within the Barnet Local Plan.
- 1.7 There are no statutory designated heritage assets on the Site, however as well as the designated Railway Terraces Conservation Area, there are three Grade II listed structures located within a 500 metres radius of the Site. These include the

Milestone Sited Outside Number 3 and 4 Gratton Terrace, three Lamp Standards in front of the Crown Public House and the Crown Public House itself.

2.0 Proposed Development

2.1 Outline planning consent (with all matters reserved apart from access) is sought for the comprehensive redevelopment of the B&Q Cricklewood site. The description of development is as follows:

Outline planning application (including means of access with all other matters reserved) for the demolition of existing buildings and the comprehensive phased redevelopment of the site for a mix of uses including up to 1049 residential units (Use Class C3), and up to 1200 sqm of flexible commercial and community floorspace (Use Classes A3/B1/D1 and D2) in buildings ranging from 3 to 18 storeys along with car and cycle parking landscaping and associated works.

2.2 Development is proposed across 4 development parcels, labelled A-D. Block A would rise to a maximum of 18 storeys, Block B to a maximum of 12 storeys, Block C to a maximum of 18 storeys and Block D to a maximum of 16 storeys. Each of the blocks would incorporate some ground floor parking (110 spaces in total) with a podium deck above providing communal amenity spaces.

2.3 The development would include a large expanse of public realm running centrally north to south through the site with new town square being located adjoining Cricklewood Green. Cricklewood Green would be the subject of comprehensive landscape improvements to make the space more usable.

2.4 Vehicular access to the site would be from Depot Approach, a private road to the north west of the site. The existing vehicular access from Cricklewood Lane would be stopped up.

3.0 Relevant Planning History

3.1 The following applications relate directly to the application site:

- 19/6632/ESC - Environmental Impact Assessment Scoping Opinion. Formal Scoping. Opinion issued: 19.02.2020
- 17/6211/ADV - Non illuminated and illuminated fascia signs. Approved: 31.01.2018.
- F/03051/10 - Retention of a mezzanine floor measuring 301 sq m for the purposes of storage ancillary to the existing retail units. Approved: 06.10.2010.

- C00640BD/01 - Erection of 2m high perimeter fencing and landscaping works. Approved: 24.12.2001.
- C00640AY/00 - Externally illuminated signs and pole sign. Refused: 17.05.2000.
- C00640AX/99 - Demolition of rear extension and rebuilding, new garden centre, sprinkler tank and pump house, and conversion of retail unit to B & Q Warehouse. Approved: 07.02.2000.

3.2 In addition to the aforementioned planning applications, the planning history of the surrounding sites and area is relevant to the consideration of the current application.

3.3 1-13 Cricklewood (18/6353/FUL) – Residential-led redevelopment of the site to include demolition of existing buildings and erection of three blocks ranging from 6 to 9 storeys with flexible retail (Class A1-A4 & D1) at ground and basement level and 145 residential units (Class C3) on upper floors, with associated parking, servicing arrangements, amenity space, public realm improvements and all necessary ancillary and enabling works. This application has a resolution to approve granted by committee in November 2019 however is awaiting signing of the S106 Agreement.

3.4 194 -196 Cricklewood Broadway (17/0233/FUL) – Redevelopment of site to provide a 6-storey building comprising 3,457sqm of Class A1 use (food store) at ground floor level and 96no. self-13 contained flats (Class C3) at first to fifth floor levels including basement car parking, cycle parking, refuse stores and a single storey car parking deck. This application was approved in January 2018 and is currently commencing on site.

3.5 In addition to the above, it should be noted that the application site is located within the Brent Cross Cricklewood Regeneration Area which has extensive planning history associated with the comprehensive Brent Cross redevelopment scheme.

4.0 Consultations

4.1 As part of the original consultation exercise, 2362 letters were sent to neighbouring occupiers. At the time of the report being written 2211 objections, 48 letters of support and 12 representations subsequently being received. These responses were received over four consultation exercises with one undertaken in August 2020, one undertaken in May 2021 following submission of additional information in the form of an Urban Design Study, one undertaken in July 2021 following the application being amended to reduce the maximum height from 25 to 19 storeys, and a final consultation being undertaken in August 2021 following the amendments to the scheme which informed the current proposals.

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. It should be noted that all objections, received across the three consultations have been taken into account given that the substance of the objections remain largely applicable, even with the reduced scheme. The substance of each objection is addressed within the main body of the report.

- The development is excessive in height;
- The development is excessive in scale and massing;
- The scheme represents overdevelopment of the site;
- The density of the development is excessive;
- The development is discordant, alien, incongruous within the surrounding context;
- The development would put unacceptable additional strain on local infrastructure such as GP's and schools;
- The development would result in harm to views in and out and the setting of the Railway Terraces CA;
- The development would result in additional congestion on the local road network;
- The development would result a loss of daylight/sunlight and outlook to neighbouring properties;
- The scheme would result in harm to the setting of nearby listed buildings;
- The applicant does not have any legal right to create a new access from Depot Approach and there is no realistic prospect of the landowner granting landowner consent;
- There is excessive building footprint;
- The development would put additional strain on Cricklewood Station;
- The development would put additional strain on local buses;
- The scheme would not deliver genuinely affordable homes;
- The housing mix is not suited for the local community;
- The development would result in the loss of an excessive number of trees;
- The amendments to the scheme have not addressed any of the main issues.

4.3 In addition to the 2069 objections from neighbouring residents, objections were also received from the following:

- Mike Freer MP
- Cllr Anne Clarke AM (Ward Member for Cricklewood and London Assembly Member)
- Cllr Peter Zinkin (Ward Member for Cricklewood)
- Andrew Dismore AM (former London Assembly Member)

Responses from External Consultees

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

Consultee	Response
Greater London Authority	<p data-bbox="858 315 1193 349"><u>Principle of Development</u></p> <p data-bbox="858 394 1382 584">The development of this well-connected, under-utilised site within an opportunity area and town centre location for residential-led uses is strongly supported.</p> <p data-bbox="858 629 1123 663"><u>Affordable Housing:</u></p> <p data-bbox="858 707 1374 1167">The 35% affordable housing offer (by habitable room), is welcomed; however, the tenure of 30% affordable rent and 70% intermediate does not meet the Council’s specified tenure mix; affordable rent units at 65% of market rent and all of the Build to Rent Discount Market Rent units at 80% of market rents do not meet affordability requirements. Assessment of the Financial Viability Assessment is ongoing.</p> <p data-bbox="858 1211 1382 1245"><u>Urban design and Historic Environment:</u></p> <p data-bbox="858 1290 1382 1592">The proposals would be a step-change in scale when viewed from the prevailing Victorian/Edwardian surrounding streets; however, the heights proposed are broadly in line with planning policy in this highly accessible town centre and Opportunity Area location.</p> <p data-bbox="858 1637 1382 2020">The visual, functional, environmental, and cumulative impacts have been rigorously assessed and are acceptable. The size of the site provides an exceptional opportunity for high-density housing delivery, with tall buildings that do not unacceptably impact the surroundings. The illustrative scheme demonstrates that an appropriate design quality could be</p>

	<p>achieved, with no harm to the significance of heritage assets; however, this is subject to amendment of the Development Heights Parameter Plan, which does not give sufficient control over building heights.</p> <p>Example floor plans should also be provided and an outline fire statement.</p> <p><u>Transport:</u></p> <p>The site is highly accessible with very good public transport access, and will result in a significant reduction in vehicle trips, which will benefit the adjoining road network. The proposal is supported; however further information is required on bus service impacts; active travel zone assessment; cycle parking; walking/cycling and public realm improvements; and step-free access to Cricklewood Station. Planning conditions and obligations are required. Climate change and environment: Further information is required on energy, the circular economy, water-related matters, and urban greening.</p>
London Borough of Camden	<p><u>Land Use</u></p> <p>Concern is raised regarding the small proportion of commercial floorspace being proposed, especially the lack of a mix of uses which is proposed across the blocks with block C and D having no commercial offering which is considered to be contrary to chapters 2 and 6 of the National Planning Policy Framework 2019. 1,100 residential units are proposed with a small proportion of community infrastructure being proposed to support the development.</p>

	<p>The planning statement draws on the creation of a 'civic heart' yet there is no community space offering which could support this. The commercial offer is 1,500sqm of all use classes (A1-A3, D1 and D2). Whilst the document states that it is unlikely that one use could occupy all of the commercial space, this is a possibility and therefore the lack of commercial floorspace is of a concern, especially due to the range of retail services which the existing site offers to the local community. This is further challenged through the lack of community infrastructure that the development is proposing.</p> <p>Camden is concerned at the loss of the retail provision and lack of community space being proposed. This in turn would put further pressure on the community facilities in Camden and would fail to deliver a mixed and balanced sustainable development.</p> <p>Of particular concern is the current pressure on GP services within the area. Within the submitted document ES Volume one Chapter 14, it states: '14.4.31- At the eight practices there are 22.3 FTE GPs in total. The average number of patients per FTE GP across the practices (2,177) far exceeds the target ratio of 1,800 patients per FTE GP and therefore has no capacity for additional residents.' It is stated that one of the key objectives of the development is to "Provide a new civic space and community facilities, reflecting and building on Cricklewood local residents' civic aspirations and pride." (Page 30 of Design and Access Statement).</p> <p>This is not achieved nor considered to be included within the current</p>
--	---

application and this is of considerable concern to Camden due to the pressure the development could put on Camden's health services.

Design and Bulk

Concern is raised regarding the bulk of block A. It is considered that it sits proud of block C and harms the visual links through the scheme which the development is trying to achieve. Due to the height of the proposed buildings, relief needs to be provided at the ground floor level across the site, and currently this is not achieved. By reducing the bulk of Block A and lining it up with Block C, further connection through the site could be achieved and a further enhanced area of public open space delivered as demonstrated within an early sketch on page 34 of the DAS. This would break up the bulk and provide some meaningful open space which would reduce the pressure on open space in Camden.

Concern is raised regarding the proposed maximum building heights to allow for varying maximum amounts of plant, lift overruns, stair access to roof and building management units. This should all be contained within the building envelope and total maximum height. Through incorporating such additions within the design of the building, this would reduce a cluttered skyline and associated paraphernalia which would otherwise harm longer views of the proposal when viewed from Camden.

Affordable Housing

Camden would want to see the policy-compliant amount of Affordable

	<p>Housing on site, which should be split between Social Rent and some Intermediate Housing affordable to working families (eg: key workers). On mixed tenure schemes, Camden would expect to see a larger number of homes for social rent, along with a smaller proportion of intermediate housing units.</p> <p>In order to create mixed, balanced communities, a mix of sizes should be provided, including 1, 2, 3 and 4 bed homes, with a policy-compliant proportion to be family sized units. There are 105 three bedroom units with no 4 bed units. Consideration should also be given to child density. A policy-compliant percentage of wheelchair housing across the whole site should be provided.</p> <p>Proportions to be split between Fully Accessible (M4(3)(2)(b) and Adaptable (M4(3)(2)(a) wheelchair homes. Currently it is not considered that the proposed housing mix would deliver a mixed and balanced community. TransportThe Transport Assessment states that the development will be secured as a car-free development via a S106 agreement. This would mean future residents would be unable to obtain residents parking permits to park on the public highway in the vicinity of the site. This is welcomed by Camden as it will encourage future residents to use active and sustainable means of transport.</p> <p>The development proposes to provide residents disabled parking for 3% of the proposed 1100 flats, with the ability to provide additional parking for a further 7% of flats. This is in line with the (intend to publish) London Plan.</p>
--	---

	<p>Eight operational and four disabled parking bays are proposed for the nonresidential uses, which is welcomed.</p> <p>The Transport Assessment estimates that a total of 70 vehicles movements (40 Heavy Goods Vehicles and 30 Light Goods Vehicles) per day will occur from Jan 2023 to Dec 2024. This represents the peak vehicle movements of 4th the construction programme. Further details should be secured within a Construction Logistics Plan (CLP) if planning permission is granted. The CLP should be reviewed and approved prior to implementation. The TLRN should be used for construction vehicle movements, and local roads used only to access the site from the TLRN.</p> <p><u>Amenity</u></p> <p>Whilst the proposal is for an overly large development which would have an impact on the townscape, it is not considered that the development would harm the amenity of Camden residents in terms of daylight, sunlight, outlook or privacy.</p> <p>On the basis of the submitted information, the development is considered unacceptable due to the bulk of block A, the affordable housing provision, and the loss of retail floorspace and lack of community provision, therefore failing to provide a sustainable and appropriately designed development.</p> <p>This would harm the local economy, vitality and viability of the local community, existing health services, and character and appearance of the surrounding townscape, which would be contrary to policies C1, C2, C3, D1,</p>
--	--

	E1, E2, G1, H4, H6, H7, H8, TC1, TC4 and TC5 of the Camden Local Plan 2017. It is requested that the application is refused unless the above concerns can be adequately addressed.
London Borough of Brent	The London Borough of Brent, the Local Planning Authority, have considered the proposal and have NO OBJECTION.
Metropolitan Police Service	I do not object to this proposal but due to the reported issues affecting the ward and potential issues as highlighted, I would respectfully request that a planning condition is attached to any approval, whereby each development must achieve Secured By Design accreditation, prior to occupation.
Natural England	Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.
Thames Water	<p>Thames Water would advise that with regard to SURFACE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Thames Water are currently working with the developer of application 20/3564/OUT to identify and deliver the off-site FOUL WATER infrastructure needs to serve the development. Thames Water have identified that some capacity exists within the foul water network to serve 500 dwellings but beyond that, upgrades to the waste water network will be required. Works</p>

	<p>are ongoing to understand this in more detail and as such Thames Water feel it would be prudent for an appropriately worded planning condition to be attached to any approval to ensure development doesn't outpace the delivery of essential infrastructure.</p> <p>Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree a position on water networks but have been unable to do so in the time available and as such Thames Water would request that a condition be added to any planning permission.</p>
<p>Railway Terraces Community Association</p>	<p>The Railway Terraces Residents' Association objects strongly to this proposed development and we request Barnet's planning committee reject this application in its present form. Our main concerns are the height and density of the buildings, the total disregard for the present street scene and the increased stress on the local infrastructure.</p> <p>We live in a Conservation Area. Very high tower blocks ranging from 15 to 25 storeys will be visible and overbearing and will destroy the important uninterrupted views in and out of the terraces, referred to in the 'Railway Terraces Conservation Area Character Appraisal' document (reviewed in 2016 para 4.2 Views and Vistas). These tower blocks will be seen across the open space of the allotments (also in the conservation area) and over the roofs of our homes to Cricklewood and beyond. The Planning (Listed Buildings and Conservation Areas) Act 1990, Section 72 states 'special attention shall</p>

be paid to the desirability of preserving or enhancing the character or appearance of the area.' The proposed development is extremely detrimental to the character and appearance of the Railway Terraces.

Furthermore, page 21 of Barnet's Tall Buildings Update 2019, states, 'Historic England and CABI guidance on tall buildings notes that the effect on the historic context should be considered to '...ensure that the proposal will preserve and/or enhance historic buildings, sites, landscapes and skylines' and goes on to note that the impact on views to and from historic buildings should be considered over a wide area....Figure 4 shows the locations of existing tall buildings in the context of the conservation areas in Barnet. This highlights that most tall buildings are located some distance away from the conservation areas.' Why then are these massive tower blocks being put right next to the Railway Terraces Conservation Area?

The cottages are built on a near north south axis following the railway. It follows that we have approximately half a day of sunlight on either side of our homes. The side of the cottages opposite the development and which faces east, will be in the development's shadow and suffer a 20% loss of sunlight which is significant when that side of your home has sunlight for only half a day. Montreaux has dismissed this as negligible. We are also concerned about the loss of light to Kara Way Playground so important for the health of local children.

There are no very tall buildings in Cricklewood. Barnet planning committee reduced the storeys on the Co-op site to 9 storeys and Brent has reduced the buildings on the Matalan

site to 7 storeys. Page 31 of 'Barnet's Tall Buildings Update 2019', states that 6 to 14 storeys is appropriate for buildings in Cricklewood. We would argue that since the site is on a hill, the buildings should be no higher than 6 storeys. The architecture in Cricklewood is predominantly Victorian and Edwardian, 2 to 4 storeys high. The proposed plans do not fit with local architecture and will destroy the street scene.

Cricklewood is one of the most densely populated areas in Barnet. 1,100 housing units will equate to some 3,000 or more new residents. This will put enormous pressure on local services, which are already stretched such as GP surgeries, transport, leisure facilities and local parks. The site is linked to the A5 by Depot Approach. All vehicular access to and from the site (deliveries, services, visitors) will be via Depot Approach which runs alongside Kara Way playground, increasing pollution to the playground and increasing pollution and congestion on the A5, already one of the most polluted and congested roads in London.

The description of Cricklewood Station, as a convenient 'transport hub', is misleading. It is the only rail station in Cricklewood and serves only the City and South East London. We do not have an underground and links to the West End, West and North London are by bus and are already slow due to congestion.

Many of our residents attended the public consultation and spent a great deal of time studying and discussing the plans and diagrams with Montreaux representatives, who were told repeatedly that the buildings were too high and too dense for our area. Indeed

communications with other local residents associations, lead us to believe that most, if not all, Cricklewood residents, who attended the consultation agreed. Yet no significant changes have been made to the plans. Montreaux has not listened to local residents and we have no alternative but to conclude the consultation process a sham and a tick-box exercise, and, as such, we ask the Council to disregard it.

In conclusion, there is a strong community in Cricklewood, across borough dividing lines, and residents view the application as an attack on their community. We are disappointed and insulted. Disappointed in that we feel this is a missed opportunity to develop, for the enhancement of all Cricklewood, a site, which few would disagree, needs developed. Insulted, in that, we have been ignored. Also, had Montreaux and Barnet Councillors included local residents in their Pre-application Workshops 2 and 3 on 24th June 2019 and 16th August 2019, when height, massing and public realm issues were discussed, the present and extensive conflict may have been avoided.

ADDITIONAL REPRESENTATION

As Secretary of the Railway Terraces Residents' Association, I confirm that all previous objections to the above development made by our association still stand and should be taken into account. Our association also objects very strongly to the way in which this planning application has been dealt with both by the developer and the LPA. There has been a lack of clarity and transparency and documents what showing the latest block plans have not

	<p>been made publicly available on Barnet's planning portal. This is quite shocking.</p> <p>It would appear from block plans inserted in an email from you that the block nearest the Terraces has been increased from 3 to 6 storeys. Why aren't these very important documents on the planning portal? Why are changes being made at the last minute?</p> <p>Reducing the height of one of the buildings by one storey and increasing the building closest to the terraces by three storeys without ANY CONSULTATION is disgraceful. No doubt when Montreaux's representative speaks at the Strategic Planning Committee, he/she will announce yet another one or two storey reduction to convince the committee that they have listened and responded to local concerns about the height and density of the development. This is farce!</p> <p>The message from the Railway Terraces and wider Cricklewood is very clear. No tower blocks in Cricklewood – nothing over 8 storeys. We are not 'nimbys' – we welcome housing on the site but this needs to be the right housing.</p> <p>Barnet has a responsibility to protect the Railway Terraces Conservation area and should be seeking to enhance our conservation area, not destroy it. The view of the Terraces' roof and chimney pots will merge with the tall towers that will project above them so destroying the straight roof line that is an important characteristic of the whole of the Terraces. This special feature is referred to in the Conservation Area Character appraisal and the Heritage section of the report to the planning</p>
--	---

	<p>committee. It will be lost forever at the southern end of the Terraces if this development goes ahead with buildings of such a great height.</p> <p>Please reject this application.</p>
--	--

4.5 Officers are content that the matters raised in the consultation responses above have been adequately addressed within the main body of the report. It should be noted that consultation letters were also sent to the parties listed below, with no responses being received:

- Network Rail - Infrastructure Protection
- London Fire Brigade
- British Telecom
- Twentieth Century Society
- UK Power Networks

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	<p><u>Proposed Development</u></p> <p>It is understood that the development will be up to 1,050 new homes (35% affordable) and 1,200sqm of commercial / community use (Class A3 / B1 / D1 and D2). It is understood that the residential element shall provide 35% affordable housing. Vehicle access shall be from Depot Approach, a private access road, with the closure of the existing vehicle access onto Cricklewood Lane.</p> <p>The draft construction programme has been provided indicating the following:</p> <ul style="list-style-type: none"> • Phase 1: Block A shall be completed on March 2025 and Block B shall be completed on September 2024

- Phase 2: Block C shall be completed on December 2025
- Phase 3: Block D shall be completed on July 2026.

A detailed TA would need to be submitted to support each of the above Phases (secured by condition and provided as part of the reserved matters applications).

The closure of the existing vehicle access onto Cricklewood Lane will require a s278 Agreement and should include improvements to the pedestrian environment.

The proposed new landscaped routes through Cricklewood Green are expected to be secured by means of a legal agreement (s278/s106). Likely to be S106 as any works within the public highway will be covered in the S278 mentioned above.

The description of development proposes that the means of access is to be determined but layout is a reserved matter. Accordingly, the internal roads are illustrative only. The revised drawings of the two vehicle access points are noted (Dwg. No. SK305 Rev A and SK305 Rev A). Detail access design to be conditioned (reserved matters application).

It is noted that the layout is a reserved matter and full details will be provided as part of any reserved matters application. All vehicles should enter and exit the site in a forward direction with collections made in accordance with standard trolleying distances. A reversing movement of a large vehicle along the internal road and across a junction would be queried in terms of safety and operation. In any event, it

	<p>is noted that the internal layout is a reserved matter.</p> <p>The need for a Manage Waste Strategy is noted.</p> <p>A Delivery and Servicing Management Plan should be conditioned. This would include the dimensions of the largest vehicles permitted on site.</p> <p>Parking</p> <p>The TA states that as the layout is a reserved matter ‘the total number of car and cycle parking spaces are not defined as part of this application.’ We shall await the reserved matters applications for confirmation of numbers and design.</p> <p>It is mentioned that there shall be a minimum of 1,846 long-stay and 28 short-stay cycle parking spaces for the residential use. At this stage, the non-residential uses are proposed to have 12 long-stay and 32 short-stay cycle parking spaces. The phased provision / design / location of long and short term cycle parking should be detailed as part of the reserved matters submissions.</p> <p>Cycle parking provision should be provided in line with the London Plan (not Intend to Publish London Plan) and the London Cycle Design Standard guidance (via planning condition).</p> <p>The TA mentions that the illustrative masterplan has been tested to demonstrate that it can accommodate 110 car parking spaces (suitable for disabled persons). Car parking should be provided in accordance with Barnet’s Local Plan and the new London Plan and is a reserved matter</p>
--	--

	<p>(noting that accessible spaces are also required for non-residential uses and therefore more spaces than the 110 currently proposed may be required).</p> <p>In addition to the above, reduced levels of parking proposed would only be supported if there is to be improved accessibility measures, suitable overspill parking control / protection and the provision of sustainable transport measures.</p> <p>Future residents of the development should not be eligible for on-street parking permits. Noted that S106 cannot legally be used for this purpose (may need to use S16 of the GLCGPA 1974).</p> <p>More than just the 1 car club space should be provided. The principle of a Car Club will be secured by condition (or S106); the number of spaces will be determined at the reserved matters stage in consultation with LBB and potential commercial operators. The uptake of Car Club membership will be monitored as part of the Travel Plan; this will inform the number of spaces in successive phases. This facility should be provided on-site in a visible location.</p> <p>It is suggested that car and cycle parking provision will be controlled and regulated by means of a Parking Design and Management Plan (PDMP). A PDMP would need to be conditioned.</p> <p>There appears to be potential for overspill on-street parking on Depot Approach. As it is a private road, the TA suggests that the developer / owner will be able to implement private enforcements measures. The</p>
--	---

	<p>suggested private parking enforcement measures on Depot Approach should be proposed and detailed further to support the lower levels of parking proposed. These measures will form part of the PDMP, secured by condition.</p> <p>There are surrounding roads in vicinity of the site and within LBB boundaries that are not suitability protected by a CPZ. Therefore, there is concern that the proposed development with low on-site car parking provision would have potential for overspill parking onto the surrounding road network resulting a negative impact on the local amenity. Some roads such as Litchfield Road have no restrictions whilst others are protected from commuter parking with a weekday 1-hour restriction (Mon-Fri 10am-11am) which would not directly address residential overspill demand times. It is considered that the proposed development should help enable a review of the CPZ to address the above concerns.</p> <p>The above issue has been discussed with the LB Barnet Parking Team who have confirmed that the surrounding area is under review and have noted that the control times may need to be revised to help manage parking stress as a result of the development. The LB Barnet Parking Team have requested a financial contribution of £42,000 towards a CPZ review / upgrade (secured via s106 agreement). The Parking Team have provided further justification below.</p> <p>The environment committee approved the development of a programme to create new and review existing controlled parking zones in January of this year. We have identified that the</p>
--	---

	<p>Cricklewood CPZ requires a review following an assessment of recent complaints, petitions, historical parking issues and forthcoming planned developments. Our programme will also take into account housing growth in the area, modal shift, new stations and the Ultra-Low Emission Zone.</p> <p>Cricklewood CPZ area review - the zone was first introduced in July 2001 and this CPZ has had no wider review since that time. There was a small extension to the zone in May 2016, although there was no review of the surrounding area. The review will be an opportunity to ask residents and businesses if the CPZ is working well and if any amendments will help with their parking needs.</p> <p>The vast majority of the CPZ operates Mon - Fri 10am - 11am, however there are a number of roads within the zone that has a mix of operational times. We will look to align the operational times and days where possible as this provides an opportunity to declutter the CPZ by removing unnecessary signage.</p> <p>There are a number of roads in proximity to the development that do not have controls and we will consult residents and business to ascertain if there is support to extend the CPZ. As a result of this redevelopment, other adjoining CPZs may require reviews in the future.</p> <p>Some of the keys drivers in terms of complaints is that the area experiences high parking occupancy due to the proximity to local shops. We have identified that there are weekend parking issues due to lack of controls.</p>
--	--

	<ul style="list-style-type: none"> • In terms of transport issues, we have Cricklewood Station which is a trip attractor, limiting parking opportunities outside of the controlled times. • And we have a new rail station, 'Brent Cross West' planned to open in 2022. It is expected that two million passengers will use the station in the first year. <p>There is lots of development taking place in the area, such as the Brent Cross redevelopment. And this area likely requires a review due to associated commuter parking and construction site workers.</p> <ul style="list-style-type: none"> • Some of the other developments in the Cricklewood area are the Beacon Bingo, Broadway Retail Park and Granville Road Estate. So the area in all is expected to see significant housing growth for the next 2-3 years • In this area we have 7 Primary and 1 prep school, and as we all know schools are the cause of some of the parking traffic congestion issues during school pick up and drop off. <p>And some of the shopping areas is that we have the Brent Cross and the new Brent Cross Town nearby and Finchley Road & Cricklewood Lane.</p> <p>Due to all of the reasons above and as previously expressed, a CPZ contribution, from this proposed development, towards the review and/or implementation of CPZ infrastructure is sought as follows:</p> <ul style="list-style-type: none"> • Scheme design = 8k • Informal consultation = 8k • TROs - stat consultation = 8K • Implementation (infrastructure, signs, lines & stats) = 18K <p>Total = 42k</p>
--	---

	<p>Transport Implementation Strategy</p> <p>The Framework Travel Plan (FTP), Delivery and Servicing Plan (DSP) and Construction Logistics Plan (CLP) should be secured by a planning condition. A Construction Worker Travel Plan (CWTP) should also be conditioned.</p> <p>As stated in the FTP, individual TPs will be prepared for the residential and commercial elements of the development, based on the principles set out in the submitted FTP. These will be secured by appropriate condition.</p> <p>Trip Generation</p> <p>Technical Note 5 suggests that the forecast residential vehicle trips for the proposed development shall be 35 and 24 two-way trips in the AM and PM peak hour periods respectively (with a daily total of 265 vehicle trips). This compares with the original Transport Assessment that forecasted 118 and 85 two-way vehicle trips in the AM and PM peak hour respectively (with a daily total of 898 vehicle trips). The new assessment now suggests forecasted vehicle trips that are approximately 30% of the original forecasts.</p> <p>The methodology set out within Technical Note 5 is not a standard process. It is not clear why the combined 'Residential M - Mixed private / Affordable housing' land use was not selected as per the proposed development, but instead private and affordable were calculated individually. The reason given for calculating residential vehicle trip rates per parking space are noted. However, this is not standard practice when using the TRICS database. It is advised that 'trip</p>
--	--

	<p>rate calculations per parking space are only available for land uses where it can be considered with good confidence that the vast majority of parking takes place on-site and where it is also considered most relevant.’ The TRICS trip rate parameters for residential land consist of site area, dwellings, housing density and bedrooms. It is also noted that the standard TRICS methodology uses weighted averages for the standard parameters and that the calculations undertaken within Technical Note 5 do not.</p> <p>However, the LB Barnet Transport team have undertaken an initial assessment for comparison purposes and have concluded that the forecast vehicle trips are acceptable.</p> <p>The proposed development is anticipated to generate 40 and 42 two-way vehicle trips during the weekday AM and PM peak hour periods respectively. This compares with the existing site that generates 144 and 194 two-way vehicle trips during the weekday AM and PM peak hour periods respectively. Therefore, it is anticipated that there shall be an overall net reduction in traffic as a result of the proposed development of 104 and 152 two-way vehicles trips during the weekday AM and PM peak hour periods. The proposed development is anticipated to result in a significant net reduction in peak hour traffic when compared to the existing retail park. It is also anticipated that there shall be a reduction in traffic using the Depot Approach / Cricklewood Broadway (A5) and the Cricklewood Broadway (A5) / Cricklewood Lane junctions.</p>
--	---

	<p>The reserved matters applications would need to detail the cumulative impact assessment relevant to each of the respective Phases.</p>
<p>Trees and Arboriculture</p>	<p>The quality of the site is very low in terms of tree cover and bio-diversity as the vast majority of the land is hard surfacing or buildings.</p> <p>There are trees on the site that merit retention G9, G10, T19 & T21 on the tree plan which is a row of London Plane trees along site the railway line. They provide vital screening to the railway lines. The trees will also provide screening from Cricklewood Station towards any development on the site. The proposal retains these trees.</p> <p>Similarly, the mixed group of trees at the Cricklewood Lane entrance provide significant tree amenity (T48 to T74). Only 7 trees of this group will be retained in the outline proposal, the extent of tree loss is unacceptable. The extent of building A must be re-adjusted to ensure all the established trees are retained.</p> <p>The remaining trees on the site are of little merit and new landscape will provide an acceptable level of replacement planting.</p> <p>No detailed landscaping plans have been submitted. However, the indicative landscape plans for the ground floor, podium and roof areas appear to be providing a reasonable level of green infrastructure for the development. The development must meet the Urban Greening factor target of 0.4 as required in the forthcoming London Plan.</p>

	<p>With buildings up to 25 stories the visual impact of the proposal on the street scene will be considerable. The proposed new. The applicants must look to Trees and Design Action Group's publication Trees in the Hardscape (www.tdag.org.uk) for suitable systems to establish of trees within the scheme.</p> <p>Cricklewood Green is the only public open space in the vicinity of the development with Gladstone Park and Clairmont Parks some distance away. Due to the slope and the design, currently it appears to be under used by local residents. There must be considerable enhancement to this space to create a pocket park that will service the residents and visitors to Cricklewood. The retention of the mature trees in this space is essential.</p> <p>No objection, subject to the alteration of block A to include all the established trees at the main entrance to the development.</p>
Heritage and Conservation	<p>Whilst there is no in-principle objection to the redevelopment of this site, it is clearly demonstrated within the applicant's own submissions, that in terms of the overall scale, density, massing, height, layout, and relationship to neighbouring buildings and the local area more generally, the proposal does not promote or reinforce local distinctiveness. It can clearly be considered that little thought has been given to the connections between people and places, the character of the surrounding vernacular and building typology in the local area and the integration of this gargantuan development into the existing built and historic environment.</p>

It is interesting to note, looking through the applicant's Built Heritage, Townscape and Visual Impact Assessment (HTVIA), that the proposed development is merely outlined with a blue line, rather than fully blocked out, which would be a fairer representation of the impact of the development in views. It is clearly evident, even in long distance views such as 1,3 and 4 for example, the sheer scale, height and mass of the proposed development is visually intrusive. But view 5 truly demonstrates the vast disparity and inappropriateness of scale, height and massing between the existing built environment of the locality and the proposal.

There are two designated heritage assets which are in close proximity to the site and which are situated within Barnet.

The Crown Public House:

This is a Grade II listed building, listed in 1981, situated on Cricklewood Broadway. The list description is as follows:

*The Crown Public House TQ 28 NW
7/11 20.11.81*

II

2. Dated 1900. Grand "Jacobean" public house of 2 storeys with 2 dormered storeys in mansard roof. Three storey wing to right 4 bays faced in sandstone. Rusticated attached columns and pilasters flank 4 entrance doors to main block and 2 doors to wing, first floor projection of 16 lights with single flanking 2 light windows. Two windows to wing. Two bay

decorative gabling at second floor with mullioned windows surmounted by blind archway. Second floor to wing battlemented with ornamental crest, pyramid roof and decorative finial.

The building is set back from the pavement with a large forecourt to its front. It is connected, by a rear extension, to the neighbouring Clayton Crown Hotel, which sits forward of the pub in the street. Due to the difference in architectural appearance of both buildings, the pub appears in the streetscene as a standalone structure. It is a prominent building within the townscape, viewed and experienced as it is with its iconic roofscape and a clear sky above and around it.

The applicant's HTVIA clearly shows that due to the vast height of the proposed main tower, this block would be clearly visible in views from the public realm looking north. Another smaller block would then be seen to "fill in" the existing space between the pub and its neighbour to the north.

It is clear therefore, that whilst no actual harm may be done to the heritage asset itself, its significance within the streetscape and Cricklewood town Centre would be diminished by the visual intrusiveness of the proposal.

The Cricklewood Railway Terraces Conservation Area:

The Railway Terraces, Cricklewood Conservation Area was designated by the Council in March 1998. Conservation Area status acknowledges the importance of an area, highlighting its real and potential attractiveness. It also means that the

	<p>Council's efforts in the area are geared to preserving and enhancing its special character and appearance. The majority of historic buildings are also locally listed, so are undesignated heritage assets which need consideration. The formal, regular street scape and building layout, together with the unusual relationship between buildings, private and public open space all help to give the area a distinctive, intimate but ordered feel. The area is characterised by small scale, dense development with regular building rhythms and designs.</p> <p>Views into and out of the conservation area are important. It is interesting to note that the original character appraisal for the area recognises that harm has been caused with "views from the Conservation Area to intrusive features such as the mast to the north east across the railway line and the new industrial building on Kara Way and glimpsed views of the ends of Gratton Road from Edgware Road."</p> <p>The fact that these developments are considered intrusive pales into insignificance in relation to the scale of intrusiveness that the proposed development will have on views, particularly looking south and east. It should be pointed out that the various views submitted by the applicant from within the conservation area are taken at ground level and fail to recognise the views that resident will have of the development from within their properties at first floor level. However, nowhere more so is the vast disparity in scale, height mass and bulk and its impact demonstrated more clearly between the locally listed buildings within the conservation area and the</p>
--	---

	<p>proposed scheme than in view 14, taken from the allotments to the east.</p> <p>It is quite clear in this view, despite the LPA's consistent message to the applicant that the blocks nearer the CA need to be more respectful in size and scale to the existing terraces, that whilst they do diminish in storey height the closer they come to the terraces, far greater significant reduction in storey height would need to happen in order for this to be achieved. Given that all the blocks are prominent in most views looking south this would need to be applied to all the mega tower blocks</p> <p>The most recent appraisal states that "Chimneys are part of the historic streetscape, and an important visual feature because of their prominence as seen against the shallow pitch roofs, making a positive contribution to the conservation area. They usually have tall terracotta clay pots which are striking features against the skyline." These features are identified as positive characteristics within the conservation area. It is quite obvious that in views looking south towards the scheme, these positive features will disappear into the mass of the new development behind which adversely affects their significance in their contribution to the CA.</p> <p>Conversely, the appraisal talks about inappropriate development. Certain development which borders the conservation area, such as the Cricklewood Timber warehouse on Kara Way, has failed to respect the character of the original buildings within the conservation area and careful consideration would need to be given to the scale, siting and design of</p>
--	---

	<p>any new development and a high standard of design and materials will be expected.</p> <p>As such it can be considered that the proposed development, in terms of its excessive scale, mass, bulk and height will have a detrimental impact and cause less than substantial harm to the setting of both of these designated heritage assets, aside what other interested 3rd parties may identify in regard to other heritage assets further afield.</p> <p><u>Conclusion:</u></p> <p>Policy DM01 states that: Protecting Barnet’s Character and Amenity states that development proposals should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets. In order to protect character Policy DM01: Protecting Barnet’s Character and Amenity requires development to demonstrate a good understanding of the local characteristics of an area. Proposals which are out of keeping with the character of an area will be refused.</p> <p>Core Strategy Policy CS5 states that: Protecting and Enhancing Barnet’s Character to Create High Quality Places highlights that development in Barnet should respect the local context and distinctive local character.</p> <p>It is quite clear in terms of scale, mass, bulk and height that the proposed development does not concord with these policies.</p> <p>Paragraph 196 of the NPPF states that where a development proposal will</p>
--	--

	<p>lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal. Whilst officers may consider that the additional residential units and open space being provided creates public benefit, it should also be born in mind that there are also negative public impacts, often brought to the LPA's attention by objectors, such as the impact on existing local services and vehicular infrastructure, to name just a few, which need to be considered as weighing against the perceived public benefit of increased residential units.</p> <p>ADDITIONAL REPRESENTATION</p> <p>It is not considered that the reduction in height of the tallest block from 25 to 19 storeys overcomes any previous issues and objections raised in regard to heritage and therefore the comments below are as submitted previously.</p> <p>ADDITIONAL REPRESENTATION</p> <p>Objection to scheme is retained even with new amendments.</p>
Urban Design	<p><u>Design background</u></p> <p>We have engaged with the applicant on dedicated design workshops in 2019. The workshops covered the proposed masterplan on a plot by plot basis, landscape and overall masterplanning principles were discussed tested and scrutinised.</p> <p>We need to stress at this point that this exercise did not involve any architectural discussion nor is the submitted relevant with architectural</p>

expression, the outcome is a masterplan which encloses building envelopes, open spaces and road network.

Masterplan Concept

The current masterplan has been designed to respond to the site-specific attributes such as the conservation area, existing retail environments and the improvement of the existing B&Q site. The overarching vision is to create a high-quality living environment that is integrated into the wider context through a circulation network which is defined and overlooked by building frontages.

The proposed masterplan is based on a hierarchy of buildings and interconnected open spaces framed by varying scale height and density. There is no dominant architectural pattern here as the proposed consists of building envelopes as part of the masterplan. The perimeter of the development plots is designed to provide a positive pedestrian experience which will ensure future enjoyment of spaces by residents.

The masterplan demonstrates a seamless stich with station facilities with a legible transition to residential areas. The focal point of a square associated with the Cricklewood Lane area is justified due to the footfall of the station and the need for public areas for people to enjoy while visiting.

Height, bulk, scale and massing

As mentioned above the proposed built form of the site comprises a series of building envelopes organised in a linear fashion. The bulk, scale and

	<p>massing of individual building envelopes varies to account for the proposed uses and the scale of the spaces that they frame or relate to. This provides variation in character, visual interest, identity, place and way-finding across the masterplan.</p> <p>The tallest element proposed by the square is envisaged to mark the station, while the tallest residential elements are located on the Eastern part of the site overlooking the rail lines. This is an acceptable move.</p> <p>The overall design approach is proposing to enrich the area by creating diverse places within the masterplan. In order to achieve legible environments that are familiar, comfortable and easy to navigate, we envisage that future architectural proposals can build on this overarching principle in order to deliver through architecture the envisaged environments of this particular masterplan.</p> <p><u>Character</u></p> <p>The overall character of the masterplan is defined through the layout of buildings and related open spaces. It is a varied environment that predominantly stays lower on the Northern edge to stitch to and respond to the Conservation area. This language manifests differently on the different typologies of buildings, further highlighting individual character but with a familiar design language. This attempt is welcome as it could reinforce wayfinding, provide more robust edges where needed and differentiate between public and private spaces.</p>
--	--

Visual impact and views

Under the Local Plan, the protection of existing amenity arrangements in any area is an important aspect of determining whether a proposal is acceptable or otherwise. The protection of existing residential amenity is required through good design in new developments which intern promotes quality environments. More specifically Policy DM01 states that proposals should seek to manage the impact of new developments to ensure that there is not an excessive loss of amenity in terms of daylight/sunlight, outlook and privacy for existing occupiers.

Separation distances internally and with regards to the neighbouring structures are taken in to account while designing, this is apparent by the proposed masterplan which specifically stresses the attention to separation distances of buildings. There is however increased sensitivity in terms of sunlight amenity, this however is an aspect highlighted by the masterplan for future designs to consider and mitigated.

The study on views and subsequent impact is very satisfactory as the design team managed to demonstrate minimum interruption to existing views, partly because of the manipulation of topography on site and partly because the proposed building envelopes are sensitive with regards to the existing urban fabric.

Layout and connectivity

The movement strategy creates optimum car flows without compromising the ability for

	<p>pedestrians and cyclists to move around in an attractive environment, without interruptions, with minimal exposure to noise and air pollution and with clear and frequent views to destinations. This is achieved by the clarity of routes proposed within the masterplan, these are primary routes, emergency routes and most importantly pedestrian only routes.</p> <p>These new links reinforce the connectivity depending on which part of the masterplan the journey starts. Vehicular movement is not a dominant feature throughout and is designed for minimum interaction with pedestrians, allowing for people to activate the streets and resulting in more outdoor areas for future residents to enjoy and use in a positive way.</p> <p>The use and encouragement of alternative mobility such as cycling, carpooling or plainly encouraging walking should be applied on site. The rise in population will mean a significant rise in demand for transport and infrastructure; this could put a strain on the local system if not supported by an alternative mobility strategy.</p> <p>The improved connectivity and permeability of the site, which accords with the intent of London Plan and Barnet Core Strategy reconnects the site with its surrounding areas as well as improved access to adjacent public transport and the wider network.</p> <p><u>Landscaping</u></p> <p>The majority of the landscaping works such as open space and squares Will be presented in detail along with future</p>
--	--

	<p>applications for the development of plots.</p> <ul style="list-style-type: none"> - Proposed Plaza - Residential garden areas (front and back) - Street planting - Car parking - Play space <p>The proposed masterplan incorporates a variety of open spaces which are sufficient to provide a much needed balance between grey and green infrastructure at this point in time. Finally the play provision is also incorporated within the masterplan proposal, ensuring that it is a major design element, not to be overlooked in future applications. The proposed landscaping details largely adhere to these requirements.</p> <p><u>Play space</u></p> <p>According to Housing SPG standard 1.2.2, the development is required to make appropriate play provisions in accordance with a GLA formula and calculation tool, whereby 10sqm of play space should be provided per child, with under-5 child play space provided on-site as a minimum, in accordance with the London Plan 'Shaping Neighbourhoods: Play & Informal Recreation SPG and 'Providing for Children and Young People's Play and Informal Recreation' SPG'.</p> <p>The proposed play space is therefore acceptable and we anticipate more detail on the designs when applications for the development of plots come forward.</p>
Flood Risk and Drainage	No objection in principle subject to conditions.

- 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.

PLANNING ASSESSMENT

5.0 Principle of Development

- 5.1 The application site comprises a large retail use with a large expanse of surface level car parking. The application site has a PTAL of 4/5 and is located directly adjacent to Cricklewood Station. The site is located within the Brent Cross/ Cricklewood Opportunity Area and Brent Cross/ Cricklewood Regeneration Area. The site is located outside of Cricklewood Town Centre as designated within the Local Plan.

Retail and Commercial Use

- 5.2 The existing retail use has a gross internal floorspace of 7990 sqm, with the proposed development proposing a total of 1200 sqm of flexible use commercial floorspace. The development would therefore result in a loss of 6790 in retail floorspace.
- 5.3 Policy CS6 and DM11 of the Local Plan seek to protect and enhance Barnet's town centres through seeking to ensure that retail uses, and other appropriate town centre uses are located within the town centre. The application site lies on the edge of the designated town centre and as such there is no policy prerogative for protection of retail floorspace in this location and no in principle objection in this regard.
- 5.4 The development proposes 1200 sqm of flexible use commercial floorspace which would comprise of Use Classes A3, B1, D1, D2 under the previous Use Classes Order however which are all covered by the Class E under the new Use Classes Order (1st September 2020). The application was submitted prior to the 1st September change to the legislation and as such is assessed under the transitional arrangements which refer to the old use classes.
- 5.5 The quantum of commercial floorspace provided is considered to be appropriate for the development and will serve the needs of the development population which would also support the vitality of Cricklewood Green and the new public square. It is considered that this in turn would support the row of commercial units opposite within the designated Cricklewood Town Centre which represent Secondary Retail Frontage.

Residential Use

- 5.6 As noted above, the application site is located within the Brent Cross/ Cricklewood Opportunity Area and Brent Cross/ Cricklewood Regeneration Area. This site represents a highly sustainable, brownfield site. Given the location and designation of the site, there is strong policy support for the optimisation of the site for housing delivery.
- 5.7 The Opportunity Area is recognised as a 'significant strategic growth area' with the A5 Edgware Road identified as a key corridor of change for mainly residential-led mixed use development and improved public realm. Proposals in these locations should seek to optimise residential output and densities, providing necessary social and other infrastructure to sustain growth.
- 5.8 At London level, London Plan Policy GG2 'Making the best use of land' seeks to enable the development of brownfield land and sets out that sites which are well-connected by existing rail stations should be prioritised. Policy H1 also supports housing delivery on brownfield sites, especially those with PTAL ratings of 3-6 or those located within 800m of a station or town centre boundary.
- 5.9 At local level, Policy CS1 sets out Barnet's place shaping strategy, which plans to concentrate and consolidate housing and economic growth in well located areas, to create a quality environment that will have positive economic impacts on the deprived neighbourhoods that surround them. Housing and employment growth will be specifically promoted within the west side of the Borough including at Brent Cross – Cricklewood.
- 5.10 Alongside these strategic policies which seek to direct development to locations such as the application site, it is also pertinent to consider local and regional housing targets and the contribution that the development would make towards these targets.
- 5.11 The NPPF at paragraph 73 requires that strategic policies should include a trajectory to show housing delivery over the plan period. Local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old.
- 5.12 For decision-taking purposes, an authority will need to be able to demonstrate a 5 year housing land supply when dealing with applications and appeals. This can be

done using the latest available evidence such as through the Authority Monitoring Report (AMR). Barnet maintains a 15-year Housing Trajectory. The Trajectory is published with the Authorities Monitoring Report on an annual basis and is part of the evidence base for the emerging Local Plan.

- 5.13 The emerging Local Plan, has identified the site as being capable of delivering 1007 homes and this is set out within the Draft Local Plan (Reg 19) Publication consultation document (Annex 1, Page 288 - Site 8). The proposed development proposes 1050 homes which represents an uplift of only 4% over and above the 1007 designated in the Reg 19 document. As will be set out fully in subsequent sections of this report, this marginal uplift allows for the development to deliver a 35% level of affordable housing. It is clear that the proposed level of affordable housing is broadly in line with the Reg 19 allocation.
- 5.14 The application proposes 1050 residential units which would clearly make a substantial contribution towards the boroughs housing targets and it is clear that 1007 of these homes form an important part of the Council's projected housing trajectory as set out above. Commensurate with this contribution, the housing delivery should thus be given significant weight in the wider planning balance exercise.

Community Use

- 5.15 As noted previously, the development would comprise of 1200 sqm of flexible use commercial space. The fundamental purpose of the flexible nature of the floorspace is to seek to maximise the likelihood of occupation and to ensure the vitality and vibrancy of the space. Community use (Use Class D2) is one of those uses that is included within the range of flexible uses.
- 5.16 It is noted that many of the objections received to the application, include objections to the impact of the new development on community infrastructure in the local area, including healthcare. It is noted that on the adjoining site at 1-13 Cricklewood Lane, a recently approved development secured the reprovision of the NHS facility that is currently on site.
- 5.17 In order to augment the reprovision of the facility on the adjoining site, the S106 for the current application would ensure that an element of the flexible use floorspace would be ringfenced for occupation as a healthcare use. The S106 would require engagement with the LPA and NHS and the submission of a strategy for the occupation of the space including details of the specifications of the space as well as the lease terms.

Conclusion

- 5.18 The principle of the redevelopment of the site for a residential-led, mixed use development is supported by local and regional strategic policies. The site is brownfield site in a highly sustainable location. The provision of 1050 residential units would make a substantial contribution towards the boroughs housing targets and is broadly in line with the site allocation set out within the Council's Reg 19 Local Plan. The level of non-residential uses is considered to be appropriate for the site's location on the edge of the town centre. For these reasons, the principle of development is considered to be acceptable.

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 D3 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.
- 6.2 The site has an area of 2.78 hectares with 1049 residential units proposed, giving a residential density of approximately 377 dwellings per hectare. London Plan Policy D3 seeks to ensure that well located, sustainable sites are optimised in terms of housing delivery and states that "higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling". In this case, the site enjoys a highly sustainable location immediately adjacent to Cricklewood Station and several bus routes and as such officers consider that, in principle, the site is suitable for high density development.
- 6.3 The key assessment criteria for Policy D3 and the key consideration in this case is how the housing density manifests itself visually and the policy seeks to ensure that each scheme is subject to a design-led approach. In this case, the site has been the subject of a design-led approach and the layout, density and heights have been calibrated so as to best optimise both the delivery of houses and public open space. These matters are addressed in detail 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 1049 residential units which would be of a mixture of studios, 1 beds 2 beds 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.
- 7.4 Whilst final mix would be agreed at reserved matters stage, based on the indicative details provided with the application, it is considered that the scheme has the potential to deliver a good mix of units with a good number of larger family sized accommodation.
- 7.5 It should be noted that part of the housing component will be Build to Rent (BTR) housing. The NPPF defines BTR as purpose-built housing that is typically 100% rented. It can form part of a wider multi-tenure development comprising either flats or houses but should be on the same site and/or contiguous with the main development. BTR schemes usually offer longer tenancy agreements of three years or more and will typically be professionally managed stock in single ownership and management control. BTR homes are designed and built specifically for renting with the sector offering longer tenancies, excellent on-site amenities, and good access to transport.
- 7.6 Officers recognise that BTR housing is an integral part of ensuring that demand for rented accommodation is met and in ensuring a suitable mix of tenures, appropriate for housing trends. The principle of BTR housing as part of the wider housing offer is therefore considered to be acceptable.

Residential Space Standards

- 7.7 Table 3.3 in the London Plan provides a minimum gross internal floor area for different sizes of dwelling. This is set out in the table below, which shows the areas relevant to the units proposed within the development:

- 7.8 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

- 7.9 Barnet Local Plan policy DM03 requires development proposals to meet the highest standards of accessible and inclusive design, whilst Policy DM02 sets out further specific considerations. All units should have 10% wheelchair home compliance, as per London Plan policy 3.8.
- 7.10 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

- 7.11 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

- 7.12 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 (public open space is assessed in further detail in a subsequent section of this report). Further detail of the private amenity spaces would be secured at reserved matters stage.

Children's Play Space

- 7.13 London Plan Policy S4 requires development proposals to make provisions for play and informal recreation based on the expected child population generated by the scheme. The Mayor's Play and Recreation SPG and London Plan Policy S4 refer to a playspace calculator, updated in October 2019 which sets out how much playspace a development should be provided by a development based on the number of children. Based on the indicative housing mix, the calculator sets out that the development should provide 3438 sqm of playspace.
- 7.14 The submitted outline scheme outlines that a total of 3614 sqm of playspace would be provided which represents over 100% of the requirement. The target for each age group is also met and exceeded in each case. The playspace would be located throughout the site with doorstep play provided within the communal amenity areas and playspace for the older age groups located within the public space. Notably, a large area of playspace would be located opposite the existing Kara Way playspace which would compliment its use and provide benefit through scale. Landscaping and layout are reserved matters so full details of the playspace provision would be secured at reserved matters stage.

Daylight/Sunlight and Overshadowing

- 7.15 As an outline application, the final layout of the development is a reserved matter however the parameters sought set a building envelope which is necessary in order for the ES testing, Accordingly, the parameters sought must be assessed at outline and it is appropriate that daylight/sunlight impact is assessed at this stage.
- 7.16 In order to demonstrate the daylight/sunlight levels to future housing units, the applicant has submitted an 'Internal Daylight and Sunlight Assessment' by GIA Surveyors. In terms of methodology, the assessment used the following:
- Daylight potential assessments on the elevations(Vertical Sky Component);

- Sunlight potential assessments on the elevations within 90° of due south (Probable Sunlight Hours both annually and for the winter months); and
- Overshadowing assessments for the public/communal areas of outdoor amenity (Sun Hours on Ground).

- 7.17 As an outline application with layout reserved, there are no floorplans included within the assessment and no empirical data on number of units affected and levels of VSC are represented through a colour scale on a 3D model. On all of the Blocks, the daylight assessment shows that the north elevations and courtyard elevations would have lower levels of VSC whilst the remaining elevations would have a good level as demonstrated by the colour scale. Overall, it is considered that the assessment shows a good potential for daylighting of the scheme. On the elevations where the lower VSC levels are identified, these will be unlikely to come forward with single aspect units given their location which would help to ensure that any harm is minimised.
- 7.18 In terms of sunlight, as with daylight, the ASPH results are shown through a colour scale on a 3D model. The results show good levels across the majority of the elevations with some exceptions on north facing and courtyard elevations. Again, these will be unlikely to come forward with single aspect units given their location which would help to ensure that any harm is minimised. Overall, it is considered that the scheme would deliver a good level of sunlight.
- 7.19 In terms of overshadowing, BRE guidance recommends that there should be at least 2 hours sun on ground when assessed on 21st March for winter sun and 21st June for summer sun. The GIA document shows the results of the overshadowing assessment and shows that on 21st March the vast majority of the ground floor open space would have the requisite level of sun on ground. The only exception to that is the area between Block A and Block C which would have less than the 2 hours along with some isolated areas around Block B. Similarly, the 21st June results show that the vast majority of the ground floor open space would have the requisite level of sun on ground. Again, the area between Block A and Block C and the isolated areas around Block B would have lower levels of sun on ground. Overall, it is considered that the development would ensure that the ground floor open spaces would retain a good level of sunlight.
- 7.20 The amended application reduces the height of Block A from 25 to 19 storeys which would improve upon the daylight and sunlight results demonstrated within the GIA report and the conclusions drawn remain consistent with the previous 25 storey scheme.

8.0 Open Space

- 8.1 The application site is located on the edge of Cricklewood Town Centre which suffers from a lack of open space. Most open spaces are more than 1km from the Site leaving Cricklewood town centre without meaningful open green space within walking distance with the exception of Cricklewood Green, to the front of the site, and this is reflected in the status of the space as an Asset of Community Value.
- 8.2 The development proposes a central area of public realm which would run north to south through the site. This would link two larger areas of public realm at the northern and southern ends of the site. The area to the north of the site would be directly opposite the Kara Way playground and as such would create a larger, enhanced public area which would benefit from increased scale. Similarly, to the south of the site, a new town square would be created adjacent to Cricklewood Green which would enhance the usability and the function of the existing green space. Flexible use commercial and community uses would be located around the town square which would support the vitality and vibrancy of the town square and green.
- 8.3 Cricklewood Green itself is located outside of the red line boundary of the site however comprehensive landscape improvements to the space would be secured as part of the S106. This would include improved access and terracing of the slope to make the space more usable. Full details of the works and the layout and landscaping of the overall public realm would be secured at reserved matters stage.

9.0 Affordable Housing

- 9.1 The Barnet Core Strategy (Policy CS4) seeks a borough wide target of 40% affordable homes on sites capable of accommodating ten or more dwellings. Policy H4 of the London plan states that the strategic target is for 50 per cent of all new homes delivered across London to be genuinely affordable. Policy H5 of the London Plan sets out a threshold approach to applications and states that a minimum of 35 per cent affordable housing should be provided on site. Schemes can benefit from the fast track route (whereby no financial viability appraisal is required) if a minimum of 35% affordable housing is provided which meets the boroughs prescribed tenure split as well as other criteria. In this case, the application is supported by a financial viability appraisal and is subject to the viability tested route.
- 9.2 A financial viability assessment was submitted in support of the application, undertaken by Montagu Evans. The Council subsequently instructed BNP Paribas to undertake a review of the document.

- 9.3 The initial affordable housing proposals envisaged a provision of 35% affordable housing with a tenure split of 70% intermediate and 30% low cost rent. The intermediate tenure would be a split of Shared Ownership and Discounted Market Rent (for the BTR units) whilst the low cost rented component would consist of Affordable Rent.
- 9.4 In assessing the initial affordable housing proposals, it was noted that this tenure split did not accord with the Council's target tenure mix of 60% rented and 40% intermediate. As a result of the deviation from the target tenure mix, officers requested that sensitivity testing also be undertaken to test alternative viability scenarios in order to ascertain if it was viable to provide a tenure mix closer to the Council's target mix. The submitted FVA therefore assessed the following:
- 30% low cost rent, 70% intermediate (the application proposals);
 - 50% low cost rent, 50% intermediate;
 - 60% low cost rent, 40% intermediate (Policy CS4 target).
- 9.5 The ME report has concluded that the scheme with 35% affordable housing generates a significant deficit against the viability benchmark with both a policy compliant tenure split and with a 50/50 split. Both of these conclusions were found to be reasonable by BNPP as the Council's appointed advisors.
- 9.6 The ME report also concluded that a scheme with 35% affordable housing and a 70% intermediate and 30% affordable rent split would result in a significant deficit against the viability benchmark. However on reviewing the ME report, it was the view of BNPP that modest amendments to ME's appraisal would increase the scheme surplus significantly and it was therefore recommended that the applicant's affordable housing tenure mix could be improved to be closer aligned with the LPA's requirements.
- 9.7 The aforementioned affordable housing scenario was predicated on Affordable Rent levels of 65% of market value. A revised affordable housing offer comprising 70% intermediate and 30% London Affordable Rent with the LAR homes representing lower monthly rent than the AR home previously modelled. The review of the revised appraisal from BNPP, adopting the lower LAR rents, as noted in ME's updated submission indicated that the change in rent levels, and the agreed position with respect to other inputs indicated that the revised scheme appraisal generates a marginal deficit against the agreed viability benchmark.

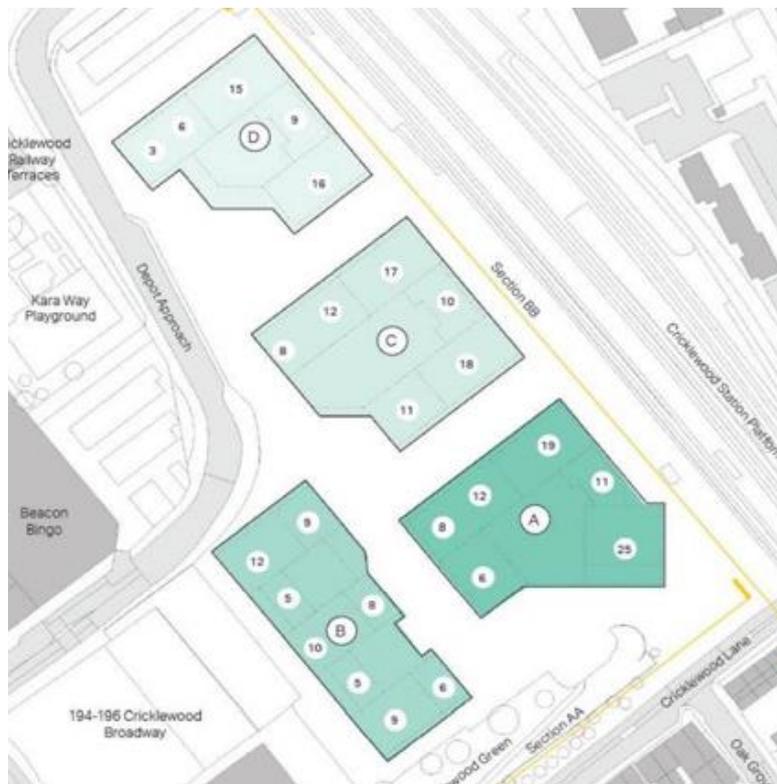
9.8 On this basis, it is clear that an affordable housing provision of 35% with a tenure split of 70% intermediate and 30% LAR is reasonable, is fully justified by the viability evidence and is supported by the Council’s appointed advisors. Given that this is an outline application with multiple phases, it is considered appropriate that an early stage review mechanism is secured in line with GLA policy.

9.9 The provision of 35% affordable housing, including over 100 LAR homes for which there is a pressing need in the borough is a significant benefit of the scheme and should be afforded significant commensurate weight in the wider planning balance exercise.

9.0 Tall Buildings, Design, Appearance and Visual Impact

Tall Buildings

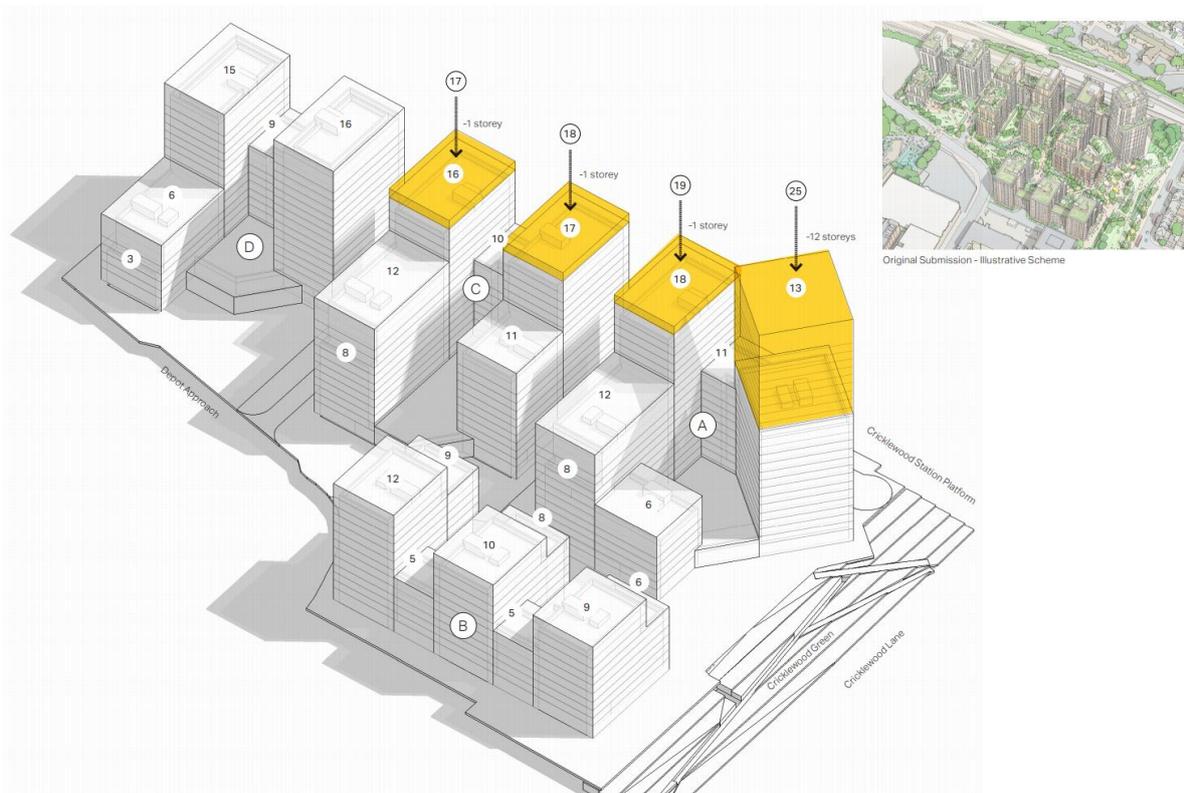
9.1 The outline consent seeks permission for development across four development parcels, A, B, C and D. Within each of these parcels would be a number of buildings of varying heights. A storey height plan of the current scheme is set out alongside that of the original scheme for comparison and to highlight the reductions. It should be noted that in the interim between the original and current scheme, the 25-storey element of Block A was reduced to 19 storeys. Also included is a visual showing the height reductions that have informed the current scheme.



Original Scheme



Current Scheme (indicative)



Height Reductions

- 9.2 As is clear above, the majority of the buildings would constitute a tall building for the purposes of assessment, with the Barnet Local Plan defining a tall building as one which is 8 storeys or above. The height of the proposed buildings therefore necessarily dictates that a tall buildings assessment of the application must be undertaken.
- 9.3 Draft London Plan Policy D9 (Tall Buildings) states that tall buildings should only be developed in locations that are identified in Development Plans. The impact of buildings in long, mid range and immediate views should be addressed and the environmental impact of tall buildings should also be tested with regard to wind, daylight and sunlight, noise and cumulative impacts.
- 9.4 Paragraph 3.8.1 to this policy further states that whilst high density does not need to imply high rise, tall buildings can form part of a plan-led approach to facilitating regeneration opportunities and managing future growth, contributing to new homes and economic growth particularly in order to make optimal use of the capacity of sites which are well-connected by public transport and have good access to services and amenities. Tall buildings can help people navigate through the city by providing reference points and emphasising the hierarchy of a place such as its main centres of activity, and important street junctions and transport interchanges.
- 9.5 Core Strategy Policy CS5 of the Barnet Core Strategy identifies those areas of the borough where tall buildings will be suitable. The site is located within the Colindale Regeneration Area which is identified as one of the areas suitable for tall buildings by the Policy. The application site is located within the Brent Cross Cricklewood Regeneration Area which is identified as being suitable for tall buildings.
- 9.6 Given the compliance with Policy CS5 and D6, officers consider that the overarching principle of tall buildings in this location is acceptable. Nevertheless, further assessment is required as to whether the proposed building heights in themselves would be acceptable within their context. In order to fully assess this, it is necessary to carry out further assessment under Policy DM05 of the Local Plan which identifies 5 criteria which tall buildings would adhere to. These criteria are set out below with an assessment of the application against each criterion.
- i) An active street frontage
- 9.7 Development blocks A-D would be built with a podium deck with communal amenity areas located at podium level and as such the interface between the tall buildings and the public realm would be at ground floor level. Notwithstanding the podium nature of the development blocks, the public realm facing elevations of the podium

elevations would incorporate active frontages. Whilst layout and design are reserved matters, outline details set out that residential core entrances would be located on the elevations facing the central public open space whilst flexible use commercial and community uses would be located on the elevations of Blocks A and B facing the new public square and Cricklewood Green. These active frontages comply with the criterion and can be clearly seen in the image below (flexible use units in yellow).



ii) Successful integration into the urban fabric

9.8 In order to fully assess the visual impact of the proposed development and its level of integration into the surrounding urban fabric, a Heritage, Townscape and Visual Impact Assessment (HTVIA) from Montagu Evans was submitted in support of the application. A further Urban Design Study was submitted and was subject to a further consultation exercise. Subsequent to this, the scheme was revised to reduce the height of Block A from 25 to 19 storeys. The submitted HTVIA was predicated upon the taller scheme with the 25 storey Block A and the conclusions drawn

9.9 In order to assess the visual impact of the development within its context, a number of viewpoints were identified and assessed within the HTVIA, these are set out below (those views marked with a * are assessed under a subsequent section of this report). All views are considered cumulatively with other consented development.

- 1) Clitterhouse Playing Fields looking South
- 2) Claremont Road/The Vale Junction looking South
- 3) Hampstead Cemetery looking West
- 4) Cricklewood Lane (The Tavern) looking West
- 5) Cricklewood Station looking South-west
- 6) Oak Grove looking North-west
- 7) Elm Grove looking North-west
- 8) Cricklewood Broadway (The Crown Pub) looking North*
- 9) Chichele Road looking North-east
- 10) Walm Lane/St Gabriel's Church looking North-east*
- 11) Ashford Road looking North-east
- 12) Cricklewood Broadway looking South-east
- 13) Railway Terraces Needham Terrace looking South-east*
- 14) Railway Terraces Allotments looking South-east*
- 15) Railway Terraces Johnston Terrace looking South-east*
- 16) Railway Terraces Rockhall Way Gardens looking South-east*
- 17) LVMF View 5A.2 Greenwich Park, the General Wolfe Statue*

9.11 View 1 is taken from Clitterhouse Playing Fields looking South. The existing view is characterised by green open in both the foreground and middleground. The backdrop is formed of continuous hedgerow boundaries and mature trees which extend from right to left and partially screen residential properties within the Golders Green Estate to the south. The cumulative view would show the proposed development and the consented Brent Cross development scheme (BXC) rising above the continuous hedgerow boundary. Officers consider that the magnitude of change would not be substantial, with a minor adverse impact due to the distance

and the level of screening by the foliage. This would be even more the case with the reduced height of Block A.

- 9.12 View 2 is taken from Claremont Road/The Vale Junction looking South. The existing view is characterised by suburban residential development, associated roads and surrounding vegetation which reflects a typical suburban street scene. The cumulative view shows that the proposed BXC development would totally obscure the proposed development. The impact of the development in this view would therefore be nil.
- 9.13 View 3 is taken from Hampstead Cemetery looking West. The existing view is characterised by regimented rows of gravestones and funerary monuments laid out within the middleground and background of the view, along with interspersed low-lying vegetation and mature trees shown from left to right. The cumulative view shows that the proposed development would present in background of the view above the tree line. Officers consider that the magnitude of change would not be substantial and even less so with the reduced height, with a minor adverse impact due to the distance and the level of screening by the foliage.
- 9.14 View 4 is taken from Cricklewood Lane (The Tavern) looking West. The existing view represents the main western route into Cricklewood town centre, this view is linear in configuration and characterised by mixed urban development either side of the road. The recent development at 112-132 Cricklewood Lane rises above the prevailing townscape to 8 storeys. The cumulative view shows that the proposed development would rise above the prevailing townscape with 4 tall elements decreasing in height from Block A to the left of the view. Officers consider that the magnitude of change would be moderate and even less so with the reduced height, with a minor adverse impact.
- 9.15 View 5 is taken from Cricklewood Station looking South-west. The existing view is characterised by the low rise station buildings and associated infrastructure with Cricklewood Lane leading to the west/left of the view. The cumulative view shows that the proposed development would present clearly and dominantly in this view in the middle and background of the view to the rear of the station. Officers consider that the magnitude of change would be significant. In terms of the effect of the change, this view represents a comparatively short-range view and development of any meaningful scale, accordant with strategic imperatives around optimisation would represent a high magnitude of change given the low-rise character of the station. The reduced height of Block A would only marginally reduce the impact in this view given the short-range nature of the view.

- 9.16 Paragraph 3.8,1 of the London Plan states, inter alia, that tall buildings can help people navigate through the city by providing reference points and emphasising the hierarchy of a place such as its main centres of activity, and important street junctions and transport interchanges. In this case, the tallest element at Block A would provide such a reference point and contribute toward the legibility and hierarchy of the area. In this regard, officers consider that the effect of the impact is neutral with any negative impact counterweighed by the positive impact to legibility.
- 9.17 View 6 is taken from Oak Grove looking North-west. The existing view is residential in nature. It is characterised by red brick terraced properties and more modern developments of comparable scale either side of the linear road view. The cumulative view would show Block A of the proposed development at 25 storeys presenting dominantly at the end of the linear view. In terms of magnitude of change, officers consider that it is significant. Given the prevailing scale of development and the established residential character of the street, officers consider that the previous 25 storey tower in this view would have had a major adverse effect. With the height reductions, it is clear that the impact would be less however officers consider that this would not be to an extent that would reduce the effect from major adverse given the disparity in building scale.
- 9.18 View 7 is taken from Elm Grove looking North-west. Similarly to view 6, the view is residential in nature and is characterised by red brick terraced properties either side of the linear road view. The previous cumulative view would show Block A of the proposed development at 25 storeys presenting dominantly at the end of the linear view with Blocks B and C presenting to the left and to the background respectively. In terms of magnitude of change, officers consider that it is significant, and this would remain the same with the reduced height. Given the prevailing scale of development and the established residential character of the street, officers consider that the effect would be major adverse.
- 9.19 View 9 is taken from Chichele Road looking North-east. The view is characterised by residential properties either side of the street which comprise uniform mansion blocks and terraced properties of three and four storeys. The cumulative view shows that the proposed development would present centrally within the linear view, consented scheme 1-13 Cricklewood Lane would also present in the foreground of the proposed development. Officers consider that the magnitude of change would be moderate, with a minor adverse impact.
- 9.20 View 11 is taken from Ashford Road looking North-east. The existing view is characterised by residential terraced housing and the 9-storey tall inter-war flat block of Ashford Court either side of the linear road. The cumulative view shows that

the proposed development would present across the skyline from left to right, with the consented development at 194-196 Cricklewood Broadway also viewable. Officers consider that the magnitude of change would be moderate, with a minor adverse impact due to the distance and the height of existing development in the foreground.

9.21 View 12 is characterised by a mixed commercial and residential street with the view is framed on the left by a terrace of locally listed buildings (nos. 1-40 Gratton Terrace) which form a consistent building line and set piece in the left frame of the view. The cumulative view shows that Grafton Terrace would totally obscure the proposed development. The impact of the development in this view would therefore be nil.

9.22 In summary, officers note that there are instances of adverse impacts, most notably in Views 6 and 7 even with the reduced height. Notwithstanding these views where major adverse impacts are identified, officers must take a view of the scheme in the whole and in the context of the strategic policy designations for the site. The site is identified as being suitable for tall buildings and as an area for intensification under its designation as a Regeneration Area/Opportunity Area. In this context and particularly in views 6 and 7, development of any scale which sought to align with these strategic objectives would represent a significant magnitude of change given the existing state of the application site and the low rise nature of the residential areas to the south. It is therefore largely inexorable that delivering a high-density scheme which delivered on the strategic objectives would result in harm in views from the south of the site.

9.23 Nevertheless, the harm is identified and officers have taken this into account in taking a holistic view of the townscape (excluding heritage assets) impact. Given the limited viewpoints from where major adverse impacts are identified, it is considered that taken as a whole, the development would result in less than substantial townscape harm which will be taken into account in the wider planning balance.

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

9.24 View 17 represents the London View Management Framework View 5A.2 which is taken from Greenwich Park adjacent to the General Wolfe Statue. The LVMF describes the view as follows:

'Viewing location 5A includes two Assessment Points. The view from the statue, at Assessment Point 5A.1, takes in the formal, axial arrangement between Greenwich

Palace, and the Queen's House. The view also includes Greenwich Reach and the tall buildings on the Isle of Dogs.

The eastern extent of the panorama is towards central London and St Paul's Cathedral. This is best seen from Assessment Point 5A.2, and includes a Protected Vista towards the Cathedral.

The relationship between Tower Bridge, the Monument to the Great Fire and St Paul's Cathedral are important elements of the view. The threshold height of the Protected Vista between Assessment Point 5A.2 and St Paul's Cathedral acknowledges the visual relationship between these three landmarks. The relationship, and the elements themselves, are integral to the viewer's ability to recognise and appreciate St Paul's Cathedral and its western towers in the view.

Therefore, new development should preserve or enhance the setting of the landmarks and the relationship between them."

9.25 The cumulative view shows that the development would not be readily perceptible in the view and as such there would be a negligible impact.

iv) Not cause harm to heritage assets and their setting

9.26 In terms of heritage assets, the HTVIA identified a number of assets which were incorporated into the assessment, within the study area. The study focuses on those assets which are likely to experience change as a result of the development and has excluded those which are unlikely to experience change. Those assets excluded are outlined below.

- Milestone Sited Outside Nos. 3 and 4 Gratton Terrace (Grade II) (4);
- Willesden Green Underground Station (Grade II) (8);
- Dollis Hill Synagogue and Forecourt Railings (Grade II) (9);
- Pair of K2 Telephone Kiosks outside The Recreation Ground (Grade II)(10);
- 128, Fortune Green Road (Grade II) (11);
- Beckford Primary School, Attached Railings and Gateway, and Building approx 23m to East within Playground (Grade II) (12);
- Kingsley Court (Grade II) (13);
- St Luke's Church Vicarage (Grade II) (14);
- Kings College: College Chapel, The Summerhouse, Kidderpore Hall, The Maynard Wing, and The Skeel Library (Grade II) (15);
- Golder's Green Synagogue (Grade II) (16);
- Untitled [Listening] Sculpture (Grade II) (17);

- 6, 8, 12, 14, 26, 26A, 33 and 35 Ferncroft Avenue (Grade II) (18);
- Church of St Francis (Grade II) (19);
- Cattle Trough at junction with Hermitage Lane (20); and
- 17, Rosecroft Avenue (Grade II) (21).

9.27 The study focuses on the following designated heritage assets which are likely to experience change as a result of the development.

- Railway Terraces Conservation Area;
- Mapesbury Conservation Area (LB Brent);
- The Crown Public House and Three Lamp Standards in front of The Crown Public House (Grade II);
- Church of St Gabriel (Grade II);
- Church of St Michael (Grade II);
- Hampstead Cemetery Mortuary Chapels, Monuments and Tombs (Grade II).

9.28 The Railway Terraces Conservation Area is assessed through viewpoints 13, 14, 15 and 16 within the HTVIA which are taken from Needham Terrace, Allotments, Johnston Terrace and Rockhall Way Gardens respectively. All of the views look south-east towards the application site. Given the location of the CA to the north of the site, the impact of the revised scheme is largely consistent with that of the original submission, however with slightly .

9.29 As set out in the comments received from the Council's Heritage and Conservation officers, The Railway Terraces, Cricklewood Conservation Area was designated by the Council in March 1998. Conservation Area status acknowledges the importance of an area, highlighting its real and potential attractiveness. It also means that the Council's efforts in the area are geared to preserving and enhancing its special character and appearance. The majority of historic buildings are also locally listed, so are undesignated heritage assets which need consideration. The formal, regular street scape and building layout, together with the unusual relationship between buildings, private and public open space all help to give the area a distinctive, intimate but ordered feel. The area is characterised by small scale, dense development with regular building rhythms and designs.

9.29 The assessment undertaken by the Council's Heritage and Conservation officers identifies that in all of the assessed views from the CA, the development would be overly dominant and create a visual disparity in scale.

9.30 The assessment also identifies the positive contribution that chimneys make to the historic streetscape within the CA, "chimneys are part of the historic streetscape,

and an important visual feature because of their prominence as seen against the shallow pitch roofs, making a positive contribution to the conservation area. They usually have tall terracotta clay pots which are striking features against the skyline.” The assessment goes on to identify that these positive features will disappear into the mass of the new development behind which adversely affects their significance in their contribution to the CA.

- 9.31 The assessment concludes that “as such it can be considered that the proposed development, in terms of its excessive scale, mass, bulk and height will have a detrimental impact and cause less than substantial harm to the setting of both of these designated heritage assets, aside what other interested 3rd parties may identify in regard to other heritage assets further afield”. Further assessment was undertaken with the revised 19 storey scheme which maintained the previous conclusions.
- 9.32 In balancing the views of the Council’s Heritage and Conservation officer, it is necessary to understand the policy context. In this case, based on the views set out within the HTVIA and the assessment of the Conservation Officer, it is clear that the development would result in harm to the setting of the CA. However, the conclusion of the Conservation Officer is that this would constitute less than substantial harm.
- 9.33 In such instances Paragraph 196 of the NPPF is relevant and relates to the assessment of impacts on the settings of heritage assets. Paragraph 196 states that “where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.”
- 9.33 The less than substantial harm therefore needs to be balanced against the public benefits of the scheme. Most significant of these is the delivery of 1049 homes, 35% of which would be affordable. This must be afforded significant weight in any balancing exercise. Further public benefit is derived from the delivery of substantial new public realm, a new town square and enhancements to Cricklewood Green in an area lacking in open space.
- 9.34 Officers consider that the cumulative weight of the public benefits, in particular the delivery of a significant number of affordable houses, outweighs the less than substantial harm identified by Conservation officers.
- 9.35 The Crown Public House is Grade II listed located on Cricklewood Broadway and is assessed through viewpoints

9.36 The listed building description for the asset states the following:

“Dated 1900. Grand "Jacobean" public house of 2 storeys with 2 dormered storeys in mansard roof. Three storey wing to right 4 bays faced in sandstone. Rusticated attached columns and pilasters flank 4 entrance doors to main block and 2 doors to wing, first floor projection of 16 lights with single flanking 2 light windows. Two windows to wing. Two bay decorative gabling at second floor with mullioned windows surmounted by blind archway. Second floor to wing battlemented with ornamental crest, pyramid roof and decorative finial.

The building is set back from the pavement with a large forecourt to its front. It is connected, by a rear extension, to the neighbouring Clayton Crown Hotel, which sits forward of the pub in the street. Due to the difference in architectural appearance of both buildings, the pub appears in the streetscene as a standalone structure. It is a prominent building within the townscape, viewed and experienced as it is with its iconic roofscape and a clear sky above and around.”

9.37 The impact on the setting of the asset is assessed through viewpoint 8 taken from Cricklewood Broadway looking North past the pub and encompassing the backdrop of the asset.

9.38 In assessing the impact the Council’s Conservation officers have outlined that the height of the proposed main tower (Block A) would be clearly visible in views from the public realm looking north, in the backdrop of the asset whilst another smaller block would be then be seen to “fill in” the existing space between the pub and its neighbour to the north.

9.39 The Conservation officer concludes to say that whilst no actual harm may be done to the heritage asset itself, its significance within the streetscape and Cricklewood town Centre would be diminished by the visual intrusiveness of the proposal. In this case, it is also concluded that this would constitute less than substantial harm. Again, further assessment is undertaken for the revised scheme and the conclusions were maintained.

9.40 Again, officers must have regard to Paragraph 196 of the NPPF and weigh the less than substantial harm against the public benefit arising from the scheme. Again, officers consider that the cumulative weight of the public benefits, in particular the delivery of a significant number of affordable houses, outweighs the less than substantial harm identified by Conservation officers.

- 9.41 The HTVIA considers the impact on the assets at Church of St Gabriel (Grade II), Church of St Michael (Grade II), Hampstead Cemetery Mortuary Chapels, Monuments and Tombs (Grade II) and Mapesbury Conservation Area (LB Brent). In all cases, the impacts are considered to be negligible and no objection is raised to the impact on their setting by conservation officers.
- 9.42 Taking the heritage impact as a whole and based on the requisite assessment under Paragraph 196 of the NPPF, officers consider that the cumulative weight of the public benefits, in particular the delivery of a significant number of affordable houses, outweighs the less than substantial harm to the identified heritage assets. Nevertheless, officers will take the harm into account in the wider planning balance.
- v) That the potential microclimate effect does not adversely affect existing levels of comfort in the public realm
- 9.43 The impact of the development on the local microclimate is assessed within the ES (ES Volume I -Chapter 16: Wind Microclimate). A comprehensive assessment of baseline (existing) and likely pedestrian level wind conditions upon completion of the Proposed Development was undertaken, based on wind tunnel testing of a physical scale model and the industry standard Lawson Comfort Criteria. The methodology and the scope of the assessment are considered to be acceptable. The Statement of Conformity submitted in support of the revised scheme also confirms that the wind conditions would not be materially altered by the revised massing.
- 9.44 The baseline assessment (worst case scenario) below shows that the application site benefits from largely benign wind conditions with the assessment points being at the lower end of the Lawson scale (blue and green).



9.45 The proposed conditions assessment (worst case scenario) shows that wind conditions would worsen across the site however mostly only up to a medium comfort level (yellow). Some areas between the buildings would experience worse wind conditions (purple) however these spots are limited and are located in areas likely to be transitory thoroughfares.



9.46 The ES assessment recognises that mitigation measures could improve likely wind conditions. Given the outline nature of the scheme and the lack of fixed detail on layout and landscaping, and the fact that the detailed design of the building will affect aerodynamics, these details will be secured at reserved matters stage.

Design and Appearance

9.47 In terms of the visual appearance of the scheme, this is a reserved matter and only indicative details are provided with a Design Guidance Document (DGD). This document is provided as a secondary control document, with the aim to inform the detail design development of future RMAs so that a sense of coherence and continuity in design can be ensured.

9.48 In terms of appearance, the DGD sets out fundamental principles to which the future RMA detail would adhere, including complementary variation in brick tones for individual development parcels and subtle variation in brick tone within individual parcels. In terms of materiality, the document state that RMA proposals should be of

exemplary design, with the palette of materials limited to ensure a coherent architectural language. It is also state that the primary building material should be brickwork.

- 9.49 Officers consider that the DGD provides a good basis for the design of the scheme to evolve and be fixed at RMA stage.

Supplementary Urban Design Study

- 9.50 Subsequent to the submission of the original application, a further Urban Design Study (UDS) by 'City Designer' was submitted in support of the application. This report provides a design assessment and assesses the qualitative visual townscape effects of the proposed development on the application site.

- 9.51 As well as the viewpoints assessed within the HTVIA, the UDS assesses the following additional viewpoints:

- View A: Edgware Road, bus stop north of Longley Way (render)
- View B: Cricklewood Broadway looking along Cricklewood Lane (render)
- View C: Fordwych Road by No.108 (render)
- View D: Cricklewood Lane by Church of St Agnes (render)
- View E: Kara Way (render)

- 9.52 In respect of the viewpoints assessed within the HTVIA, some of these viewpoints are also rendered with indicative elevations within the document for additional clarity. The rendered images do not alter the substance of the officer assessment and conclusions on each of the viewpoints in the preceding section of this report.

- 9.53 In terms of the additional viewpoints assessed, viewpoint A is taken from Edgware Road adjacent to the bus stop north of Longley Way. The view shows Block A of the development rising above the roofline of the residential terraced roofline on the edge of the Railway Terraces CA. Whilst the development would be visible above the roofline, the level of impact would be lessened by the distance which would be readily perceptible in the view.

- 9.54 Viewpoint B is taken from Cricklewood Broadway looking along Cricklewood Lane and shows Block A rising significantly above the existing parade at 1-13 Cricklewood Lane. Seen in this context, the sensitivity of the view is not high and it is considered the visibility and prominence of Block A in this view would enhance the permeability and local hierarchy through marking the transport interchange.

- 9.55 Viewpoint C is taken from Fordwych Road looking at the application site. The view shows that the development would be clearly visible, framed centrally in the linear view by the terraces to either side. The development would not rise perceptibly above the rooflines in the view.
- 9.56 View D is taken from Cricklewood Lane adjacent the church of St Agnes. The view is similar to View 4 of the HTVIA and the recent development at 112-132 Cricklewood Lane is even more perceptible in this view, rising above the prevailing townscape to 8 storeys. The view shows that the proposed development would rise above the prevailing townscape with 4 tall elements decreasing in height from Block A to the left of the view.
- 9.57 View E is a short-range view taken from Kara Way playground looking south east at the development. The view is a short range one looking directly at the site and as such the development dominates the view. There is a visual and spatial gap between the development and the terraces which lessens the perceptibility the disparity in height.
- 9.58 In summary, officers consider that the supplementary UDS document submitted, does not alter the conclusions drawn in the assessment of the townscape impact from the HTVIA. Taken as a whole, it is considered that the views show that the development would result in less than substantial townscape harm which will be taken into account in the wider planning balance. This is similarly the case taking into account the reduced heights of the revised scheme.

10.0 Amenity Impact on Neighbouring Properties

Daylight, Sunlight and Overshadowing

- 10.1 The application was accompanied by a Daylight/Sunlight report from AECOM within the ES (ES Volume: Chapter 11: Daylight, Sunlight and Overshadowing). The standardised assessment methodology for daylighting is set out within the BRE document Site Layout Planning for Daylight and Sunlight (BRE, 2011). Within this document it is set out that the primary tools for the assessment of daylight are Vertical Sky Component (VSC)). For VSC the guideline value for windows to retain the potential for good daylighting is 27% or more than 0.8 times its former value. The Statement of Conformity submitted in support of the current scheme also confirms that the daylight and sunlight impact of the development would not be materially worsened by the revisions to the massing and in some cases would slightly improve.

10.2 In line with BRE guidelines, it is only necessary to carry out the detailed assessment on a neighbouring window if a 25-degree line drawn from the centre of the window would subtend the facing elevation of the subject development. In this case, the report identifies the following neighbouring properties as necessitating the additional assessment:

- 1-11 Champion Terrace;
- Crown Terrace (2-20 Cricklewood Lane);
- 26-28 Cricklewood Lane;
- 32A & 34-40 Cricklewood Lane;
- 42-48 Cricklewood Lane;
- 1-8 Oakhouse;
- Raynes Court;
- Dairyman Close;
- Kemps Court; and
- Lansdowne Care Home.

10.3 In addition to the existing receptors identified above, the following consented schemes were assessed.

- 1-13 Cricklewood Lane; and
- 194-196 Cricklewood Broadway.

10.4 Average Daylight Factor (ADF) methodology was used to assess the of consented but not built or occupied buildings.

10.5 The VSC results for the existing receptors are set out below:

Receptor	No. of Windows Tested	No. of Windows that meet BRE criteria	%
1-11 Champion Terrace;	55	50	91%
Crown Terrace (2-20 Cricklewood Lane)	65	56	86%
26-28 Cricklewood Ln	8	5	63%
32A Cricklewood Ln	7	5	71%
34-40 Cricklewood Ln	12	0	0%
42-48 Cricklewood Ln	31	13	42%
Oak House	24	0	0%
Raynes Court	12	1	8%
Dairyman Close	156	84	54%
Kemps Court	12	11	92%
Lansdowne Care Home	46	30	65%

TOTAL	428	255	60%
--------------	------------	------------	------------

- 10.6 It is clear from the table above that there would be notable daylight failures at 34-40 Cricklewood Lane and Oak House with 0% of windows meeting the criteria; and at Raynes Court with 8% of windows meeting the criteria.
- 10.7 The results are predicated on the assessed receptors retaining the prescribed level of VSC as set out in BRE guidance. However, the assessment notes that VSC target levels are predicated on suburban environments and that each of the windows assessed retains over 15% VSC which is considered acceptable for an urban environment (and has been noted as acceptable on similarly scaled and located schemes in London). In addition, all of the windows assessed at Oak House serve bedrooms which are less sensitive to daylight reductions than primary living spaces
- 10.8 In addition to the existing receptors, future developments at 194-196 Cricklewood Broadway and 1-13 Cricklewood Lane were tested. At 194-196 Cricklewood, 34 (58%) of the 59 rooms within this future property would retain levels of daylight in line with or above BRE recommendations in terms of ADF. At 1-13 Cricklewood Lane, 111 of the 166 assessed rooms (67%) would experience a negligible or beneficial effect with the proposed development in place.
- 10.9 As well as individually, the daylight results must also be considered in the whole and in this regard officers consider that an adherence level of 60% for VSC represents a good level of adherence in the context of the wider benefits of the scheme, the urban context and the need to deliver on the strategic objectives of the Opportunity/Regeneration Area. It is important to note that the assessments set out in the BRE guidelines are not intended to be applied rigidly and do allow for some flexibility in the context of the development. This approach is also supported in the February 2019 NPPF which states that guidelines relating to daylight and sunlight should be applied flexibly to enable a development site to be used efficiently, particularly when considering applications for housing. Cognisant of the above, officers consider that the daylight impact of the proposed development would be acceptable.
- 10.10 In relation to sunlight, the BRE recommends that the Annual Probable Sunlight Hours (APSH) received at a given window in the proposed condition should be at least 25% of the total available including at least 5% during the winter months. Where the proposed values fall short of these, and the absolute loss is greater than 4%, then the proposed values should not be less than 0.8 times their previous value in each period.

10.11 The BRE guidelines state that “..all main living rooms of dwellings should be checked if they have a window facing within 90 degrees of due south. Kitchens and bedrooms are less important, although care should be taken not to block out too much sun”. In accordance with the BRE Guidelines the following properties were therefore assessed shown with the APSH results:

Receptor	No. of Windows Tested	No. of Windows that meet BRE criteria	%
1-11 Campion Terrace;	3	3	100%
26-28 Cricklewood Ln	2	2	100%
32A Cricklewood Ln	3	3	100%
42-48 Cricklewood Ln	7	7	100%
Raynes Court	12	12	100%
Dairyman Close	132	87	66%
Kemps Court	12	12	100%
Lansdowne Care Home	45	41	91%
TOTAL	216	167	77%

10.12 Taken both as a whole and individually, it is considered that the results show that the surrounding receptors would retain a good level of sunlight.

10.13 In terms of overshadowing, all 10 sensitive receptors experience a Negligible (not significant) effects.

10.14 It should be noted that both the daylight and sunlight results are modelled on the original submission 25 storey scheme. With the reduced 19 storey scheme it is inexorable that the results would improve and as such it is considered that the officer conclusions drawn remain sound.

Privacy and Outlook

10.15 The development would enjoy significant separation distances from all surrounding development which is considered would be sufficient to ensure that there would be no unacceptable harm in terms of privacy or outlook.

Conclusion

10.16 With the above in mind, officers consider that, on balance, the application is in accordance with Policy DM01 in terms of impact on residential amenity and would not result in any unacceptable harm to the living conditions of any surrounding occupiers.

11.0 Sustainability

11.1 The 2021 London Plan, requires within Policy SI2 that major development 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 Meinhardt which sets out that the energy efficiency measures and sustainable energy measures that would be incorporated within the scheme.

Be Lean

11.5 Energy demand will be significantly reduced beyond Part L requirements, and will be expected to exceed the GLA's target for a minimum 10% reduction in residential carbon emissions and 15% in non-residential carbon emissions over Part L 2013 through passive design and energy efficiency measures alone. The demand reduction would be achieved by a combination of the measures including those detailed below:

- Building Fabric Insulation
- Cold Bridging
- Air Tightness
- Natural Daylight
- Solar Gain
- Shading
- Corridor Ventilation
- Heating and Hot Water System Insulation
- Heating Systems
- Cooling
- Ventilation Systems
- Lighting

- Smart Controls / Metering
- Appliances

Be Clean

- 11.6 The site is not located near to an existing heat network serving the area. However the Energy Statement sets out that the site has been identified as a possible heat network opportunity site, therefore a provision for a centralised heat network was explored. The proposed development will be provided with a secondary building network which will connect all apartments, commercial and other non-domestic uses, and supply heat for space heating and domestic hot water generation. This secondary distribution within the development will be designed in accordance with CIBSE CP1 Heat Networks: Code of Practice.

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 both would be implemented.
- 11.8 In total, all of the measures combined would achieve CO2 savings of 43.3%. Recognising the London wide net zero target the applicant is therefore required to mitigate the regulated CO2 emissions, through a contribution of £1,793,647 to the borough's offset fund. This contribution would be predicated on the formula set out within GLA guidance 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 110 residential car parking spaces is proposed (parking ratio of 0.1 spaces per unit). All spaces will be of a size suitable for disabled drivers; however, 3% (33) will be allocated for disabled drivers from the outset with the residual 7% (77) available as standard spaces with the ability to be demarcated as parking for disabled residents in the future if demand exceeds the initial 3%.
- 12.5 The site is located immediately adjacent to Cricklewood Station and several bus routes with a high PTAL and the level of car parking provision proposed is in line with current policy which seeks to encourage sustainable and active modes travel.
- 12.6 Reduced levels of parking proposed can be supported where accompanied by improved accessibility measures, suitable overspill parking control / protection and the provision of sustainable transport measures. The proposed development will deliver a suite of improved accessibility measures as set out in the HoT at the start of this report. Future residents would also be prevented from applying for parking permits in surrounding CPZs.
- 12.7 There are surrounding roads in vicinity of the site and within LBB boundaries that are not suitability protected by a CPZ. Therefore, a contribution of £42k would be secured through the S106 to undertake a review of local CPZs to establish if any changes or extensions are required to mitigate the impact of the development.
- 12.8 Subject to the matters outlined, it is considered that the level of residential parking is in line with both the LBB Local Plan (Policy DM17) and the London Plan (2021).

Cycle Parking

- 12.9 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).
- 12.10 The TA sets out that the development would provide a minimum of 1,846 long-stay and 28 short-stay cycle parking spaces for the residential use. At this stage, the non-residential uses are proposed to have 12 long-stay and 32 short-stay cycle parking spaces. The phased provision / design / location of long and short-term cycle parking

should be detailed as part of the reserved matters submissions. Appropriate conditions would secure the requisite provision.

Trip Generation / Network Impact

- 12.11 Technical Note 5 suggests that the forecast residential vehicle trips for the proposed development shall be 35 and 24 two-way trips in the AM and PM peak hour periods respectively (with a daily total of 265 vehicle trips). This compares with the original Transport Assessment that forecasted 118 and 85 two-way vehicle trips in the AM and PM peak hour respectively (with a daily total of 898 vehicle trips). The new assessment now suggests forecasted vehicle trips that are approximately 30% of the original forecasts.
- 12.12 The methodology set out within Technical Note 5 is not a standard process. It is not clear why the combined 'Residential M - Mixed private / Affordable housing' land use was not selected as per the proposed development, but instead private and affordable were calculated individually. The reason given for calculating residential vehicle trip rates per parking space are noted. However, this is not standard practice when using the TRICS database. It is advised that 'trip rate calculations per parking space are only available for land uses where it can be considered with good confidence that the vast majority of parking takes place on-site and where it is also considered most relevant.' The TRICS trip rate parameters for residential land consist of site area, dwellings, housing density and bedrooms. It is also noted that the standard TRICS methodology uses weighted averages for the standard parameters and that the calculations undertaken within Technical Note 5 do not.
- 12.13 However, the LB Barnet Transport team have undertaken an initial assessment for comparison purposes and have concluded that the forecast vehicle trips are acceptable.
- 12.14 The existing retail use peak hour traffic generation reported in Table 5.1 includes 'rat-run' traffic and is therefore not suitable to use when undertaking a net comparison review of land use generation. Therefore, the net reduction in peak hour vehicle trips shown in Table 5.3 and stated in Paragraph 5.2 is queried.
- 12.15 The traffic generation numbers shown in Tables 5.1 and 5.2 is not reflective in the traffic flow diagrams. It is also not understood why there are negative numbers shown on the traffic flow diagrams. Clarification on the development distribution assumptions is sought (it is noted that in the TA one distribution diagram is provided however we are not sure of the assumptions behind this and to what peak hour period it relates to). Perhaps a direct discussion with the Transport consultant would help address / clarify this issue.

Access

- 12.16 It is proposed that vehicular access would be from Depot Approach, a private access road, with the closure of the existing vehicle access onto Cricklewood Lane. The

closure of the existing vehicle access onto Cricklewood Lane will require a s278 Agreement and would include improvements to the pedestrian environment and this is included within the agreed heads of terms.

- 12.17 In terms of the access from Depot Approach, it is noted that this is a private road under the ownership of an adjoining landowner. It is also noted that the adjoining landowner has objected to the application on the basis that the applicant has no legal right to install a new access from the private road. The LPA have taken legal advice on the matter from HBPL and it is advised that there is no legal basis for resisting the application on this basis and that an appropriately worded condition would serve to secure the relevant access in so far as the LPA granting consent is concerned.

Conclusion

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

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 A Flood Risk Assessment is submitted in support of the application which shows that the site is located in Flood Zone 1, which indicates a low risk of flooding. The flood risk from groundwater is also assessed as low and the existing flood risk from surface water is assessed as low to medium. No objection was received from the Council’s drainage officers and a condition would be attached requiring the submission of a full SUDS strategy at RMA stage.

Ecology

- 13.4 An Ecological Appraisal from AECOM was submitted in support of the application. The Ecological reporting comprises a summary of the potential impacts of the Proposed Development, along with appropriate mitigation measures and relevant recommended enhancement to biodiversity as part of the Reserved Matters application.

- 13.5 The Phase 1 Habitat Survey, bat emergence survey and the desktop ecology study have provided evidence that the Sites current ecological receptors do not cause a constraint to delivery of the regeneration if appropriate mitigation set out within the appraisal is implemented. The prescribed mitigation would be secured by condition as appropriate.

Ground Conditions

- 13.6 An assessment of ground conditions submitted in support of the application sets out that there are potential sources of ground based contamination on site, linked to historical railway sidings and a former warehouse potential contamination sources include existing made ground which is likely to have incorporated demolition materials from the historic developments on-site. Ground water across the Site has been found to be of reasonable quality. The risks identified with the assessment at the demolition and construction phase can be mitigated through the delineation and remediation of the contaminated soil hotspots identified during the historic site investigation and the commissioning of desk based assessment, prior excavation and oiling works at the Site.
- 13.7 A robust condition would be attached to any consent requiring a full ground survey to be undertaken prior to any works. The Council's EHO has no objection to the application on ground condition matters subject to such a condition.

Air Quality

- 13.7 The application site is located within an Air Quality Management Area ('AQMA') that has been designed by the Council for exposure to exceedances of annual mean objectives for nitrogen dioxide and particulate matter. The proposed development as considered the Construction and Operational phase effects in terms of Dust and local concentration of both nitrogen dioxide and particulate matter. It has been determined that there would be no discernible effects from the construction site associated with the proposal with appropriate mitigation measures put in place.
- 13.8 The assessment has identified that at future receptors, the effect of impacts on local air quality are negligible for NO₂ and PM₁₀ concentrations. Therefore, the overall effect of the Proposed Development on local air quality is defined as not significant. The Council's EHO has no objection to the application on air quality matters.

Arboriculture

- 13.9 The Council's Arboriculture officer identifies that the quality of the site is very low in terms of tree cover and bio-diversity as the vast majority of the land is hard surfacing or buildings.
- 13.10 He also goes on to identify that there are trees on the site that merit retention G9, G10, T19 & T21 on the tree plan which is a row of London Plane trees along site the railway line. They provide vital screening to the railway lines. The trees will also

provide screening from Cricklewood Station towards any development on the site. The proposal retains these trees.

- 13.11 Similarly, he also identifies the mixed group of trees at the Cricklewood Lane entrance provide significant tree amenity (T48 to T74). Only 7 trees of this group will be retained in the outline proposal which the Council's Arboriculture officer considers unacceptable.
- 13.12 In terms of landscaping no detailed landscaping plans have been submitted given that it is a reserved matter however the indicative landscape plans for the ground floor, podium and roof areas appear to be providing a reasonable level of green infrastructure for the development.
- 13.13 In balancing the views of the Arboriculture officer, the comments must be considered holistically in the context of the scheme. The scheme would deliver a substantial new area of public realm with opportunities for new tree planting and is proposing to retain most of the trees identified as meriting retention. On this basis, it is considered that the loss of the trees identified is outweighed by the wider benefits of the scheme.

Other Matters

- 13.9 Archaeology, Climate Change, Socio-economics and Health and Noise and Vibration are also assessed as part of the ES and are also covered within the Statement of Conformity. No significant impacts are identified subject to mitigation and conditions where necessary and such conditions are attached accordingly.

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

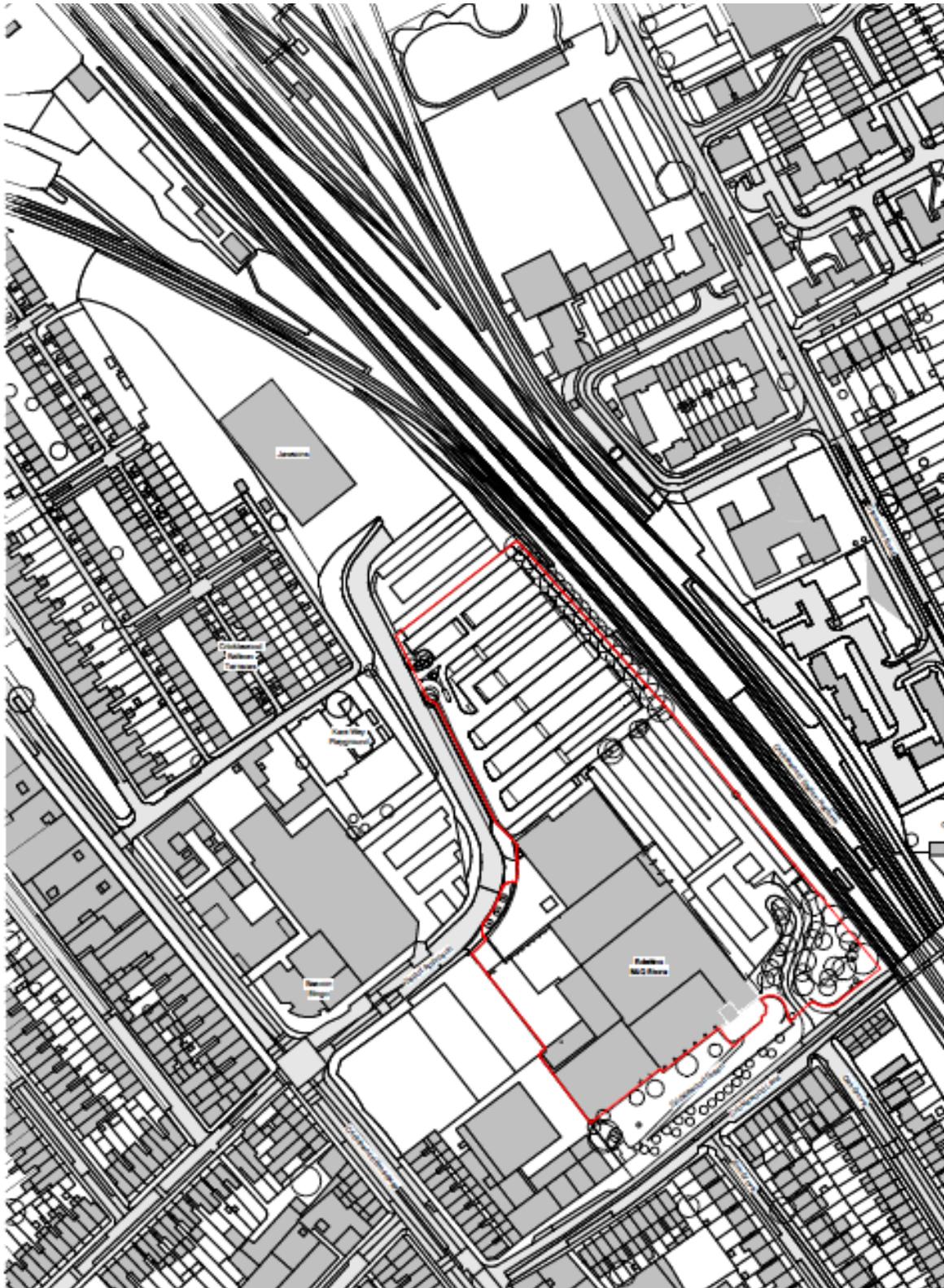
- 15.0 In conclusion, officers consider that a balanced recommendation must be made having regard to the benefits of the scheme weighed against any harm identified.
- 15.1 The application site is located within the Brent Cross Cricklewood Regeneration / Opportunity Area and the principle of optimising the site for housing delivery is supported. The site is located within an area identified as being suitable for tall buildings and as such the principle of tall buildings is also supported. The scheme would deliver 1049 homes which must be afforded significant weight in the context of the boroughs housing targets. It is also very important to note that the provision of 1049 homes is largely in line with the site allocation within the Council’s emerging Local Plan (Reg 19). 35% of the 1100 homes would be delivered as affordable housing which must also be afforded significant weight.
- 15.2 The scheme would also deliver substantial new public realm, including a new town square, as well as improvements to Cricklewood Green. The scheme would also deliver public realm, highways, employment and enterprise and sustainability improvements through the Section 106 as well as a CIL payment of approximately £12m to be spent on local infrastructure.
- 15.3 Weighing against the application, and as set out in the relevant section of the report, the scheme would result in some harm in some townscape views and would also result in some harm to the setting of nearby heritage assets. In terms of the townscape views, on balance, the harm is not considered to be substantial. It is fully acknowledged that the development would represent a high magnitude of change, given the low-rise nature of the existing site. However, the highly sustainable, brownfield location of the site and the location within a Regeneration / Opportunity Area means that any development which sought to align with the strategic objectives of the site would inexorably represent a high magnitude of change.
- 15.4 In terms of heritage harm, the harm to both the Railway Terraces Conservation Area and the Crown Hotel as less than substantial. In such circumstances the NPPF requires the decision maker to undertake a balancing exercise between the identified harm and the level of public benefit arising from the scheme. In both

cases, individually and taken together, officers consider that the public benefit outweighs the less than substantial harm to the setting of the heritage assets.

- 15.5 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.
- 15.6 In this case, the benefits of the scheme are considered to outweigh the harm. Officers consider that, when taken as a whole, the application is consistent with the development plan,

RECOMMENDATION: TO GRANT OUTLINE CONSENT SUBJECT TO CONDITIONS AND A SECTION 106, AND REFERRAL TO THE MAYOR OF LONDON

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.

10965-EPR-XX-XX-DR-A-TP-0100 – Location Plan
10965-EPR-XX-XX-DR-A-TP-0101 – Parameter Plan Demolition
10965- EPR-XX-XX-DR-A-TP-0102 – Parameter Plan Development Parcels
10965-EPR-XX-XX-DR-A-TP-0105 – Parameter Plan Phasing
10965 -EPR-XX-XX-DR-A-TP-0106 P4 – Parameter Plan Illustrative Heights
10965-EPR-XX-GF-DR-A-TP-0200 – Illustrative Masterplan
ExA_1939_100 rev D – General Arrangement Plan – Ground Floor
ExA_1939_101 rev C – General Arrangement Plan – Podium Level
ExA_1939_102 rev C – General Arrangement Plan – Roof Level

Planning Statement July 2020; Design and Access Statement July 2020; Design Guidelines July 2020 and updated Design Guidelines received July 2021; Environmental Statement July 2020; Transport Statement March 2021 (including drawing ref:SK401).

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 – Depot Approach Access

No development shall commence until the access / egress point from Depot Approach and footpaths has been provided in accordance with Entran drawing ref SK401. Any variation

required to the detail(s) of the access shall be submitted to and agreed in writing by the Local Planning Authority.

Reason: In the interest of highway safety and to ensure that a safe access can be provided from Depot Approach 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 – 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. 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 7 – Operational Waste Strategy

Prior to the first occupation of the development, a waste and recycling strategy for that unit shall be submitted to and approved in writing by the Local Planning Authority. This shall set out the location, design and accessibility of refuse and recycling stores, details of the separation and collection of waste, storage of bulky waste and any chute systems or waste compactors. The waste and recycling strategy shall be implemented as approved, unless otherwise agreed in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details, made available for use prior to the first occupation of the development, and managed and operated in accordance with the approved strategy in perpetuity.

Reason: To ensure adequate refuse storage is provided on site and can be readily collected, in accordance with Policy CS14 of the Barnet Local Plan (2012) and the London Plan (2021).

Condition 8 – 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 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 development, drainage plans and calculations reflective of the latest drainage scheme demonstrating the surface water can be managed appropriately on site shall be submitted to and approved in writing by London Borough of Barnet planning authority. The scheme shall subsequently be implemented in accordance with the approved details before development is completed.

Reason To ensure a satisfactory method of surface water drainage, and to prevent the increased risk of flooding to third parties in accordance with Policy CS13 of the Barnet Local Plan, Policies 5.13 and 5.14 of the London Plan, and changes to SuDS planning policy in force as of 6 April 2015 (including the Written Ministerial Statement of 18 December 2014, Planning Practice Guidance and the Non statutory Technical Standards for Sustainable Drainage Systems)

Condition 11 – Foul Water Infrastructure

Prior to the commencement of utilities works*, a Wastewater strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall be agreed with Thames Water and shall include details of how the existing water network infrastructure will accommodate the needs of the development.

Reason: To ensure that waste water from the site can be managed effectively parties in accordance with Policy CS13 of the Barnet Local Plan

Condition 12 - Wind Mitigation

Prior to the first occupation of the development, full details of the wind mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. The measures shall thereafter be implemented in full prior to the first occupation of the development.

Reason: To ensure that the development does not create an unsafe microclimate in accordance with Policy CS5 and DM05 of the Barnet Local Plan.

Condition 13 – Sustainability Measures

Prior to the first occupation of the development, full details of the Air Source Heat Pumps and Photovoltaic equipment shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be implemented in full prior to the first occupation of the development.

Reason: To ensure that the development can achieve the Carbon Dioxide emissions reductions set out in the Sustainability Statement in accordance with the London Plan 2021.

Condition 14 – Energy Network Capped Connection

Prior to the first occupation of the development, a strategy setting out how the development could enable future connection to any District Heating Network shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the details as approved

Reason: In the interests of sustainable development and in accordance with the London Plan 2021.

Condition 15 – Fire Statement

Prior to the commencement of development, a Fire Safety Statement shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details.

Reason: To ensure that the development incorporates the necessary fire safety measures in accordance with the 2021 London Plan Policy D12.

Condition 16 – Management and Maintenance

Prior to first occupation, a management plan detailing the maintenance and repair of all buildings, estate management, access arrangements, access to resident's manuals, the

provision of guidance on managing overheating, parking permits and community events shall be submitted to and approved by the Local Planning Authority.

Reason: In the interests of delivering good design in line with London Plan Policy D4.

Condition 17 - Circular Economy Statement

No development shall take place until a detailed Circular Economy Statement and Operational Waste Management Strategy in line with the GLA's Circular Economy Statement Guidance is submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details so approved.

Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials.

Condition 18 – Circular Economy – Completion

Within 6 months of completion, a Post Completion Report setting out the predicted and actual performance against all numerical targets in the relevant Circular Economy Statement shall be submitted to the GLA at: circulareconomystatements@london.gov.uk, along with any supporting evidence as per the GLA's Circular Economy Statement Guidance. The Post Completion Report shall provide updated versions of Tables 1 and 2 of the Circular Economy Statement, the Recycling and Waste Reporting form and Bill of Materials. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation.

Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials.

Condition 19 – No Permitted Development

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

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

Reason: To ensure that the development does not impact adversely on the character of the area and to ensure the Local Planning Authority can control the development in the area so that it accords with Policies CS5 and DM01 and DM18 of the Local Plan.

Condition 20 – BREEAM

Within 6 months of first occupation of the non-residential development hereby permitted, a BREEAM Building Research Establishment has issued a Post Construction Review Certificate confirming that the non-residential development built has achieved a minimum BREEAM New Construction Shell Only rating of ‘Very Good’ and such certificate has been submitted to, and approved in writing by, the Local Planning Authority.

Reason: In the interests of sustainable development and in accordance with the London Plan 2021.

Condition 21 – Accessible Dwellings

A minimum of 10% of all dwellings shall be built to comply with requirement M4(3) wheelchair user dwellings contained within Part M volume 1 of the Building Regulations, as identified on the plans approved under condition 2. All other dwellings shall be built to requirement M4(2) accessible and adaptable dwellings contained within Part M volume 1 of the Building Regulations.

Reason: To promote housing choice for disabled and elderly households and ensure a socially inclusive and sustainable development, in accordance with Policies CS4, DM02 of the Barnet Local Plan (2012) and Policies 3.8, 7.2 of the London Plan (2016).

Condition 22 – Opening Hours

The flexible use commercial units shall not be open to customers other than between the hours of 0700 and 2300 Mondays to Saturdays, and 0800 to 2200 Sundays and at no other times, unless otherwise approved, in writing, by the Local Planning Authority.

Reason: To safeguard the amenities of neighbouring residents and future residents of the development

Condition 23 – Construction Times

No construction works shall occur outside of the following times unless otherwise agreed in writing by the Local Planning Authority:

- 08:00 - 18:00 hours weekdays;
- 08:00 - 13:00 hours Saturdays.

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

Condition 24 – Secured by Design

Prior to the first occupation of the relevant part of the development, certification demonstrating compliance with Secured by Design standards (or any superseding accreditation) shall be submitted to and approved in writing by the Local Planning Authority.

Reason: in the interests of community safety in accordance with paragraphs 8 and 11 of the NPPF.

Location	Blocks 7- 9 Chandos Way And Blocks 1 To 6 Britten Close London NW11 7HW		AGENDA ITEM 8
Reference:	21/3001/PNV	Received: 28th May 2021	
		Accepted: 1st June 2021	
Ward:	Garden Suburb	Expiry 27th July 2021	
Case Officer:	Josh McLean		
Applicant:	B and C Crestpearl Ltd		
Proposal:	Erection of single storey rooftop extension across all blocks to create 48no. self contained flats with provision of 16 additional car parking spaces and 50 cycle spaces		

OFFICER'S RECOMMENDATION

Approve subject to s106

AND the Committee grants delegated authority to the Service Director – Planning and Building Control 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)

RECOMMENDATION I:

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 seeking to secure the following:

1. Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;
2. All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;
3. Amendment to the Traffic Management Order (TMO) to restrict future occupiers from obtaining residential parking permits

Contribution of £2022 towards the amendment of the Traffic Management Order to restrict future occupier of the new units from obtaining residential parking permits.

4. Monitoring of legal agreement

A contribution of £101.10 towards the monitoring of the legal agreement.

RECOMMENDATION II:

That upon completion of the agreement specified in Recommendation I, the Service Director for Planning and Building Control approve the planning application subject to the following conditions and any changes to the wording of the conditions considered necessary by the Service Director for Planning and Building Control:

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

- 1667-PD-GA-010 (Block One Ground Floor Plan, As Existing)
- 1667-PD-GA-011 (Block One Roof Plan As Existing)
- 1667-PD-GA-020 (Block Two Ground Floor Plan As Existing)
- 1667-PD-GA-021 (Block Two Roof Plan As Existing)
- 1667-PD-GA-030 A (Block Three Ground Floor Plan As Existing)
- 1667-PD-GA-031 A (Block Three Roof Plan As Existing)
- 1667-PD-GA-040 (Block Four Ground Floor Plan As Existing)
- 1667-PD-GA-041 (Block Four Roof Plan As Existing)
- 1667-PD-GA-050 (Block Five Ground Floor Plan As Existing)
- 1667-PD-GA-051 (Block Five Roof Plan As Existing)
- 1667-PD-GA-060 (Block Six Ground Floor Plan As Existing)
- 1667-PD-GA-061 (Block Six Roof Plan As Existing)
- 1667-PD-GA-070 (Block Seven Ground Floor Plan As Existing)
- 1667-PD-GA-071 (Block Seven Roof Plan As Existing)
- 1667-PD-GA-080 A (Block Eight Ground Floor Plan As Existing)
- 1667-PD-GA-081 (Block Eight Roof Plan As Existing)
- 1667-PD-GA-090 (Block Nine Ground Floor Plan As Existing)
- 1667-PD-GA-091 (Block Nine Roof Plan As Existing)
- 1667-PD-GA-210 A (Block One West Elevation As Existing)
- 1667-PD-GA-211 (Block One East Elevation As Existing)
- 1667-PD-GA-212 A (Block One North & South Elevations As Existing)
- 1667-PD-GA-220 A (Block Two West Elevation As Existing)
- 1667-PD-GA-221 A (Block Two East Elevation As Existing)
- 1667-PD-GA-222 A (Block Two North & South Elevations As Existing)
- 1667-PD-GA-230 A (Block Three North & South Elevation As Existing)
- 1667-PD-GA-231 B (Block Three East & West Elevation As Existing)
- 1667-PD-GA-240 B (Block Four North Elevation As Existing)
- 1667-PD-GA-241 (Block Four South Elevation As Existing)
- 1667-PD-GA-242 A (Block Four East & West Elevations As Existing)
- 1667-PD-GA-250 A (Block Five East Elevation As Existing)
- 1667-PD-GA-251 (Block Five West Elevation As Existing)
- 1667-PD-GA-252 A (Block Five North & South Elevations As Existing)
- 1667-PD-GA-260 A (Block Six East elevation As Existing)
- 1667-PD-GA-261 (Block Six West Elevation As Existing)
- 1667-PD-GA-262 (Block Six North & South Elevations As Existing)
- 1667-PD-GA-270 B (Block Seven North Elevation As Existing)
- 1667-PD-GA-271 A (Block Seven North Elevation As Existing)
- 1667-PD-GA-272 (Block Seven South Elevation As Existing)

1667-PD-GA-273 A (Block Seven West Elevations As Existing)
1667-PD-GA-273 (Block Seven West Elevations As Existing)
1667-PD-GA-274 (Block Seven East Elevation As Existing)
1667-PD-GA-280 A (Block Eight North Elevation As Existing)
1667-PD-GA-281 (Block Eight South Elevation As Existing)
1667-PD-GA-282 A (Block Eight East & West Elevations As Existing)
1667-PD-GA-290 B (Block Nine East Elevation As Existing)
1667-PD-GA-291 (Block Nine West Elevation As Existing)
1667-PD-GA-292 (Block Nine North & South Elevations As Existing)

1667-PD-GA-610 B (Block One Ground Floor Plan As Proposed)
1667-PD-GA-611 B (Block One 4th Floor Plan As Proposed)
1667-PD-GA-620 B (Block Two Ground Floor Plan As Proposed)
1667-PD-GA-621 B (Block Two 4th Floor Plan As Proposed)
1667-PD-GA-630 B (Block Three Ground Floor Plan As Proposed)
1667-PD-GA-631 A (Block Three 4th Floor Plan As Proposed)
1667-PD-GA-640 A (Block Four Ground Floor Plan As Proposed)
1667-PD-GA-641 B (Block Four 4th Floor Plan As Proposed)
1667-PD-GA-650 A (Block Five Ground Floor Plan As Proposed)
1667-PD-GA-651 B (Block_Five_4th_Floor_Plan_As_Proposed)
1667-PD-GA-660 B (Block Six Ground Floor Plan As Proposed)
1667-PD-GA-661 B (Block Six 4th Floor Plan As Proposed)
1667-PD-GA-670 B (Block Seven Ground Floor Plan As Proposed)
1667-PD-GA-671 B (Block Seven 4th Floor Plan As Proposed)
1667-PD-GA-680 A (Block Eight Ground Floor Plan As Proposed)
1667-PD-GA-681 B (Block Eight 4th Floor Plan As Proposed)
1667-PD-GA-690 B (Block Nine Ground Floor Plan As Proposed)
1667-PD-GA-691 B (Block Nine 4th Floor Plan As Proposed)
1667-PD-GA-695 B (Flat Type Plans As Proposed)
1667-PD-GA-810 A (Block One West Elevation As Proposed)
1667-PD-GA-811 B (Block One East Elevation As Proposed)
1667-PD-GA-812 B (Block One North & South Elevations As Proposed)
1667-PD-GA-820 A (Block Two West Elevation As Proposed)
1667-PD-GA-821 B (Block Two East Elevation As Proposed)
1667-PD-GA-822 B (Block Two North & South Elevations As Proposed)
1667-PD-GA-830 B (Block Three North & South Elevation As Proposed)
1667-PD-GA-831 B (Block Three East & West Elevation As Proposed)
1667-PD-GA-840 B (Block Four North Elevation As Proposed)
1667-PD-GA-841 B (Block Four South Elevation As Proposed)
1667-PD-GA-842 B (Block Four East & West Elevations As Proposed)
1667-PD-GA-850 B (Block Five East Elevation As Proposed)
1667-PD-GA-851 B (Block Five West Elevation As Proposed)
1667-PD-GA-852 B (Block Five North & South Elevations As Proposed)
1667-PD-GA-860 B (Block Six East Elevation As Proposed)
1667-PD-GA-861 B (Block Six West Elevation As Proposed)
1667-PD-GA-862 B (Block Six North & South Elevations As Proposed)
1667-PD-GA-870 B (Block Seven North Elevation As Proposed)
1667-PD-GA-871 B (Block Seven North Elevation As Proposed)
1667-PD-GA-872 B (Block Seven South Elevation As Proposed)
1667-PD-GA-873 B (Block Seven West Elevations As Proposed)
1667-PD-GA-874 B (Block Seven East Elevation As Proposed)
1667-PD-GA-880 B (Block Eight North Elevation As Proposed)
1667-PD-GA-881 B (Block Eight South Elevation As Proposed)

1667-PD-GA-882 B (Block Eight East & West Elevations As Proposed)
1667-PD-GA-890 B (Block Nine East Elevation As Proposed)
1667-PD-GA-891 A (Block Nine West Elevation As Proposed)
1667-PD-GA-892 A (Block Nine North & South Elevations As Proposed)

1667-PD-ST-000 (Site Location Plan As Existing)
1667-PD-ST-002 A (Block Plan Chandos Way As Existing)
1667-PD-ST-003 A (Block Plan Britten Close As Existing)
1667-PD-ST-004 (Site Parking As Existing)
1667-PD-ST-601 A (Block Plan Chandos Way As Proposed)
1667-PD-ST-602 A (Block Plan Britten Close As Proposed)
1667-PD-ST-603 A (Site Parking As Proposed)

Daylight & Sunlight Study and associated Cover Letter, DRP (dated 24/05/21)
Flood Risk Assessment, Hilson Moran Partnership Ltd (dated 26/10/18)
Planning Cover Letter, iceni (dated 25/05/21)
Transport Assessment and associated Cover Letter, ttp consulting (dated 19/05/21)

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed.

- 2 This development must be completed within the period of three years from this prior approval date.

Reason: To comply with the requirements of The Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020.

- 3 a) Prior to the first use or installation of relevant details, samples of the external finishing materials to be used are to be submitted to and approved in writing by the Local Planning Authority.
- b) The development shall be constructed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance in the interest of visual amenity.

- 4 a) No development or site works shall take place on site until a 'Construction Management and Logistics Plan' has been submitted to and approved in writing by the Local Planning Authority. The Construction Management and Logistics Plan submitted shall include, but not be limited to, the following:
- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
 - ii. site preparation and construction stages of the development;
 - iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;

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

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

Reason: In the interests of highway safety, noise and good air quality.

- 5 Notwithstanding the parking layout submitted with the planning application, prior to occupation of the development; an updated parking layout plan showing the exact dimensions of the existing/proposed crossovers and off-street parking space in the development shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter, the off-street parking spaces shall be used only as agreed and not to be used for any purpose other than the parking and turning of vehicles in connection with approved development. If new vehicle crossovers are to be introduced then a s184 licence will need to be obtained by the applicant from the council. The applicant will be required to bear the full cost of the works including the cost of any changes to the existing CPZ layout, trees and signage that may be required.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic.

- 6 Prior to the occupation of the development hereby approved, details of cycle parking including the type of stands, gaps between stands, location of cycle parking and type of store proposed shall be submitted to and approved in writing by the Local Authority. Thereafter, before the development hereby permitted is occupied, cycle parking spaces in accordance with the London Plan Cycle Parking Standards and London Cycle Design Standards shall be provided and shall not be used for any purpose other than parking of vehicles in connection with the approved development.

Reason: To encourage sustainable forms of transportation in the interest of highway flow and safety.

- 7 Prior to installation, details of the sun tunnels shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the amenity of existing occupiers of the top floor units.

- 8 The approved dwellinghouses in the buildings must remain in use as a dwellinghouse within the meaning of Class C3 of the Schedule to the Use Classes Order and for no other purpose, except to the extent that the other purpose is ancillary to the primary use as a dwellinghouse.

To comply with the provisions of Schedule 2, Part 20, Class AA of the GPDO the Town and Country Planning (General Permitted Development) (England) (Amendment) (No.2) Order 2020 And S.51 of the Planning & Compulsory Purchase Act 2004.

RECOMMENDATION III:

- 1 That if the above agreement has not been completed or a unilateral undertaking has not been submitted by 30 November 2021, unless otherwise agreed in writing, the Service Director for Planning and Building Control REFUSE the application under delegated powers for the following reason(s):

The proposed development does not include a formal undertaking to meet the costs of provision of highways mitigation. The proposal would therefore not address the impacts of the development, contrary to CS9 of the Local Plan Core Strategy (adopted September 2012), policy DM17 of the Development Management Policies (adopted September 2012) and the Planning Obligations SPD (adopted April 2013).

Informative(s):

- 1 The developer must notify the local planning authority of the completion of the development as soon as reasonably practicable after completion. The notification must be in writing and must include—
 - (a) the name of the developer;
 - (b) the address or location of the development; and
 - (c) the date of completion.

OFFICER'S ASSESSMENT

This application is being referred to the Strategic Planning Committee under the following function of the Council's Constitution:

"Any other planning application or planning matter to this Committee by relevant Chief Planning Officer acting in his or her discretion, after consultation with the chairman."

The Service Director for Planning and Building Control has exercised this option, with agreement from the Chairman, in view of the history of the site, previous deliberations by Members of the SPC and FGG committees on previous applications and the level of public interest in this new application.

1. Key Relevant Legislation:

Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 20, Class A, inserted by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) Regulations 2020 (as amended).

2. Application site

The application site is located within the Chandos Way estate, within the Garden Suburb ward. The estate, constructed in the mid-1970s, consists of nine, four-storey blocks comprising of 220 flats. Blocks 1-6 are situated around Britten Close at the eastern side of the estate, with blocks 7-9 situated at the western end of Chandos Way.

The existing buildings are visually imposing brick constructed structures with lead clad mansard roofs. The buildings are constructed with flat roofs and have a series of rooflights providing light to the upper floor flats. The site benefits from large areas of amenity space around the existing blocks, with large mature trees and shrubs planted around the site boundaries.

The site is accessed by a single access road (Chandos Way) from Wellgarth Road and is served by a total of 250 car parking spaces (220 allocated for residential use and 30 visitor parking spaces).

The site is located within an established residential area. The town centre of Golders Green is located approximately 500m to the north-west with the Golders Green Town Centre Conservation Area extending towards the site but stopping around the perimeter of the London Underground tracks. To the north-east of site, lies the mansion block of Heathcroft and the properties of Reynolds Close. This area forms part of the Hampstead Garden Suburb (HGS) Conservation Area and contains a number of statutory listed buildings. To the south of blocks 3 and 4 is North End Road (A502) which comprises of two-storey and semi-detached properties. Wellgarth Road bounds the application site to the east, which comprises of predominately two-storey semi-detached or detached properties. This street lies within the HGS Conservation Area and consists of a number of locally listed buildings. To the north-west of the site and at the end of Chandos Way is a recently completed residential development of 45 dwellings (Hampstead Reach). To the north of blocks 1-6 and east of blocks 7-9 is the Northern Line Underground tracks with Golders Green Underground Station situated further to the north.

3. Planning History

Reference: 20/3784/PNV

Address: Blocks 1-6 Britten Close & Blocks 7-9 Chandos Way London NW11 7HW

Decision: Prior Approval Required and Refused

Decision Date: 18 December 2020

Description: Erection of single storey rooftop extension across all blocks, with external lift shafts to create 48no. self contained flats with provision of 16 additional car parking spaces and 50 cycle spaces

Refusal Reasons:

1. The proposed development, because of the projecting rear balconies, would not be immediately above the existing topmost residential storey, failing to meet Class A of Part 20 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), as inserted by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) Regulations 2020 (as amended).

2. The proposed development, by reason of the proposed use of materials, would have an unacceptable visual impact through the distortion and unbalancing effect of the external appearance of the existing buildings. In addition, the massing, projection and materials of the proposed glazed lift shafts and staircase canopies would be of a poor design and would create further adverse harm, in terms of distortion and unbalancing, to the external appearance of the existing buildings, contrary to paragraph 127 of the NPPF, Policy CS5 of Barnet's Core Strategy DPD (2012), Policy DM01 of Barnet's Development Management Policies Document DPD (2012) and the guidance contained within Barnet's Residential Design Guidance SPD (2016).

3. The proposed lift shafts, by reason of their siting, massing, height, projection and materials would have an adverse impact on the residential amenity of existing residents and the visual amenity of neighbouring premises, contrary to paragraph 127 of the NPPF, Policy CS5 of Barnet's Core Strategy DPD (2012), Policy DM01 of Barnet's Development Management Policies Document DPD (2012) and the guidance contained within Barnet's Residential Design Guidance SPD (2016).

4. In the absence of a legal agreement securing appropriate mitigation by restricting future occupiers of the proposed development from obtaining parking permits within the Controlled Parking Zone, the proposed development would unacceptably increase on-street parking stress. The proposal would therefore not address the transport and highways impacts of the development, contrary to paragraph 108 of the NPPF, Policy CS9 of Barnet's Core Strategy DPD (2012), Policy DM17 of Barnet's Development Management Policies Document DPD (2012) and the Planning Obligations SPD (2013).

Appeal Reference: APP/N5090/W/3269709

Appeal Decision: Pending appeal consideration

Appeal Date: N/A

Reference: 18/3187/FUL

Address: Blocks 1-6 Britten Close & Blocks 7-9 Chandos Way London NW11 7HW

Decision: Refused

Decision date: 18 January 2019

Description: Erection of part 1, part 2 storey rooftop extensions to seven existing blocks to create 19no. self-contained flats, with private amenity space and ancillary gym within Block 7 and external lift shafts to each block. Provision of 21 additional parking spaces, 50 cycle spaces, external childrens play space; photovoltaic (PV) panels and upgrading of existing refuse and recycling stores and new landscaping and access arrangements.

Refusal Reasons:

1. The proposed development by reason of its size, siting and design would result in an incongruous form of development that would erode the uniformity of the buildings and the estate as a whole to the detriment of the visual amenities of the area and the character and appearance of the streetscene, would be harmful to the setting of the adjoining Hampstead Garden Suburb Conservation Area and would be detrimental to the visual amenities of occupiers of surrounding properties. As such, the proposed development would be contrary to policies CS1, CS5 and CS NPPF of the Adopted Core Strategy (2012) policies DM01, DM02 and DM06 of the Local Plan Development Management Policies Development Plan Document (2012) and the Residential Design Guidance SPD (2016).

2. The proposed development by reason of its siting over existing rooflights serving the top floor flats would lead to significant reduction of natural light being received to these flats and result in a substandard quality of accommodation giving rise to an unacceptable loss of existing residential amenities. As such, the proposed development would be contrary to policies CS1, CS NPPF of the Adopted Core Strategy (2012, policies DM01 and DM02 of the Local Plan Development Management Policies Development Plan Document (2012), the Residential Design Guidance SPD (2016) and Sustainable Design and Construction SPD (2016).

3. The development does not make any provision towards affordable housing. The proposal would therefore not provide the maximum viable amount of affordable housing, contrary to Policy DM10 of the Adopted Development Management Policies (2012), the Adopted Affordable Housing SPD (2007), the Adopted Planning Obligations SPD (2013) and Policy 3.12 of the Mayor's London Plan (2016).

4. The proposed development does not include a formal undertaking to provide a contribution towards carbon off-setting to achieve net zero carbon dioxide emissions from the residential component of the development. The proposal would therefore not address the impacts of the development, contrary to Policy 5.2 of the Mayor's London Plan (2016), Policy CS13 of the adopted Local Plan Core Strategy (2012), Policy DM04 of the Adopted Development Management Policies DPD (2012), the Adopted Sustainable Design and Construction SPD (2016) and the Adopted Planning Obligations SPD (2016).

Appeal Reference: APP/N5090/W/19/3229368

Appeal Decision: Dismissed

Appeal Decision Date: 04 February 2020

The appeal decision is attached as an appendix to this application. The third and fourth reasons for refusal relate to the absence of a legal agreement to secure agreed contributions towards affordable housing and carbon off-setting. However, a signed S106 agreement was received as part of the appeal and the Council confirmed that its completion addressed its objection in relation to those matters.

The appeal considered the effect on the character and appearance of the host buildings;

the effect on heritage assets and the effect of the proposal on the living conditions of the occupants of the existing flats, with particular regard to access to daylight.

The conclusion of the appeal decision was that the proposal would harm the character and appearance of the host buildings. However, the proposal would not result in harm to the designated and non-designated heritage assets and neither would it result in unacceptable harm to the living conditions of the occupants of the existing flats in terms of access to daylight.

Reference: 15/03208/FUL

Address: Blocks 4 And 5, Chandos Way, London, NW11 7HF

Decision: Refused

Decision Date: 29.01.2016

Description: Erection of an additional floor at fourth floor level to create four no. 3-bedroom flats, the erection of lift and stair access and the provision of cycle storage.

Reference: 15/03207/FUL

Address: Blocks 7 And 8, Chandos Way, London, NW11 7HF

Decision: Refused

Decision Date: 29.01.2016

Description: Erection of additional fourth floor level to create four no. 3-bedroom flats, erection of lift and stair access and provision of cycle storage

Reference: 15/03207/FUL

Address: Blocks 7 And 8, Chandos Way, London, NW11 7HF

Decision: Refused

Decision Date: 29.01.2016

Description: Erection of additional fourth floor level to create four no. 3-bedroom flats, erection of lift and stair access and provision of cycle storage

Reference: F/01319/12

Address: Chandos Lawn Tennis Club, Chandos Way, Wellgarth Road, London, NW11 7HP

Decision: Approved following legal agreement

Decision Date: 22.09.2014

Description: Erection of 45 self-contained units with associated car parking, cycle storage, amenity space, landscaping, refuse/recycling access, following demolition of existing building and structures.

4. Description of the proposal

The applicant has made an application to the Local Planning Authority to determine if prior approval is required for proposed new dwellinghouses on detached blocks of flats.

The proposal comprises of the rooftop extension across the entirety of the existing Chandos Way and Britten Close Estate, providing 48no. self-contained units. The proposal will also provide 16 car parking spaces and 50 cycle parking spaces on the site. Refuse and Recycling Storage is currently provided at ground floor level and this proposal does not require any amendments to the existing refuse provision.

5. Public Consultation and responses

Consultation on the application has been carried out in accordance with the requirements

of the Order, including a site notice and letter to neighbouring properties.

A site notice was posted on 10 October 2021.

346 neighbours were consulted.

192 responses were received, comprising 191 letters of objection and 1 letter of support. The comments are as follows:

- Conflict with NPPF policies;
- Conflict with Class A.2 of the GPDO
- Failure to comply with Barnet policies on heritage and conservation;
- Impact on appearance of existing buildings;
- Height and massing is out of keeping with the estate:
- Overdevelopment;
- Creation of an overbearing or unduly obstructive bulk atop the existing blocks;
- Top-heavy proposed appearance;
- Unbalance between lead and brick materials;
- Increased density;
- Visual impact from proposed extensions to all blocks;
- External walkways are out of keeping;
- Difficult to match material to existing;
- Impact on Hampstead Garden Suburb Conservation Area and listed buildings;
- Overcrowding
- Intensification of existing stair towers;
- Impact on residential Amenity;
- Overlooking;
- Loss of natural light;
- Overshadowing;
- Loss of skylights in terms of light and ventilation;
- Proposed sun tunnels do not align with the roof lights below to be removed;
- Sun tubes are not a usable solution;
- Use of external walkways would cause increased noise and footfall
- Disagreement with proposed trip generation stated within the submitted Transport Assessment;
- Inadequate provision of parking on site;
- Increased on-street parking stress;
- Increased traffic;
- Reduced availability of visitor parking;
- Insufficient refuse facilities;
- Intensification of existing outdoor garden areas;
- Loss of open/ green space;
- Impact on air quality;
- Increase in pollution;
- Noise pollution;
- Disturbance of asbestos;
- Construction will impact nature and wild animals;
- Disturbance during construction of nuisance and noise;
- Impact on security;
- Increased crime;
- Building instability to accommodate proposed extensions;
- Inadequate servicing and stress on existing services;
- Absence of elevators creates restrictions of barrier free access to the additional floor;

- Existing drainage will not cope with additional flats;
- Lack of detail submitted with the application;
- No consideration towards fire hazard issues and fire/emergency exit;
- Impact on existing ventilation to existing top floor flats.

The letter of support raises the following comments:

- Addition of much need housing supply;
- Increased cycle parking

Ward Councillor Rohit Grover

I would like to register an objection to this application, which I believe is now the fourth attempt at this development, with resident concerns around blocking of light, visual amenity, density, parking and traffic not having been addressed.

Mike Freer MP

This application is simply a copycat application of planning reference: 20/3784/PNV. Therefore, my objections stand based on the intended mass and scale of the proposed development. This area has already undergone significant development recently, with further building work risking a quiet suburban neighbourhood becoming over-developed. The plan as they are will also likely increase the pressures on parking around Chandos Way, especially as there are already tight controls in place around eligibility for parking permits. The developer has completely disregarded the concerns raised by local residents and has not demonstrated any effort to respond to the issues raised by the 266 residents who objected to the previous application. It is on that basis that I would encourage the Council to oppose this development for the second time.

Hampstead Garden Suburb Trust

This is a very poor conceived scheme that would do considerable damage to the architectural and environmental qualities of the existing 1970s buildings. On the inner face of the courts, the sloping lead mansards roofs give the architecture a surprisingly domestic feel. The proportion of lead mansard to brickwork suggests a 2/3 storey building with deep roof. The stair towers appear as buttresses to contrast to the stepping back of the lead roofs. The architecture of these buildings is distinctive and contextual and well considered. The proposal will overextend the lead mansards so that their proportions will relate poorly to the brickwork. Over half the height of the elevations will read as "roof".

6. Assessment of Policy Considerations

PART 20 - Construction of New Dwellinghouses

Class A - New dwellinghouses on detached blocks of flats

Permitted development

A. Development consisting of works for the construction of up to two additional storeys of new dwellinghouses immediately above the existing topmost residential storey on a building which is a purpose-built, detached block of flats, together with any or all—

- (a) engineering operations reasonably necessary to construct the additional storeys and new dwellinghouses;**
- (b) works for the replacement of existing plant or installation of additional plant on**

the roof of the extended building reasonably necessary to service the new dwellinghouses;

(c) works for the construction of appropriate and safe access to and egress from the new and existing dwellinghouses, including means of escape from fire, via additional external doors or external staircases;

(d) works for the construction of storage, waste or other ancillary facilities reasonably necessary to support the new dwellinghouses.

Paragraph A states development is permitted for:

"Development consisting of works for the construction of up to two additional storeys of new dwellinghouses immediately above the existing topmost residential storey on a building which is a purpose-built, detached block of flats..." [together with any or all of a range of other operational development necessary to construct or support the additional storeys and new flats to be created].

The Order defines the following terms:

"block of flats" - means a building which is divided horizontally and consists of separate and self-contained premises constructed for use for the purposes of a dwellinghouse, and any ancillary facilities constructed solely for use by occupiers of the building;

"detached" - means that the building does not share a party wall with a neighbouring building.

"purpose-built" -in relation to a building (whether a block of flats or a dwellinghouse), means built as such and remaining as such.

The previous Prior Approval (ref: 20/3784/PNV) was considered to fail Part A due to the proposed balconies across all units extending out beyond the topmost residential storey and therefore not considered to be in compliance of being 'immediately above'. In response, the proposed scheme has completely removed the balconies and the proposed footprint follows that the existing topmost storey.

Officers are satisfied that the existing buildings complies with the above definitions and therefore meet the requirements of Paragraph A of the Order.

Development not permitted

A.1. Development is not permitted by Class A if—

(a) the permission to use any building as a dwellinghouse has been granted only by virtue of Class M, N, O, P, PA or Q of Part 3 of this Schedule;

The existing buildings were purpose-built for flats and have not have not been converted under the above change of use classes. Therefore, the proposal complies.

(b) above ground level, the building is less than 3 storeys in height;

The existing blocks are 4/5 storeys above ground level. Therefore, the proposal complies.

(c) the building was constructed before 1st July 1948, or after 5th March 2018;

The date of construction was 1978. Therefore, the proposal complies.

(d) the additional storeys are constructed other than on the principal part of the building;

The proposed additional storey is located on the principal part of the buildings. Therefore, the proposal complies.

(e) the floor to ceiling height of any additional storey, measured internally, would exceed the lower of—

- (i) 3 metres; or
- (ii) the floor to ceiling height, measured internally, of any storey of the principal part of the existing building;

The floor to ceiling heights of the proposed storey are 2.3m in height to match those of the existing building floor to ceiling heights. As such, proposal complies.

(f) the new dwellinghouses are not flats;

The proposed dwellinghouses are flats. Therefore, the proposal complies.

(g) the height of the highest part of the roof of the extended building would exceed the height of the highest part of the roof of the existing building by more than 7 metres (not including plant, in each case);

The extended building would exceed the height of the highest part of the roof of the existing building by 3.2m. As such, the proposal complies.

- (h) the height of the highest part of the roof of the extended building (not including plant) would be greater than 30 metres;

The proposed height from the highest part of the roof to the lowest ground level of the block's perimeter is 18.5m. As such, the proposal complies.

(i) development under Class A.(a) would include the provision of visible support structures on or attached to the exterior of the building upon completion of the development;

The development does not include any visible support structures. Therefore, the proposal complies.

(j) development under Class A.(a) would consist of engineering operations other than works within the existing curtilage of the building to—

- (i) strengthen existing walls;
- (ii) strengthen existing foundations; or
- (iii) install or replace water, drainage, electricity, gas or other services;

The proposal does not consist of engineering operations outside the curtilage of the building.

(k) in the case of Class A.(b) development there is no existing plant on the building;

There is no existing plant on the building.

(l) in the case of Class A.(b) development the height of any replaced or additional plant as measured from the lowest surface of the new roof on the principal part of the extended building would exceed the height of any existing plant as measured from the lowest surface of the existing roof on the principal part of the existing building;

There is no proposed replacement plant.

(m) development under Class A.(c) would extend beyond the curtilage of the existing building;

The development does not extend beyond the curtilage of the existing buildings. Therefore, the proposal complies.

(n) development under Class A.(d) would—

- (i) extend beyond the curtilage of the existing building;
- (ii) be situated on land forward of a wall forming the principal elevation of the existing building; or
- (iii) be situated on land forward of a wall fronting a highway and forming a side elevation of the existing building;

The proposal complies.

(o) the land or site on which the building is located, is or forms part of—

- (i) article 2(3) land;
- (ii) a site of special scientific interest;
- (iii) a listed building or land within its curtilage;
- (iv) a scheduled monument or land within its curtilage;
- (v) a safety hazard area;
- (vi) a military explosives storage area; or
- (vii) land within 3 kilometres of the perimeter of an aerodrome.

The proposal complies.

Conditions A.2

(1) where any development under Class A is proposed, development is permitted subject to the condition that before beginning the development, the developer must apply to the local planning authority for approval of the authority as to -

(a) transport and highways impacts of the development:

The site lies in an area of PTAL of 2 (low) and both Chandos Way and Britten Close operate a residential CPZ Mon-Fri between 11am-12noon. However, the site is a short walk from the Golders Green Town Centre where there are bus and London Underground services. This area has a PTAL of 6a and 6b.

Paragraph 111 of the NPPF states "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual impacts on the road network would be severe."

The proposed development comprises of an additional 16 car parking spaces on site

including 2 wider spaces suitable for use by blue badge holders. This would equate to a provision of 0.33 spaces per flat.

The application is submitted by a Transport Cover Letter, Transport Assessment (TA) and existing and proposed parking plans. The proposed parking plan illustrates that the additional 16no. spaces will be provided across the site, as well as retaining the existing 30no. visitor parking spaces.

The submitted TA is based on the previous refused full planning permission scheme which proposed 21 parking spaces for 19no. flats. Within this document, it states that the existing residents of the site own 0.62 cars per dwelling, whilst the 2011 census indicates that car ownership in the wider area is 0.91 vehicles per household. The report findings state that the development should have no discernible effect on the operation of the local road network and the level of trips by other modes of transport is not considered to be of a scale that would change the nature of the operation of local transport services. It is also stated within this document and the submitted cover letter that the applicant is prepared to enter into a legal agreement to restrict future occupiers of the proposed development from obtaining parking permits within the CPZ.

The TA has been reviewed by the Council's Traffic and Development service and comments that there is no objection to the proposed development subject to the completion of a legal agreement for parking permit restrictions. The proposed trip generation is not expected to be significant and thus unlikely to have a network impact. Subject to the completion of a legal agreement and relevant conditions relating to bicycle storage, there would be no objection on transportation or highways grounds to the proposed development. Based on this, the development is not considered to have unacceptable impact on highway safety, or the residual impacts on the road network would be severe as set out by the NPPF.

(b) air traffic and defence asset impacts of the development:

There are no air traffic and defence asset impacts arising from the development.

(c) contamination risks in relation to the building;

The proposed development does not comprise any excavation works that could give rise to any contamination risks. The applicant has confirmed that there is no asbestos at the site.

The Council's Environmental Health service has reviewed the information submitted and is satisfied there is no contamination risks.

(d) flooding risks in relation to the building;

The application site is located within Flood Zone 1 (low probability). According to the Environment Agency's data, the site also indicates that the majority of the site is considered to be at a very low risk of surface water flooding with areas of the site being at low and high risk of surface water flooding at parts of the existing access road.

A Flood Risk assessment has been submitted by the applicant and this is considered to be acceptable.

(e) the external appearance of the building;

The site comprises of nine, four-storey blocks which are set in two 'horseshoe' layouts at both Chandos Way and Britten Close. The lower sections of the blocks are constructed in facing red brickwork with metal cladding on the top two floors. The previous Inspector's report commented that the uniform height and architectural details of the blocks are integral components of the design and such features give the buildings a strong sense of rhythm and uniformity.

The application comprises of a single-storey extension to all blocks which would be extended in the same way. This is considered to address the rhythm and uniformity issue with the front facing elevations being stepped back to reduce the bulk/massing. The proposed palette of materials seeks to reflect the existing blocks with red facing brick and lead cladding.

In terms of additional bulk and mass, a single-storey extension is considered to be acceptable and the subordinate stepped design is not considered to detract from the interesting architectural features that are unique to the blocks. The existing stair towers have been extended upwards with a smaller lead extension at the top which is also stepped back. This is considered to subservient and is not considered to distort the existing external appearance.

Taking into account, it is considered that the proposal would sympathetically reflect the existing architectural features of the blocks and that the proposed extensions would be much more visually aligned with the external appearance of the existing blocks.

(f) the provision of adequate natural light in all habitable rooms of the new dwellinghouses;

The Order defines 'habitable rooms' by "any rooms used or intended to be used for sleeping or living which are not solely used for cooking purposes, but does not include bath or toilet facilities, service rooms, corridors, laundry rooms, hallways or utility rooms.

The proposed units share a similar layout across of all of the blocks to be extended and each living / kitchen / dining and bedroom would be provided with a separate window to each room.

The development would provide well positioned, unobstructed openings that would allow for good levels of natural light to habitable rooms. Therefore, the development would ensure the provision of adequate natural sunlight to habitable rooms of the proposed flats.

(g) impact on the amenity of the existing building and neighbouring premises including overlooking, privacy and the loss of light;

The general arrangement of the proposed units is that the layouts are orientated so that their main outlooks would face towards the rear of the buildings and the edges of the site. The front windows of each proposed unit are set back and face into the horizontal circulation. In terms of the rear elevations, these would be generally positioned away from the existing blocks. The exception to this is Blocks 6 and 7 which have direct views towards each other. However, these blocks have a separation distance of approx. 30m between them and the proposal would not result in this separation being reduced. Therefore, it is not considered to give rise of any harmful effects of overlooking within the estate between existing blocks. The distances between the neighbouring boundaries along Wellgarth Road, Heathcroft and Reynolds Close are approx. 25-30m, which is far in

excess of the 10.5m stipulated in Barnet's Residential Design Guidance SPD (2016). Any window to window distances would exceed the advised 21m separation distance. Therefore, the proposal is not considered to have any harmful effects on the residential amenity of the surrounding properties.

The blocks within the estate would be uniformly extended by a single-storey and this is not considered to result in a significant overbearing nature that would be harmful to the existing residents of Britten Close / Chandos Way. Due to the separation distances between neighbouring sites, the proposal is not considered to have significant overbearing impacts.

In terms of loss of light, this report will address two aspects: impact of light caused by the proposed development and impact caused through loss of rooflights.

The applicant has submitted a cover letter as an update to the previously submitted daylight and sunlight report which formed part of the previously refused application 18/3187/FUL. Officers conclusion of that report was that it had been demonstrated that the existing residential units will continue to receive good levels of light and that justification has been proposed that the existing design of the blocks had an existing impact on daylight/sunlight levels. The updated cover letter from the applicant's consultants states that the proposed development will not create any greater impacts on neighbouring properties around the site and all neighbours will continue to comply with the BRE guidelines. This proposal is smaller in scale and designed with a flat roof instead of pitched roofs. Therefore, considering that a much larger scale of development was previously considered acceptable, Officers are satisfied that existing residential units and neighbouring properties will continue to receive good levels of light.

Secondly, on the issue of the impact caused by the loss of rooflights, the upper level flats of the blocks benefit from a number of rooflights which serve as either the primary source of light to kitchens, bathrooms and stairwells or as secondary windows to bedrooms or living rooms. The rooflights vary in size depending on the room they serve, however those windows which serve kitchens are typically the largest. With the proposed development seeking to extend upwards, it is proposed to remove all rooflights and replace those which serve a kitchen with a tubular sun tunnel. These would run through vertical voids in the proposal, allowing for sunlight to penetrate down to the existing flats. The sun tunnels would protrude from the top of the roof slope with glass domes. Within the previous full planning application (ref: 18/3187/FUL), the Council felt this impact would be harmful and refused the application, amongst other matters, as a result of the loss of rooflights and the reduction of natural light to those top-floor flats. This matter was assessed at appeal where the Inspector made the following comments:

"The evidence before me shows that there would be a total of 237 rooflights across the estate which would be affected by the scheme. 22 of these serve habitable rooms. In line with the CS, for the purposes of this assessment I consider that a habitable room is a room within a dwelling, the primary purpose of which is for living, sleeping or dining. This does not include kitchens smaller than 13sq.m in area. My approach in this regard is supported by a previous Inspector.

The proposal would result in the loss of the 22 rooflights mentioned above. However, all of these are secondary light sources. Consequently, I am not persuaded that their removal would significantly diminish the living conditions within the habitable rooms they serve in terms of access to daylight. I also note that 49 rooflights within kitchens smaller than 13sq.m in size would be removed. However, they would be replaced by sun-tunnels which

would provide access to some daylight within these rooms. In any event, these smaller kitchens constitute non-habitable rooms and it is unlikely that existing occupants would spend a significant amount of time within them compared to other, larger, rooms. I am therefore satisfied that the removal of the rooflights within them would not unacceptably diminish living conditions at the flats.

The scheme would also result in the loss of a number of rooflights which serve stairwells and circulation spaces within the flats such as hallways. However, these are transitional spaces and I am satisfied that they could be lit by artificial means without significantly comprising the living conditions of the occupants within the flats.

For the reasons given, I conclude that the proposal would not result in unacceptable harm to the living conditions of the occupants of the existing flats in terms of access to daylight. It would therefore accord with Policy DM01 insofar as it seeks to ensure that developments retain adequate daylight for adjoining users. It would also accord with the Framework insofar as it seeks to preserve a high standard of amenity for existing users."

Therefore, the local planning authority is satisfied that the loss of the top level rooflights are acceptable, as well as the proposed provision of sun tunnels. A concern has been raised that the proposed sun tunnels are sited in different locations as previously proposed and do not align with the kitchen sky lights below. However, the applicant has confirmed that although the drawings do not illustrate the termination position, they do in fact terminate above the existing skylights. The proposed light pipe technology is capable of extending over a long distance whilst maintaining light levels, including having 90 degree bends in the light pipe itself.

Concerns have been raised that further units will result in an increase in people within the site, resulting in overcrowding and increased noise. As the proposed development would be used for residential purposes, the use is considered to be compatible with the existing site and the levels of noise would be comparable to existing use.

(h) whether because of the siting of the building, the development will impact on a protected view identified in the Directions Relating to Protected Vistas dated 15 March 2012(3) issued by the Secretary of State, and the provisions of paragraph B (prior approval) of this Part apply in relation to that application.

The proposal complies.

7. Response to Public Consultation

Concerns have been raised about the potential impacts and disturbances created during the construction of the extensions. It is a condition of the Order that before beginning the development, the developer must provide the local authority with a report for the management of the construction of the development, which sets out the proposed development hours of operation and how any adverse impact of noise, dust, vibration and traffic on occupiers of the building and adjoining owners or occupiers will be mitigated. This will be secured by condition.

A considerable number of comments have been raised in relation to the development's impact on the adjacent conservation area, listed and locally listed buildings. However, the LPA can only consider the 'external appearance of the building' and not any assessment on the surrounding area. Therefore, as the site is not itself located within the conservation area and does not contain a listed building, heritage matters cannot be considered as part

of this prior approval.

Another issue raised by residents related to how their existing ventilation or extraction equipment would be affected by the proposal. The applicant has confirmed that the previous strategy proposed as part of the refused application would be followed. The existing boiler flues and extractor ducting at roof level would be maintained and re-routed. Therefore, the existing residents will continue to benefit from their existing ventilation.

Objections relating to the loss of property value, increases to service charges and ground rent, charges/ or impacts on existing covenants are not planning issues and cannot be considered to influence the planning outcome for this application. This is also the case of concerns relating to whether the increase of the number of units would harm the sense of community within the estate.

There are implications in the objections that the loss of existing light through rooflights (albeit to non-habitable rooms or spaces) would be theft or a loss of individual property rights. Property rights do not fall for consideration under the planning system. Neither does the Right to Light which is governed by separate legislation. These are matters of civil law and are not planning issues.

Objections concerning the ability of the building to tolerate the stress of additional rooftop extensions are not material planning considerations. Structural integrity of the buildings would be considered under Building Regulations.

8. Consultation

The proposal meets the limitations of the GPDP (as amended) and Class A of Part 20 of the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 (as amended).

It is therefore recommended that the development proposed is **PERMITTED DEVELOPMENT** and that **PRIOR APPROVAL** is required and approved.

Formal Adjoining Borough Consultation from LB of Enfield relating to application that they have received in relation to the following site:

Address: Land Adjacent to Cockfosters Underground Station, Cockfosters Road, Barnet EN4 0DZ

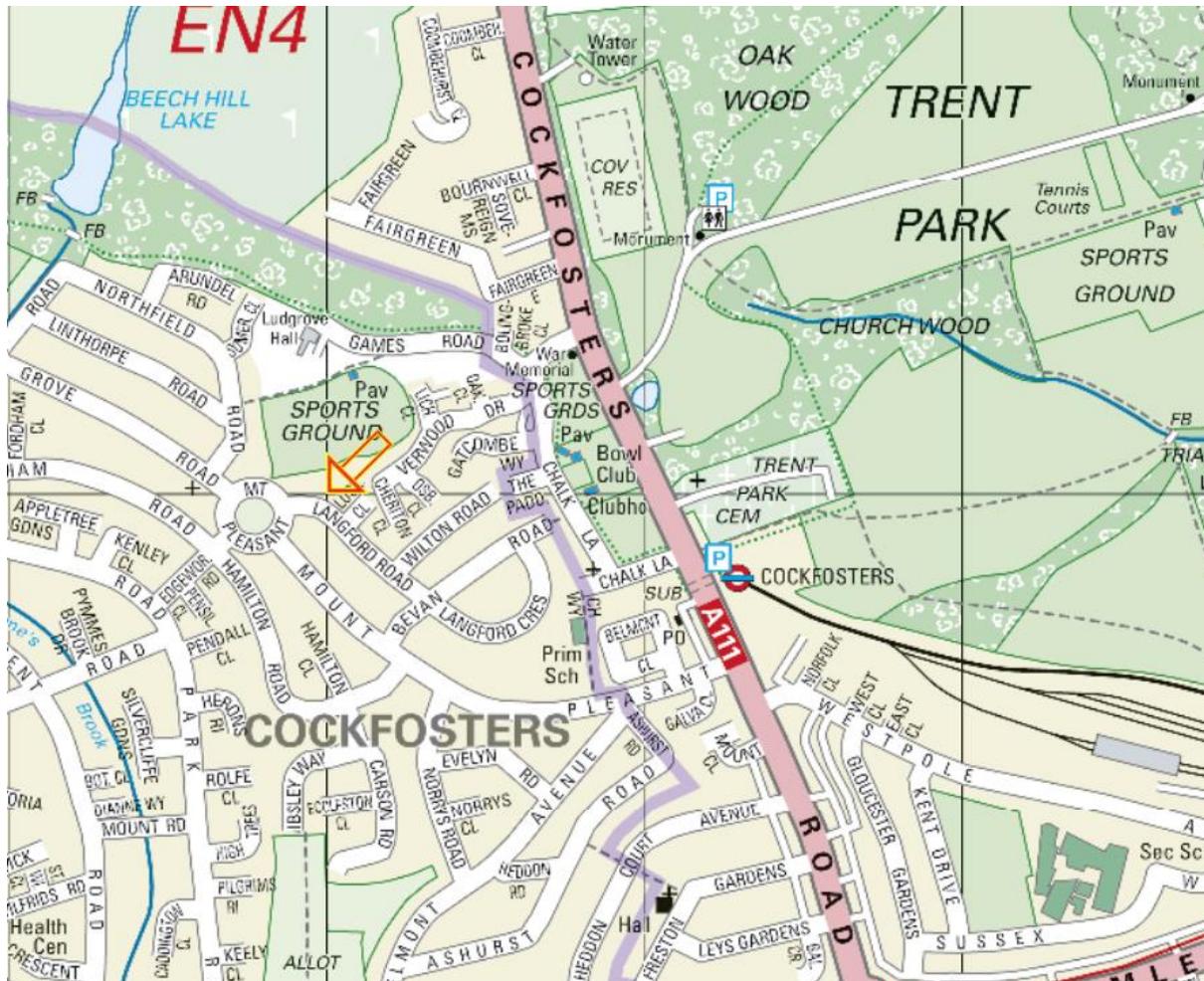
The Council has recently received a formal Adjoining Borough Consultation from LB of Enfield relating to an application that they have received in relation to the following site:

The consultation relates to a planning application submitted by TfL (Transport for London) seeking consent for:

LB Enfield Reference: 21/02517/FUL (LBB ref: 21/3810/NAC)

Proposed work: Demolition of existing two-storey Train Drivers Accommodation building and erection of four buildings, with part basement area, ranging in height between 5 and 14 storeys with recessed rooftop plant and lift overruns located behind a parapet and screens, and comprising 351 new residential dwelling units (Class C3) with flexible retail ground floor unit (Class E and/or drinking establishment (Sui Generis) uses), replacement Train Drivers Accommodation (Sui Generis), cycle parking, public realm and open space, car parking, hard and soft landscaping, access and servicing, plant and associated works.

Cockfosters underground station is located approx. 200 metres from the Borough boundary and the relationship between the two Boroughs is shown below. The boundary, which is indicated on the map below with a lilac line, runs in this location parallel to, and to the rear of, Cockfosters Road.



The site is located to the east and south of Cockfosters London Underground Station and the Piccadilly Line railway tracks. It currently comprises two car parks and a London Underground Ltd (LUL) staff and Train Drivers' Accommodation (TDA) building. The site is currently in use as a public car park and car wash, providing a total of 407 spaces, 37 of which are for LUL staff and train drivers whilst 12 are for Blue Badge holders.

The site extends to 1.36 hectares (ha) and comprises two triangular shaped areas, one to the east of the station (Site A) which is 1.15 ha in area and one to the south (Site B) of 0.21ha. A plan showing the two sites can be found below.

The A111 Cockfosters Road runs north to south here and lies adjacent to the west of the site. Existing vehicle access is located at two points, one either side of Cockfosters London Underground Station itself. The site has a moderate to good Public Transport Accessibility Level (PTAL) of 3 and 4.

Site A

Located to the east of the Station and the Piccadilly Line railway tracks. It is currently in use as a car park providing 322 spaces and 12 spaces for Blue Badge holders. An additional 25 spaces are provided for LUL associated staff. A two-storey LUL staff and Train Drivers' Accommodation building is located along the western boundary within Site A.

Site B

Located adjacent to the south of the station and fronts onto the A111 Cockfosters Road, opposite an existing parade of shops. It is currently in use as a hand car wash and a car park. The car park contains 48 spaces, 12 of which are for LUL staff.

The Station is Grade II listed, and the boundary of Trent Park Conservation Area, which excludes the Station, runs through Site A.

The Proposed Development

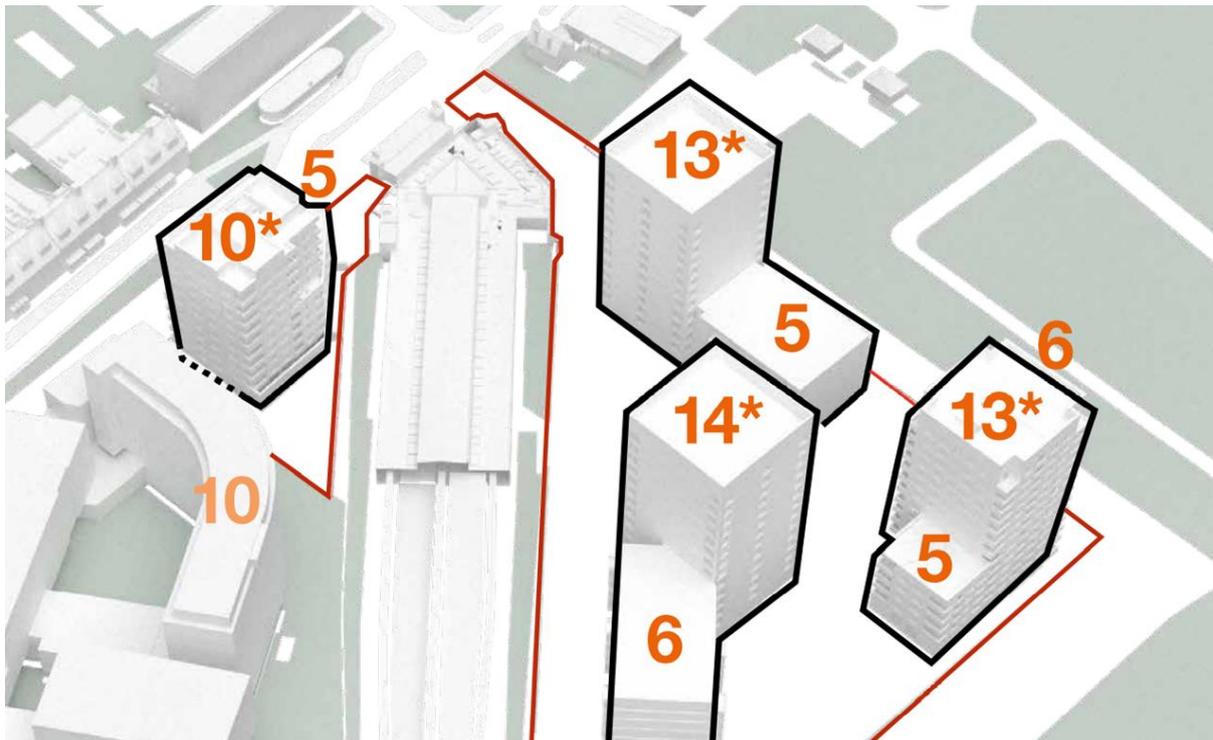
The proposal is for 351 units of Build-to-Rent accommodation arranged in four buildings. The Pavilion (Block 1, Site A) would comprise 88 units, Station Mansion (Block 2, Site A) would comprise 94 units, Trent Mansion (Block 3, Site A) would comprise 107 units and Station House (Block 4, Site B) would comprise 62 units.

There would also be a flexible use (Class E and/or uses previously Class A4 (Sui Generis)) ground floor unit of 209sqm and a public cycle hub of 60 cycle spaces proposed to be located within Block 4 fronting Cockfosters Road. The existing Train Drivers' Accommodation (TDA) would be re-provided at ground and lower ground floor level within Block 3.

The development includes 40% affordable housing (by habitable room) amounting to 132 affordable units and comprises homes at a combination of Discounted Market Rent (DMR) and London Living Rent equivalent levels. The remainder of the homes would be for open market rent. There would be a range of external outside amenity spaces to serve the needs of future residents.

In terms of car parking in the scheme, there is a significant decrease in the spaces provided and virtually all the currently available commuter spaces will be removed from the development. The residential development itself would be car parking free, with no parking provided apart from for use by Blue Badge holders. 11 Blue Badge residential spaces are proposed (3% of the total number of homes), 9 on Site A and 2 on Site B, with the landscape scheme said as having been designed to allow for this provision to be extended by 24 residential Blue Badge spaces (10% in total, or a further 7%) up to 35 spaces in total, should the demand arise.

The site would also provide a total of 47 publicly accessible car parking spaces on site A. This comprises 35 general use spaces and reprovision of the existing 12 Blue Badge spaces. A drop off/pick-up area comprising 7 spaces in close proximity to the station entrance and the new step-free access to the station would also be provided.



However, there is concern that there will be a consequential impact on Barnet, principally as a result of the removal of almost all the commuter car parking spaces from the site and the likelihood that in the future commuters will look to park their cars as close to the station as possible before walking to the station to catch their train. Given the proximity of the station to the Borough boundary there is the possibility that some of these commuters will be looking to take advantage of available on-street parking capacity in Barnet. The areas in the extreme east of the Borough which are, therefore, closest to the application site are not currently subject to any Controlled Parking Zones (CPZs) meaning that on-street car parking is currently unrestricted.

Whilst it is evident that there may be capacity on these streets to accommodate some additional parking, it is far from clear that they would be able to deal with the possible implications of the almost complete removal of the existing public car parks on the site (not to mention the fact that the future occupiers of the proposed 351 residential units proposed for the site will not be able to park any cars that they might own on the site itself). On this basis, the LPA is concerned that the proposed development could lead to an unacceptable impact on highway conditions as a result of increased pressure on parking on-street without any mitigation incorporated into this proposal.

A further consideration here is that it is unlikely that, despite the proximity of the site to the Borough boundary, the Mayor's CIL that would arise as a result of the development would be used to address the impacts in Barnet. The CIL Regulations indicate that a Borough's CIL can be used to fund infrastructure projects outside its

area where to do so would support the development of its area, but Officers are not aware of any practical examples of where this has happened. In the circumstances, it is recommended that the applicants are asked to investigate the impact of the development, not only on displaced car parking, but also the issue of increased pressure on schools' places and other similar infrastructure in Barnet.

In the absence of a planning obligation in place to mitigate any harm, for example by means of a financial contribution towards a CPZ review that includes Barnet, then there would be concern over the impact of the development.