

MEETING

PLANNING AND ENVIRONMENT COMMITTEE

DATE AND TIME

TUESDAY 23RD JULY, 2013

AT 6.30PM

PLEASE NOTE START TIME

VENUE

HENDON TOWN HALL, THE BURROUGHS, NW4 4BG

TO: MEMBERS OF PLANNING AND ENVIRONMENT COMMITTEE (Quorum 3)

Chairman: Councillor Wendy Prentice
Vice Chairman: Councillor Maureen Braun

Councillors

Jack Cohen	Mark Shooter	Andreas Tambourides
John Marshall	Agnes Slocombe	Jim Tierney
Barry Rawlings	Stephen Sowerby	

Substitute Members

Alison Cornelius	Kath McGuirk	Andrew Strongolou
Claire Farrier	Graham Old	Darrel Yawitch
Andreas Ioannidis	Lord Palmer	
Sury Khatri	Brian Schama	

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

Andrew Nathan – Head of Governance

Governance Services contact: Maria Lugangira 020 8359 2761

Media Relations contact: Sue Cocker 020 8359 7039

ASSURANCE GROUP

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes	
2.	Absence of Members	
3.	Disclosable Pecuniary interests and Non Pecuniary interests	
4.	Public Question Time (if any)	
5.	Members Item (if any)	
6.	Report of the Acting Assistant Director of Planning and Development Management:	
7.	West Hendon Estate, West Hendon, London NW9 - H/01054/13	1 - 296
8.	Peel Centre, Aerodrome Road, London, NW9 5JE - H/01571/13 & H/01613/13	297 - 340
9.	Site to the rear of Colindale Station Plaza comprising land of Former Station House and part of Former Colindale Hospital Site, Colindale Avenue, London NW9 5HG - H/01110/13	341 - 386
10.	Former East Camp, RAF Hendon, Aerodrome Road, Grahame Park Way, Hendon, London NW9 - W00198AA04	387 - 394
	Item referred from the West Area Planning Sub-Committee	
11.	698 Finchley Road - F/01413/13	395 - 416
12.	Any item(s) that the Chairman decides are urgent	
13.	<p>Motion to Exclude Press and Public</p> <p>That under Section 100A (4) of the Local Government Act 1972 the public be excluded from the meeting for the following item of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraph 6 of schedule 12A of Part 6 of the Local Government Act 1972 (as amended).</p>	
14.	Land in High Barnet Ward	417 - 434
15.	Any exempt item(s) that the Chairman decides are urgent	

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LOCATION: West Hendon Estate, West Hendon, London, NW9

REFERENCE: H/01054/13 **Received:** 15/3/13 **AGENDA ITEM 7**
Accepted: 18/3/13
WARD: West Hendon **Expiry:** 08/7/13
Final Revisions: 10/6/13

APPLICANT: Barratt Metropolitan LLP

PROPOSAL: Hybrid planning application for the demolition and redevelopment of the West Hendon Estate to accommodate up to 2,000 residential units, a new 2 form entry primary school, community building and commercial uses and associated open space and infrastructure comprising:

- Outline permission for the demolition of existing buildings and the construction of up to 1,642 new residential units (Class C3); up to 3,870m² (GEA) of D1 Class floorspace comprising nursery and primary school and community centre uses and up to 1,635m² (GEA) Class A1/A2/A3/A4/A5/B1 floorspace, within buildings ranging from 2 to 29 storeys, associated cycle and car parking provision including basement level parking, landscaping and public realm works, interim works, associated highway works, and two pedestrian bridges across the Welsh Harp.
- Full planning permission (Phase 3 Blocks G1, G2, E1, E2, E3, E4) for the demolition of existing buildings and construction of 358 new residential units (Class C3), and 131m² (GEA) Class A1/A2/A3/A4/A5/B1 floorspace, within buildings ranging from 5 to 26 storeys, cycle and car parking provision including basement level parking, associated landscaping and public realm works, associated highway works, energy centre, and interim works.

Submission of Environmental Statement.

EXECUTIVE SUMMARY

The application involves the redevelopment of the West Hendon Estate which has been identified as one of the council's Priority Housing Estates for regeneration as set out in Barnet's Local Plan Core Strategy Development Plan Document. The proposed redevelopment is consistent with the sustainability principles advocated by national planning policy in the National Planning Policy Framework and London Plan Policy.

The application will supersede the permission granted in 2008 for the comprehensive redevelopment of the estate. It seeks to build on the initial phases that have been built out, but now excludes Ramsay Close and other buildings along the Broadway which were previously to be subject to compulsory purchase in order to facilitate the widening of the Broadway and the redevelopment of the local centre. The inclusion of these elements is no longer commercially viable and the loss of family units of reasonable quality on Ramsay Close is not considered desirable.

The proposals will bring forward the much needed transformation of the area and the removal of a blighted 1960's housing estate. It will create a balanced, mixed and inclusive community and will significantly enhance the physical environment of the estate bringing about improvements to the quality of life for existing residents and the wider community through the provision of enhanced social and environmental infrastructure.

The proposals will provide a total of 2,000 residential units in a reconfigured layout formed of courtyard blocks and four tall buildings along a regenerated York Park. This will bring new residents into the area, responding to recognised housing need within Barnet and London. It will transform the character of West Hendon and the Broadway from a run-down, isolated area to an integrated urban location benefiting from the high quality landscape and linkages with the Welsh Harp reservoir.

The scheme will provide land for a new 2 form entry primary school and nursery and associated community centre. Additional community and commercial facilities will be provided on the Broadway together with an enhanced public realm and highways layout significantly improving local pedestrian and cyclist connectivity.

A new strategic network of open green spaces would be provided within the area strengthening links to the Welsh Harp open space and West Hendon recreation ground accessed via two new pedestrian bridges. The site will benefit from extensive investment in public realm and open space including a renewed York Park with two equipped play areas and a civic space connecting the Broadway to the Welsh Harp.

The planning application is in a Hybrid form and comprises of the comprehensive redevelopment of the West Hendon Estate with phase 3a and 3c (in part) submitted in detail. Phases 3b, 3c (in part), 4, 5 and 6 remain in outline form and subject to further Reserved Matters applications.

Affordable Housing

The redevelopment of the site will deliver 25% affordable housing (on a unit basis), comprising a minimum floorspace of 28,446 sq m and some 500 affordable units. Of this 43% will be social rented units, enabling the re-housing of all secure tenants on site, with the remainder to be intermediate /shared equity accommodation.

The application complies with London Plan 3.12 in that it results in no-net loss in affordable housing floorspace. Although it does not meet the target set Local Plan Policies CS4 and

DM10 which set a borough-wide target of 40% housing provision to be affordable, it should be noted that the wider regeneration benefits, including an increase in private tenure, will assist in transforming the area and reducing social inequalities in accordance with supporting paragraph 3.82 of the London Plan.

It is considered that the proposed mix is responsive to the needs of existing tenants that would be rehoused as part of the regeneration and will assist in making the proposed development attractive to people who wish to come and live in the area.

Urban Design

The Masterplan and Design Guidance (which will assist in the delivery of high quality future phases) are considered to ensure a coherent layout, form and appearance to the development with variation provided by height changes between blocks. The detailed element proposes a simple palette of high quality materials including brick facades that will be a significant improvement on the existing estate and proposals for the site granted in 2008.

The detailed element of the application demonstrates the high quality of architecture that is expected to be delivered on the site. The scheme proposes an increase in density in comparison to the existing estate with the inclusion of four residential tower blocks, one of which Block (E2) is submitted in detail as part of the application. This is deemed to accord with Local Policy which promotes tall buildings in this location and complies with Tall Building Policies in the London Plan.

Transport and Parking

The comprehensive redevelopment of the Estate will re-integrate the development with the surrounding residential streets and facilitate improved pedestrian and cycle connections throughout the local area. In addition traffic movement along West Hendon Broadway will be improved by the removal of the Perryfield Way gyratory and bus lanes.

The proposed new access arrangements and highways impact have been subject to review and assessment by the Council's Traffic and Development Team who raise no objections to the development. The resultant vehicle trips will be satisfactorily accommodated within the existing transport network providing the proposed package of transport works is implemented.

1,600 car parking spaces (0.8 spaces per unit) will be provided for the development in accordance with the Council's parking standards. These will largely be accommodated 'on-plot' within undercroft or basement car park, with some on-street. Cycle and disabled parking will be provided in accordance with the London Plan standards.

The TA demonstrates that careful and extensive work has been undertaken to examine the existing situation and to use suitable data to build acceptable models of the area. All assessment work is in accordance with national guidance and best practice on schemes of this nature and size.

Open Space and Recreation

Proposals would provide an increase in the quantity of useable on-site amenity space and is considered to substantially raise the quality of open space in comparison to the existing provision. York Park will be reconfigured with improved landscaping and boundary treatment to the SSSI, together with two new equipped play areas. Further amenity will be provided as part of a linear space connecting the Broadway with York Park. In addition all blocks will be

provided with communal courtyards and/or terraces. All residential units will be provided with private amenity space in the form of a balcony or terrace.

Two new pedestrian footbridges are proposed to connect the estate to the existing West Hendon Recreation Ground and a contribution of £979,000 is sought for improvements to off-site leisure and recreation provision in this area. The Cool Oak Lane pedestrian and cycle bridge would be provided prior to the completion of Phase 3c as would £400,000 of the off site leisure and recreation contribution to ensure significant enhancements including Youth Provision, MUGA and landscaping in close proximity to the site early in the scheme's roll out.

Community Facilities

The proposals make provision of land for a new two-form of entry primary school and nursery together with adjacent community floorspace. Additional community floorspace would be provided on the Broadway. In addition an interim temporary provision has been captured within the S106 to account for the early demolition of 189 The Broadway.

The proposed re-provision of community centre facilities is considered sufficient to meet existing and future needs particularly as the proposed facilities would be modern, purpose built and flexible multi-functional spaces of enhanced quality.

Landscape and Visual

The main areas of visibility of the site are from the residential roads to the east and open countryside and parks within a 1km radius to the north, west and south of the site. Despite the increased visibility of parts of the development from the surrounding area, the proposed townscape is considered to represent a long-term beneficial enhancement when compared to the existing estate as the proposals mitigate the poor quality existing environment. There is not considered to be any significant adverse visual impact on landscape character.

Significant short term visual impacts will arise throughout the construction process on local residents which will be difficult to mitigate along and around West Hendon Broadway, where views will be direct and in close proximity. However, given the short term nature of the effect, the impact is not considered to be significant and would be a temporary adverse effect on the landscape character.

Trees

Within the site a total of one hundred and eleven individual trees and one group of trees were surveyed. These were found to be of mixed condition and age providing a variety of amenity benefits. These trees have been categorised according to their quality and value:

- 21 Category A trees, of which 19 are retained
- 47 Category B trees, of which 10 are retained
- 30 Category C trees, of which 1 is retained

14 Category C/U or U which are assessed to be best removed for health and safety and/or landscape amenity reasons.

The submitted tree survey and landscaping details identify five Category A trees to be removed including three Limes and two Oak trees.

The three Lime trees are a part of a line of London Plane and Lime trees identified as a part of the most significant arboricultural feature at or immediately adjacent to the current development site. The line follows the boundary of the SSSI and has a collective amenity value that exceeds the value of the individual trees in addition they contribute to screening and softening of the west Hendon estate when viewed from the east. It is considered that this group of 21 trees is worthy of inclusion within a Tree Preservation Order.

Following discussions with the Council's Tree Officer the applicant has proposed to submit amendments to the Landscaping design in order to ensure that the three Lime Trees are retained. This is captured by condition with amended details to be submitted prior to commencement of the development.

It has not been possible to retain the two Category A Oak trees which are located within the main development areas of the site, however mitigation measures for the loss of the Category a trees would include a new framework of oak and lime trees, supported by smaller trees – wild cherry, bird cherry, rowan, birch and alder in York Park.

Biodiversity

Semi-natural habitat within the site includes amenity grassland, mature trees, residential gardens and ornamental shrubberies. The Brent Reservoir Site of Specific Scientific Interest (SSSI) (also known as the 'Welsh Harp') lies immediately adjacent to the western boundary of the site and is notified primarily for its breeding and wintering bird interest.

It has been identified and agreed with Natural England that in order to minimise and monitor the impacts on the SSSI and its features the developer will prepare a mitigation and monitoring plan to manage the impacts of noisy demolition and construction activities. This will be supplemented with the installation of artificial nest islands and other habitat enhancements. The impact of increased recreational activity will be managed through habitat management and monitoring through the Ecological Management Framework but working in conjunction with an onsite warden funded through S106 contributions.

The installation of bat boxes, bird boxes, green and brown roofs and other ecological enhancements are promoted to enhance biodiversity and the green corridors between the site and the Brent Reservoir and York Park. Demolition of buildings will be undertaken outside the breeding season to ensure that the nests, eggs and young are not disturbed and the requirements of the Wildlife and Countryside Act are met.

Conditions are recommended in order to mitigate concerns raised by Natural England, Environment Agency, Canals and Rivers Trust and other local stakeholders regarding effects on the SSSI. This includes the requirement for an Ecological Management Plan incorporating long-term monitoring.

Sustainability and Energy

The proposed redevelopment would make efficient use of brownfield land, would improve and promote public transport accessibility and create a mixed and balanced community.

The development has been designed to minimise its impact on the environment and with an emphasis on using less energy. All of the dwellings will be built to Code for Sustainable Homes Level 4 and the development would deliver a carbon saving of 36% through efficient building design, the installation of a District Heating Network fuelled by CHP and the installation of solar photovoltaic panels at the most efficient locations.

Flood Risk

Relevant surface water features relating to the application site include two watercourses, Silk Stream and the River Brent which flow into Brent Reservoir.

Due to the site's low permeability geology, infiltration SUDS are impractical and therefore attenuation SUDS have been used. These measure will include a combination of pervious pavement (lined), green roofs, swales and underground storage/ settling chambers. The

SUDS measures will also provide water quality improvements, compared to the existing drainage network.

Noise

During the demolition and construction phase, the greatest noise-related impacts are likely to occur during any initial demolition, breaking out and earthworks stages when the application site is being cleared and the ground prepared/excavated. Once this is complete it is considered that the construction activities associated with the construction of new building envelopes should give rise to lower noise emissions.

The dominant source of noise that will affect future residents is road traffic on The Broadway. As some of the new properties will be positioned along this boundary, design measures have been recommended where necessary.

Air Quality

Barnet is designated as an Air Quality Management Area due to high levels of nitrogen dioxide (NO₂) and particulate matter (PM₁₀) attributable to road traffic emissions. These impacts are considered to be temporary and mitigation measures proposed would ensure that the impact would not be significant.

In-design mitigation includes mechanical ventilation with heat recovery (MVHR) specified for all apartments and the installation of winter balconies where appropriate in order to minimise exposure. Commercial building exhaust vents will be positioned at a high level to minimise air quality impacts to neighbouring dwellings.

RECOMMENDATION:

Resolution to approve subject to:

Recommendation 1:

The application being one of strategic importance and therefore referred to the Mayor of London and no direction being received to refuse the application or for the Mayor to act as the Local Planning Authority for the purpose of determining the application.

Recommendation 2:

Subject to recommendation 1 above, 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:

- A. Legal Professional Costs Recovery
Payment of 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
 - i. The applicant shall secure the provision of a minimum 25% (500 units) of the residential units as affordable. Of these units a minimum of 43% (215 units) will be for social rent with the remainder as Intermediate Housing.
 - ii. Phases after phase 3a shall be subject to review to ensure the maximum appropriate level of affordable housing is secured subject to viability.
- D. Education
 - i. Undertaking of school land works (clearance, contamination remediation, earthworks, provision of access and services to the school site) in phase 5 to prepare the School Site for the construction of a 2 form entry primary school, nursery and associated community building.
 - ii. Contribution of £5,286,043 for the provision of education facilities including the New School and adaptations extensions expansions or additions to primary schools and or educational facilities or community facilities to be used for educational purposes (including playing fields in the vicinity of the development.
- E. Community Centre
 - iii. The applicant shall make a contribution to the council of £1,284,596 in phase 5 to secure the provision of a new community centre of 500sqm GEA to be delivered adjacent to and complementary to the new primary school.
 - iv. The applicant undertakes to provide a temporary community unit from phase 3c until permanent reprovision at phase 5 to account for the demolition of 189 The Broadway at phase 3b.
- F. Estate Management Plan
The applicant shall agree and implement an estate management plan which secures future management of the Site.

- G. Off site Open Space and sport facility Provision
The payment of a contribution of £979,000 index linked towards improvements to recreational, open space and sports facilities in close proximity to the application site.
- H. SSSI Contribution
- i. The payment to the council of £300,000 towards the funding of a SSSI warden post to monitor the impacts of the scheme on the SSSI, to engage and educate future residents of the estate and to provide advice and instruction to the Estate Management Group regarding interactions between the Estate and the SSSI.
 - ii. The payment of £200,000 towards measures to maintain and improve the ecological value of the SSSI
- I. Cool Oak Lane Bridge
The applicant shall construct the Cool Oak Lane Pedestrian and Cycle Bridge prior to occupation of more than 75% of the private units in Phase 3c.
- J. Silk Stream Bridge
The applicant shall construct the Silk Stream Bridge prior to occupation of more than 75% of units in phase 5 or prior to the date upon which the new 2 form entry school is occupied, whichever is the earlier.
- K. Employment and Training
- i. The applicant shall pay a contribution of £519,090 (index-linked) towards the delivery of skills training enterprise and Employment opportunities in connection with the development including the funding of the Skills Development Co-ordinator.
 - ii. The applicant shall provide a forecast of employment and skills requirements generated in association with the development 3 months prior to the commencement of each phase.
 - iii. The developer shall provide the council or its designate contractor with details of employment or job opportunities arising from the development at least 10 working days prior to such vacancies or job opportunities being offered outside of the London Borough of Barnet.
- L. Major Highway Improvements
- i. Securing the implementation of the Major Highway Improvements including the elimination of the Perryfield Way Gyratory system, associated improvements and enhancements on the A5, and Station Road to be delivered within Phase 4, prior to occupation of a net increase of 655 units on site.
 - ii. Interim highway measures subject to transport assessment to the sum of £600,000.
- M. Travel Plan
The applicant shall enter into a Travel Plan for the residential, community and nursery uses on the site that seeks to reduce reliance on the use of the private car. The Travel Plan shall include the following obligations to facilitate modal shift in the choice of transport mode available to occupiers of the residential units as follows:
- i. Provision of £300 per unit (up to a maximum of £600,000) to be applied towards funding of travel vouchers for each residential unit within the development to be applied towards either car club membership, oyster card credit, or a cycle voucher.
 - ii. In line with the incentives above, the provision of a car club and allocation of two car parking spaces at different locations on the site for use by the car club

- N. Travel Plan Monitoring contribution
Payment of a financial contribution of £45,000 to the Council towards its costs in promoting more sustainable modes of transport and monitoring the travel plan that will be submitted for the development.
- O. Local Bus Service Contribution
- i. The sum of £450,000 to be paid to fund an additional bus service in the am peak for 5 years to address the rise in capacity resulting from the development.
 - ii. A further sum of £450,000 subject to assessment of the impact of the scheme on the Local Highway Network following the Major Highway Works.
- P. CPZ Review
- i. A sum of £126,000 towards CPZ review of the local area.
 - ii. A sum of £2,500 per phase or sub phase for traffic order amendments.
- Q. Legible London Pedestrian Signage Improvements
A sum of £37,675 to secure Legible London Pedestrian Signage
- R. Cycle Network
The Sum of £96,000 towards improvements to the local Cycle Route Network
- S. S106 Monitoring
The sum of £120,000 towards the council's costs of monitoring the Planning Obligations against the progress of the phases of development.

Recommendation 3:

That subject to Recommendation 1 and upon completion of the agreement specified in Recommendation 2, the Acting Assistant Director of Planning and Development Management approve the planning application reference H/01054/13 under delegated powers subject to the following conditions and any changes to the wording of the conditions considered necessary by the Acting Assistant Director for Planning and Development Management as set out in **Appendix 1**.

PROCEDURE FOR DETERMINING THE PLANNING APPLICATION

The planning application for the redevelopment of the West Hendon Estate was submitted in March 2013 and has undergone consultation for a period of 5 weeks. Approximately 6,700 properties in Barnet and 1360 properties in Brent were notified of the planning application.

Following discussions with the local planning authority, an addendum to the planning application was submitted in June 2013 and was subject to consultation for a further period of 3 weeks.

The application is one of strategic importance (as the scheme includes more than 150 residential units) and is therefore referable to the Mayor of London. The Mayor of London formally considered the proposal in March 2013 and issued a 'Stage 1' report. The contents of this report have been considered by both the Council and the applicant and their comments and concerns are addressed within this report.

Should Members resolve to grant planning permission for this application, the application will be referred back to the Mayor of London prior to the issue of any decision as a 'strategic development'. The Mayor has a period of 14 days from the date of referral to consider the Council's resolution before issuing his decision. The Mayor will direct that either the Council can determine the application at a local level; direct that the application should be refused or choose to take the application over and determine the application directly. Under the Mayor of London Order 2008, the Mayor can choose to either approve or refuse the application.

BACKGROUND TO APPLICATION

The London Plan 2004 identified Cricklewood/Brent Cross/West Hendon as an Opportunity Area with the potential to provide a minimum of 10,000 new homes. A planning framework for the Opportunity Area was subsequently prepared jointly by London Borough of Barnet and the Mayor. The Council adopted it as Supplementary Planning Guidance (SPG) in April 2004 and the Mayor subsequently adopted it as his Opportunity Area Planning Framework in December 2005. The SPG identifies the site as the "West Hendon Residential Quarter and Local Centre".

The West Hendon element of the opportunity area was dropped in the London Plan 2011 given that there was an outline planning permission in place for the site. However, the Barnet Local Plan (Core Strategy) adopted in September 2012 designates the West Hendon Estate as one of the Council's Priority Housing Estates for Regeneration, forming part of the Barnet's Three Strands Approach "Protection, Enhancement and Growth" which seeks to guide regeneration in the Borough.

The redevelopment of the Estate is a long-standing priority of the Council. Paragraph 7.2.12 of Barnet's Local Plan (Core Strategy) states that West Hendon (and other priority housing estates in the Borough) will be subject to long term programmes of regeneration in order to tackle poor quality housing, social isolation and transform these areas into successful mixed tenure places. The Core Strategy identifies the following proposals for West Hendon:

The existing 680 homes will be replaced by a new mixed tenure neighbourhood of up to 2,200 new homes, a net increase of 1,500 homes. In addition approximately 10,000m² of non-residential floorspace will be built to help create a focal point around a new town square. This programme is under way. It is estimated that the scheme will be completed before 2026. The redevelopment of West Hendon is being taken forward in parallel, but independently of the regeneration of Brent Cross – Cricklewood.

An outline planning application for the redevelopment of the West Hendon Estate was originally submitted in December 2004 by Metropolitan West Hendon (Metropolitan Housing Trust). London Borough of Barnet resolved to grant permission in January 2006 (following an earlier committee where it was resolved to grant followed by further amendments to the application). Barratt Homes Limited became involved in the development in mid-2005 and required a number of amendments to reflect financial viability concerns.

Following legal advice and subsequent review of the scheme, the application was taken to planning committee on 19th March 2008, with outline planning permission reference W13987/04 being approved on 1st July 2008.

The Council entered into a development agreement with the key regeneration partners in 2006 which made a commitment to approximately £450 million investment over 10 years. A

limited liability partnership – Barratt Metropolitan LLP (BM LLP) – was initiated to oversee the implementation of the scheme.

A standalone application (W13230A/07) and separate s.106 legal agreement was approved in December 2007 for “Pilot Phase 1(a)” of the scheme. This comprised “demolition of existing buildings and erection of part two storey and part three storey terrace of 6 houses, with new access road off Tyrrel Way and 2 two storey semi-detached houses fronting Cool Oak Lane. Provision of car parking spaces and landscaping”. This development has now been implemented.

Reserved Matters for Phase 2a Lakeside was approved on 22nd December 2008 reference H/04103/08. This comprised 186 residential units (161 flats in block ‘L’ and 20 flats and 5 terraced houses in block ‘M’). This development has now been implemented.

Financial constraints have meant that subsequent phases of the existing outline consent have not been possible and in 2011 Barratt Metropolitan LLP (BM LLP) entered into discussions with London Borough of Barnet to amend the consent and Section 106 agreement, initially proposed through a Section 73 submission.

A new professional team was employed by BM LLP in September 2011 in order to revisit the approved Masterplan with a view to finding a viable solution for the future development of the site that would be acceptable by London Borough of Barnet.

Since Autumn 2011 LBB has engaged in pre-application discussions with BM LLP resulting in significant revisions to the site layout, reduction in application site area and provision of land for a new Primary School. This formed the basis for this application in March 2013.

1. MATERIAL CONSIDERATIONS

1.1 CORPORATE PRIORITIES AND DECISIONS

Barnet's Sustainable Community Strategy - 2010 -2020

The Sustainable Community Strategy for Barnet 2010-20 is the 'umbrella strategy' for all the plans and strategies of our key partners. It sets out a strategic vision for Barnet as a place and provides vehicle for addressing difficult cross-cutting issues.

The vision for Barnet states:

"It is 2020. Barnet is known as a successful London suburb. It has successfully ridden difficult times to emerge as resilient as ever. The public service is smaller than before but the organizations within it, through effective partnerships, work together to deliver good services and there is a healthy relationship between them and residents who do things for themselves and their families.

Established and new residents value living here for the borough's excellent schools, strong retail offer, clean streets, low levels of crime and fear of crime, easy access to green open spaces and access to good quality healthcare.

Barnet is an economically and socially successful place. With high levels of educational qualifications and access to good transport networks, residents continue to have access locally, in other parts of London and beyond to jobs in a wide variety of different industries.

Barnet's success is founded on its residents, in particular through strong civic society, including its diverse faith communities, founded on an ethos of self help for those that can, and support through a wide range of volunteering activities for others. Different communities get on well together with each other".

This regeneration proposal helps to deliver this strategic vision for Barnet.

Barnet's Corporate Plan 2013-2016

The following priorities within the Corporate Plan are embedded within this proposal.

1. To maintain a well designed, attractive and accessible place, with sustainable infrastructure across the borough.
2. To maintain the right environment for a strong and diverse local economy.
3. To create better life chances for children and young people across the borough.
4. To sustain a strong partnership with the local NHS, so that families and individuals can maintain and improve their physical and mental health.
5. To promote a healthy, active, independent and informed over 55 population in the borough to encourage and support our residents to age well.
6. To promote family and community well-being and encourage engaged, cohesive and safe communities.

The proposed development accords with the Council's corporate objectives and has the potential to deliver substantial regeneration benefits in terms of housing, social, community and physical improvements.

1.2 Relevant Previous Decisions

Application Reference	Address	Description	Decision
W13937/04	West Hendon Estate, NW9	Redevelopment of site including the demolition of all existing buildings and construction of 2171 new residential units, approximately 10,000sqm of non-residential floorspace for retail (Class A1), office (Class A2), food and drink (Class A3), business (Class B1) and social/community and leisure (Classes D1 and D2) uses and provision of associated public and private open space, landscaping, car parking, access arrangements and highway/pedestrian improvements.	Approved 2 July 2008
H/04103/08	Rosemead and Warner Close West Hendon Estate, NW9	Reserved matters application seeking approval for landscaping, siting, design and external appearance in relation to Phase 2A of the redevelopment of West Hendon Estate, comprising 186 residential units (161 flats in block 'L' and 20 flats and 5 terraced houses in block 'M') pursuant to Condition 3 of outline planning permission W13937/04 for the redevelopment of the site approved 1 July 2008.	Approved 22 December 2008
W13230A/07	Lakeview Children's and Family Centre Tyrrell Way, NW9 7DX	Demolition of existing buildings and erection of part two storey and part three storey terrace of 6No. houses, with new access road off Tyrrel Way and 2No. two storey semi-detached houses fronting Cool Oak Lane. Provision of car parking spaces and landscaping.	Approved 14 August 2009
H/03152/12	West Hendon Estate, NW9	West Hendon Estate Request for EIA Screening and	Opinion issued 11 January 2013

1.3 PRE-APPLICATION CONSULTATION

Consultation on the West Hendon regeneration proposals has been ongoing with residents and local stakeholders since 2002. This has been led by both London Borough of Barnet and the applicant. A non-statutory Test of Opinion to determine the support of residents for the principle of regeneration was held in November and December 2002, administered by the Electoral Ballot Reform Services. Of those eligible, 63% voted with 75% in favour.

The Resident Regeneration Group (RRG) has been established for over ten years. This group is facilitated by a Resident Independent Adviser and is open to all residents of the West Hendon Estate and has been engaged through the design and development process acting as a focus for detailed discussion of the plans.

Consultation took place throughout the previous planning application between 2005 and 2008 process with the RRG and community groups and the RRG was provided with regular updates during a period of financial review between 2008 and 2010 to keep residents in touch with any changes to and progress with the development of the first phase on-site.

The RRG were engaged once the full review of the masterplan commenced in 2010. In addition to updates to the RRG, community engagement was held to reach the wider community on the changing approach to the scheme. This was carried out in two stages:

Stage One was carried out at an early stage of the design process in February/March 2012. This included:

- Dialogue with the RRG and local ward councilors.
- Distribution of newsletter to 680 households on the estate and businesses along the Broadway.
- Public exhibition and consultation event in the Community Space, 189 West Hendon Broadway on 27th March between 3.30pm and 8.30pm, attended by 70 local residents, business owners and community group members.
- Feedback forms were provided for comments on the emerging Masterplan.

The applicant's submitted Statement of Community Involvement identifies that the majority of attendees were positive about proposals with the vast majority considering estate regeneration to be an urgent priority. The following main issues were raised:

- Concerns over the protection of green areas and children's play provision
- Concerns about parking provision with residents wanted off-street parking and businesses on the West Hendon Broadway concerned that proposals will prevent them from having vehicular access
- Residents' requirement for a viable community centre in the estate to be used for social means
- Residents' concerns regarding re-housing during the demolition process
- Residents' reassurance that security would be increased

Responses were fed back to the RRG in May 2012.

Stage Two took place between October and December 2012 and comprised:

- Meetings with stakeholder groups (Welsh Harp Joint Consultative Committee, West Hendon Ward Members, Leader of the Labour Group and RRG);

- Distribution of letter to 5,500 Barnet residents on the status of the project;
- An advert in the West Hendon Times on 29th November.
- A public exhibition setting out full details of the proposals contained within the planning application took place between 3pm and 9pm on Wednesday 5th December and 10am and 1pm on Saturday 8th December.

A dedicated consultation helpline and contact email address was made available to residents from March 2012, and remains operational during the determination of the planning application)

The applicant's Statement of Community Involvement states that 180 visitors attended the exhibition, with a total of 38 feedback forms received. In addition six emails and eight telephone calls were received requesting further information. While the SCI states that many of the responses were positive, concerns were raised relating to the following issues:

- High rise buildings;
- Privacy;
- The right to light;
- Parking;
- Increased congestion;
- Timescale for rehousing;
- Impact on wildlife and conservation area;
- Increasing population;
- Disruption during the redevelopment process;
- Lack of affordable housing.

Since the planning application was submitted BMLLP has completed the following community engagement activities:

- Attended regular Residents Regeneration Group (RRG) meetings
- Presented to the application to the Welsh Harp Joint Consultative Committee
- Distributed a newsletter and survey of estate leaseholders and freeholders
- Attended an open meeting of residents held in the West Hendon Estate community centre in which more than 60 residents attended
- Arranged a site visit and presentation for the 'Welsh Harp Conservation Group'
- Arranged a site visit and presentation for GLA Member for Barnet Andrew Dismore and LBB Leader Alison Moore

BMLLP has also committed to joining both the proposed West Hendon Regeneration Partnership Board, which is currently being discussed with all proposed stakeholders, and to ensuring that residents are kept informed of all significant construction work during each phase of the project. The Partnership Board's purpose will be to monitor the regeneration of West Hendon to ensure it is fit for the future residents of the West Hendon estate. Partnership Board members will also provide feedback on issues related to the re-development, regeneration and future management.

In summary there has been significant pre-application consultation and engagement with residents, the wider community and relevant stakeholders.

1.4 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 published July 2011 and the Barnet Local Plan Core Strategy and Development Management Policies Documents adopted in September 2012. 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.

More detail on the policy framework relevant to the determination of this development and an appraisal of the proposal against the development plan and Local Plan policies of most relevance to the application is set out in the appraisal below and in **Appendix 2**. In subsequent sections of this report dealing with specific policy and topic areas, there is further discussion where appropriate, of the key policy background. This is not repeated here or in Appendix 2.

The London Plan and Barnet Local Plan Core Strategy and Development Management Policies

Appendix 2 highlights relevant London Plan and Barnet Local Plan policies and appraises the proposal against these policies.

The officers have considered the development proposals very carefully against the relevant policy criteria and, as Appendix 1 shows, have concluded that that the development will fulfil them to a satisfactory level, subject to the conditions and planning obligations recommended. The proposed development is considered to comply with the requirements of the development plan and the Local Plan.

Supplementary Planning Guidance and Documents

A number of local and strategic supplementary planning guidance and documents are material to the determination of the application. **Appendix 2** sets out the supplementary planning guidance which is relevant to the consideration of this application.

National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published in March 2012. The NPPF sets out the Government planning policies for England and how these are expected to be applied.

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, such as this proposal, 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. Officers have concluded that the planning obligations recommended are legitimate and appropriate under these regulations. The applicant has agreed the contributions set out in recommendation two.

2. DESCRIPTION OF DEVELOPMENT, SITE AND SURROUNDINGS

2.1 Description of Development

Planning permission is sought for the comprehensive redevelopment of the West Hendon estate and comprises the demolition of all existing buildings (some 597 residential units within the estate, retail premises with a further 33 to 35 private residential units along West Hendon Broadway and community buildings) within the defined planning application boundary (12.99 ha).

The proposals comprise:

- Construction of up to 2,000 residential units (maximum 202,000 sq m GEA)
- Provision of 3,870 sq m GEA community use (Use Class D1) including land for a two-form entry primary school and nursery and community centre
- Provision of 1,766 sq m Retail and related uses (Use Class A1-A5; Office (Use Class B1))
- Car parking at 0.8 spaces per unit including basement provision
- Cycle provision
- Landscaping and public realm works including the provision of a linear park between the estate and the reservoir
- Highways works, including new estate roads, works to A5 West Hendon Broadway and removal of the Perryfield Way gyratory
- Energy centre
- Interim works
- Two pedestrian bridges across the Welsh Harp reservoir (across the Silk Stream and adjacent to the existing Cool Oak Lane bridge)

The application is submitted in a part outline / part detailed form (referred to as a “hybrid” application).

2.2 Detailed Planning Permission - Description of Development

The detailed element of the scheme covers an area of 1.77 ha and relates to Phase 3 Blocks G1, G2, E1, E2, E3, E4 and seeks full planning consent for:

- Construction of 358 residential units (flats) comprising 74 affordable units (social rented tenure) with the remaining 284 units being for private sale, 38 wheelchair units;
- 131 sq m GEA Retail and related uses (Use Class A1-A5; Office (Use Class B1))
- Provision of 167 car parking spaces comprising 91 basement spaces and 76 undercroft spaces, cycle parking facilities, and refuse facilities.
- Energy centre within Block E2;
- Associated landscaping and tree planting;
- Interim works comprising:
 - Block G – Marquin Centre Car Park and Perryfields Car Park – use of curtilage as temporary car parking amenity and play space; and temporary flue (drawing ref: 765_02_07_110);
 - Block E – road and pathway connections (drawing ref: 765_01_07_110).

The Detailed Proposals utilise the existing surface car park around Telford Road (Blocks G1 and G2) and existing open space/vacant land (Block E) and as such does not require significant demolition.

The Detailed Proposals comprise the erection of the following buildings:

- Block G1 and G2 comprising lower ground floor, ground floor, 6 floors and roof (totalling up to 7 storeys);
- Block E2 comprises Basement and lower ground floor, including Energy Centre, ground floor, 25 floors and roof (comprising 26 storeys)
- Block E1, E3 and E4 comprises basement, lower ground floor, 8 floors and roof (totalling up to 9 storeys)

2.3 Outline Planning Permission – Description of Development

The Outline element of the scheme comprises some 11.22 hectares and comprises the following proposals:

- Maximum 1,642 residential units (163,500m²GEA residential floorspace) (Class C3),
- a maximum of 1,669m² GEA Class A1-A5 & B1 floorspace,
- a maximum of 3,600m² GEA D1 floorspace (Nursery, Primary School and Community Centre), development blocks ranging from 48.15m AOD to 143.55m AOD ,
- associated cycle and car parking including at basement levels,
- landscaping and public realm works,
- interim works,
- associated highway works, and
- two pedestrian bridges.

All matters for the outline element of the application relating to access, scale, appearance, layout and landscape are reserved for future consideration.

Given the size of the proposed development, long construction period and probability of changing housing needs over the lifetime of the development, the application seeks to establish a series of parameters and principles for future development to create a clear framework of planning control for future phases.

These are set through the Development Specification, Design Guidelines and Parameter Plans which are key documents forming part of the consent for development against which future reserved matters applications will be assessed.

The Parameter Plans cover the following items:

Parameter Plan 001: Hybrid Application Area

This plan defines that part of the site that will be subject to an outline planning permission and that part of the site subject to a detailed planning permission within the planning application boundary.

Parameter Plan 002: Buildings to be Demolished

This plan identifies the existing buildings which are proposed to be demolished during the life of the development.

Parameter Plan 003: Development Area

This plan show the proposed building lines for the development along key elevations. The plan reflects the illustrative Masterplan and seeks to identify potential areas for flexibility. It reflects the constraints of the site influenced daylight, sunlight, overshadowing, ecology, SSSI boundary, and existing buildings along the Broadway. An ancillary development zone beyond the red line is proposed to accommodation balconies and canopies but only in locations where this is appropriate given the above constraints.

The parameters allow the proposed building lines to move within the development blocks albeit the limit of deviation beyond this is restricted by the red line and the minimum dimension between buildings at specific locations.

Parameter Plan 004: Building Heights (Maximum and Minimum AOD)

This plan shows the maximum building heights that would be permitted within different parts of the development. The maximum heights range from 48.15m AOD adjacent to Ramsey Close (part of the school building) to the tall building in Block D at 143.55m AOD. The minimum heights have been considered through design analysis as to the likely possible reduction in height without compromising the design ethos of the site.

Parameter Plan 005: Open Space

This plan identifies the proposed zones for public open space; private/semi private open space; and illustrative courtyard zones. The total quantum of public amenity space proposed on site equates to approximately 1.6ha comprised of York Park (1.2ha), The Green (0.2ha) and the Square (0.1ha). Illustrative courtyards, these equate to 1.2ha of amenity space.

Parameter Plan 006: Ground Floor Frontage Usage

This plan shows the land uses proposed at ground floor levels. It should be noted that owing to the slope of the site that the ground floor will change due to depending on the particular building frontage, however given the uniform uses across the site a single plan adequately represents the land use parameter.

Residential uses are prominent across the majority of the site with commercial uses focused upon the Broadway. The proposed school and community use sits behind properties fronting Ramsey Close.

Parameter Plan 007: Typical Above Ground Frontage Usage

The principal function of Parameter Plans 007 is to show the land uses proposed above ground floor.

Parameter Plan 008: Car Park Parameter

This plan identifies areas within the site where it is proposed to excavate new basements for car parking purposes. The areas shown provide the maximum extent of these works.

Parameter Plan 009: Strategic Phasing

The strategic phasing plan illustrates the strategic approach to phased development at the application site. It includes development that has already commenced for Phase 1 and Phase 2 under outline planning permission W13987/04 dated 1st July 2008.

There are proposed to be subsequent Phases 3, 4, 5 and 6 which are identified, of which the detailed planning permission comprises part of Phase 3.

It is expected that there will be construction sub-phases contained within the Strategic Phases to which reserved matters may be submitted for these phases only, and this will be controlled by planning condition.

Parameter Plan 0010: Vehicular and Pedestrian Circulation

This plan establishes the location of the strategic highway network, proposed vehicular and pedestrian access points and streets and proposed pedestrian only access points and streets. The two pedestrian bridges across the Silk stream and adjacent to Cool Oak Lane vehicular bridges are depicted as is the road network adjacent to the site (Garrick Road;

Wilberforce Road; and Herbert Road) which are expected to benefit from traffic reduction owing to the proposed highway works to the A5.

Access is submitted as a reserved matter for the outline component of this planning application. However significant work has been undertaken by the applicant to demonstrate the acceptability of the proposed highway works set out within the Transport Assessment Appendix J1 / J2. Parameter 0010 is based upon these discussions and the drawings set out at Appendix J1 / J2.

Parameter Plan 0011: Silk Stream Bridge Alignment

This plan sets the zone for the alignment of the Silk Stream Bridge. It sets the two landing zones either side of the Silk Stream at points which are considered appropriate to expected pedestrian movements and the need to access West Hendon playing fields. The plan has been produced in consultation with a range of stakeholders including Natural England, Canals and Rivers Trust and the Environment Agency.

Parameter Plan 0012: Silk Stream Bridge Levels

This plan sets the maximum structural depth between finished deck level and the relationship of this to the 1:100 year plus climate change flooding level (+39.39m).

Parameter Plan 0013: Cool Oak Lane Bridge

This plan denotes the alignment of the Cool Oak Lane Bridge. It demonstrates that the bridge is proposed to sit away from the listed structure of the existing Cool Oak Lane vehicular bridge and spans the Welsh Harp at an illustrative clear width of 3m and illustrative length of 50m.

These plans are to be read in conjunction with the Development Specification and Design Guidelines which seek to further describe the parameters and proposals, and provide further design principles to be embedded within future reserved matters planning applications.

An illustrative Masterplan has been submitted to demonstrate how the development could be built out on the basis of the parameters and principles. This is provided in **Appendix 3**.

There are a number of further supporting documents that explain, analyse and assess the proposals in further detail. These include:

- Environmental Statement
- Design and Access Statement
- Design Guidelines
- Parameter Plans
- Development Specification
- Planning Statement
- Planning Policy Review Statement
- CIL Assessment
- Retail Impact Assessment
- Residential Decant Strategy
- Phasing Strategy
- Management Strategy
- Townscape Appraisal
- Statement of Community Involvement
- Flood Risk Assessment
- Drainage Strategy
- Energy Statement

- Sustainability Statement
- Utilities Strategy
- Refuse Strategy
- Joint Viability Assessment

Following review by officers of the March submission, a series of addendum documents were submitted to clarify a number of issues raised post-submission. These are as follows:

- Revised Design Guidelines
- Revised Parameter Plans
- Revised Development Specification
- Addendum to the Planning Statement
- Addendum to the Planning Policy Statement
- Revised Management Strategy
- Addendum to the Statement of Community Involvement
- Addendum to the Transport Assessment
- Clarification to the Flood Risk Assessment
- Clarification to the Drainage Strategy
- Clarification to the Energy Strategy
- Clarification to the Sustainability Strategy
- Clarification to the Refuse Strategy
- Addendum to the Environmental Statement

In addition the following new documents were submitted to support the application and reduce the potential requirement for future discharge of planning conditions:

- Tree Strategy
- Ecological Management Plan (Framework Document)
- Site Wide Construction and Environmental Management Plan
- Landscape Management Plan
- Construction Method Statement (Phase 3a)
- Archaeology Written Scheme of Investigation

2.4 Description of the Site

The Application Site lies in the south west of the Borough in the West Hendon Ward that borders the London Borough of Brent. The Application Site comprises the remaining West Hendon Estate, together with buildings and highways land along West Hendon Broadway and Station Road.

The application site is bounded to the Edgware Road (A5) to the east, and Cool Oak Lane to the south. To the north and west lies the Silk Stream and the Welsh Harp Reservoir. The Welsh Harp is also known as the Brent Reservoir.

The application site covers 12.99ha (of which the detailed component covers 1.77ha and the outline component 11.22ha) and includes the following buildings:-

- Class C3 residential block - Franklin House (West Hendon Estate)
- Class C3 residential block - Marriotts Close (West Hendon Estate)
- Class C3 residential block - Marsh Drive (West Hendon Estate)
- Class C3 residential block - Tyrrel Way (West Hendon Estate)
- Class C3 residential block - Warner Close (West Hendon Estate)
- Multi-storey car park fronting Tyrrel Way (West Hendon Estate)
- Class D1 West Hendon Community Centre (West Hendon Estate)
- Class D1 Marquin Centre (West Hendon Estate)

- 181 – 193 Parade Terrace / West Hendon Broadway (Mixed use)
- 195 - 197 West Hendon Broadway (Mixed Use)
- 229 – 233 West Hendon Broadway (Mixed Use)
- 234 – 236 West Hendon Broadway (Mixed Use)
- 1-3 Station Road (disused site)

The application site excludes, the following premises:-

- 1 – 34 Ramsey Close (Class C3 residential)
- 173 West Hendon Broadway – St Patrick’s Church
- 175 West Hendon Broadway – Eton Nursery
- 213 West Hendon Broadway – Vehicle MOT
- 215 West Hendon Broadway – West Hendon Clinic
- 239 West Hendon Broadway – Ex-Serviceman’s Club
- Former Sailing Base, Cool Oak Lane

The existing West Hendon Estate was completed in the late 1960s and comprises 597 residential units. Prior to initial phases of regeneration taking place there were 680 properties (before Wendover, Rosemead and part of Warner Close were demolished). The buildings range in heights from 2 to 6 storeys with a 14 storey tall building (Franklin House) toward the centre of the estate which is surrounded by parking at its base. A low rise community centre is located to the north of the estate.

The existing estate is characterised by a number of issues related to its design, layout and construction resulting in problems such as crime and anti-social behaviour. These issues are described further in the Design and Access Statement and include:

- Poorly defined public and private space.
- No clear hierarchy of streets and desirable through routes.
- No sense of orientation within the estate.
- Lack of natural surveillance on public routes.
- No clear relationship between streets, buildings, open space and the Welsh Harp.
- No clear connection between the estate and the Broadway and other surrounding streets.
- Backs of existing properties to Broadway unresolved following demolition of the Victorian streets in the 1960s.
- Unappealing entrances to blocks and poorly maintained internal communal areas.
- Building fabric in need of repair and upgrade to meet current environmental and building standards.
- Perryfield Way gyratory is the dominant feature on arrival to the estate.
- Poorly managed boundary with SSSI leading to unauthorised access.

The estate comprises 597 residential units, comprising 454 affordable units and 143 privately owned units, broken down as follows:

Table 2.1 – Existing Accommodation Schedule

Flat/House Type	Affordable (Social Rent)	Private	Total
1 bed flat	190	41	231
2 bed flat	2	0	2
2 bed maisonette	259	93	352
3 bed maisonette	2	0	2
4 bed house	1	9	10
Total	454	143	597

The application site currently includes three community facilities used by existing estate residents and surrounding communities these are:

- West Hendon Community Centre 149 sq.m – currently used as a community centre.
- Marquin Centre 478 sq.m – currently leased to a church use, previous uses include a nursery and use by the Scout Association.
- 189 West Hendon Broadway 169 sq.m – is known as 189 Community Space and used for community purposes.

2.5 Description of the surrounding area

The eastern edge of the site is bounded by the heavily trafficked Broadway (A5) containing a mixture of Victorian and more recent commercial and residential units. The backs of the properties on the Broadway are 3-6 storeys high and in a varying state of condition and repair. Hendon Train Station is located further east on the other side of the Broadway and provides Thameslink services to central London, Bedford and Brighton.

The Welsh Harp (Brent Reservoir) to the west of the site has an important interface with the Site of Special Scientific Interest (SSSI). The Silk Stream which feeds the Welsh Harp encloses the northwestern site boundary. The site looks out across the Welsh Harp towards the West Hendon playing fields and Metropolitan Open Land.

Ramsey Close to the north of the site consists of two storey semi-detached houses built in the 1980s with rear gardens backing onto the site. This is included in the existing outline planning consent, but has been excluded from this application.

The southern edge of the site is bordered by the rear gardens of the two storey properties on Cool Oak Lane. The new development by BMLLP known as Lakeside (Phase 2) is currently being completed on the south western boundary of the site and forms the entrance to the site from Cool Oak Lane. This follows on from Pilot Phase 1a to the south east of the site.

The eastern edge of the site is bounded by the Broadway containing a mixture of Victorian and more recent residential and commercial units. The majority of the retail is characterised by small local shops, cafes and restaurants that support the neighbourhood community. There are a number of tyre and motor repair garages in the area. Further south is the Brent Cross shopping centre.

There are four schools close to the site: the Hyde Primary School, to the north of the site is run by Barnet Council and provides primary education to the local community; the Parkside View Children's Nursery based within the West Hendon Playing Fields; the Beis Soroh Schneirer School is located west of the Broadway, close to the Hendon Train Station and provides a Jewish education to young girls; and the Ayesha Community Education, with several centres around the Broadway, that offer a range of educational services to the local population and the Muslim community.

The West Hendon Playing Fields, north of the Silk Stream, house the Hendon Bowling Club, tennis courts and football clubs. The Welsh Harp is also the base of sailing clubs that use the reservoir for sailing and windsurfing.

There is a diverse range of civic and religious places. Along the Broadway there is the St Patrick's Roman Catholic Church and the Gayatri Mandir. East from the Broadway is located the Hendon Mosque and Islamic Centre and the West Hendon Baptist Church. The local

community is supported by the Barnet Multi Cultural Community Centre, West Hendon Community Centre and 189 Community Space.

3. ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

The proposed development falls within Schedule 2 of the Town and Country Planning (Environmental Impact Assessment - England and Wales) Regulations 2011 falling within the description of an urban development project. As such, an Environmental Statement (ES) has been submitted with the application which assesses the environmental impacts of the proposed development.

Prior to the formal submission of the current application the applicant requested a scoping opinion in December 2012 to ascertain what matters the planning application and associated ES needed to take into account. The Council's scoping opinion dated 11th January 2013 (reference H/03152/12) indicated that the environmental issues against which the impacts of the development needed to be assessed were:

- Transport
- Air Quality
- Noise and Vibration
- Ground Conditions
- Water Environment
- Biodiversity
- Landscape and Visual Amenity
- Socio-Economic
- Health Impact Assessment
- Cultural Heritage
- Material Resources
- Daylight and Sunlight
- Wind

Schedule 4 of the 2011 EIA Regulations identify what information is required to be included in an ES; i.e. as is reasonably required to assess the environmental effects of the development.

In addition to the ES, the applicant's have submitted the following information with the application:

- Design and Access Statement
- Design Guidelines
- Parameter Plans
- Development Specification
- Planning Statement
- Planning Policy Review Statement
- CIL Assessment
- Retail Impact Assessment
- Residential Decant Strategy
- Phasing Strategy
- Management Strategy
- Townscape Appraisal
- Statement of Community Involvement
- Flood Risk Assessment

- Drainage Strategy
- Energy Statement
- Sustainability Statement
- Utilities Strategy
- Refuse Strategy
- Joint Viability Assessment

The information in these documents has assisted in defining the development against which EIA has been carried out.

The information provided accords with the 2011 Regulations in terms of what is required for inclusion within an ES. It also addresses all the issues identified by the Council's scoping opinion.

The Environmental Statement considers the significance of impacts expected to arise from the proposals. The nature of the planning application meant that the environmental impact assessment has considered two different levels of development information; the detailed application was based on detailed information and building design and the outline application on parameter plans and an illustrative masterplan. Any reserved or detailed matters submitted pursuant to the area of the site for which outline planning permission is sought will need to fall within the limits identified and assessed in the ES.

Plans defining the limits or parameters of the development as well as accompanying guidance on design and scale will be secured by conditions attached to any grant of planning permission. This is to ensure that the detailed proposals for the outline area of the site are built in accordance with a clearly defined set of parameters for which the ES relates.

In addition, the planning conditions contained in **Appendix 1** and obligations outlined above will be required to ensure that mitigation identified in the ES is secured as the development is taken forward.

In terms of EIA Regulations the environmental impacts of the development have been fully considered by the Local Planning Authority in respect of this planning application proposal.

Of particular importance to this scheme are:

- A description of the development, including in particular, a description of the physical characteristics of the whole development and the land-use requirements during the construction and operational phases.
- An outline of the main alternatives studied by the applicant and an indication of the main reasons for the choice made, taking into account the environmental effects.
- A description of the aspects of the environment likely to be significantly affected by the development, including, in particular, transport, fauna and flora, ground conditions, water, air quality, noise, climatic factors, material assets, including the architectural and archaeological heritage, landscape and the interrelationship between the above factors.
- A description of the likely significant effects of the development on the environment should cover the direct effects and any indirect, secondary, cumulative, short, medium and long term, permanent and temporary, positive and negative effects. Effects should relate to the existence of the development; the use of natural resources; and

the emissions from pollutants, the creation of nuisances and the elimination of waste. Particular regard should be paid to local designated areas and receptors therein including: SSSI/SMINC/LNR/MOL and also to the socio-economic impacts that would result from the development. This should also include the description of the forecasting methods used to assess the effects on the environment.

- A description of the mitigation measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment.
- A non-technical summary of information.
- An indication of any difficulties (technical deficiencies or lack of know-how) encountered or assumptions made while compiling the required information.

4. STATUTORY AND NON-STATUTORY CONSULTATION RESPONSES

4.1 Consultation Requirements

4.1 Consultation Requirements

Over 8060 local residents/ businesses were consulted by letters posted on 02 April 2013. The application was advertised in the press on 04 April 2013 and 9 site notices were displayed around the site. Statutory consultees were also consulted.

Following the receipt of additional information from the applicant a further round of consultation was undertaken for a period of two weeks starting on 17 June 2013. Letters were circulated to all local residents/businesses engaged in the first round of consultation and all respondents were informed.

A further postal consultation period of two weeks was sent to a number of residents following contacts suggesting they had not received notification. This runs from 8th July to 22nd July. Any comments received after the writing of this recommendation will be reported as an addendum to the report.

A table summarising all consultation responses is contained in **Appendix 4**.

4.2 Consultations and Views Expressed

The comments below provide a summary of the representations received at the time of writing this report. The issues raised below are addressed within the relevant part of the Planning Appraisal section of this report.

Members will be updated on any other consultation responses received between writing this report and the committee meeting.

4.3 Comments from Residents

A total of **341 letters** and emails of comments have been submitted in respect of the application from local residents. Of these 340 object to proposals and 1 has no objection.

The representations made are summarised below:

Traffic and Transportation

- Significant population increases will increase traffic congestion and put additional pressure on road infrastructure, particularly the A5 and Cool Oak Lane. Further congestion over Cool Oak Lane Bridge will severely hinder pedestrian crossings and cause delays along Cool Oak Lane.
- Concern over increasing noise and air quality generated by increased traffic levels
- Removal of bus priority lanes along the A5
- Low provision of resident car parking given occupancy levels, resulting in parking issues on surrounding residential streets.
- No evidence of additional walking /cycling / public transport initiatives to reduce car usage
- Concern over additional and vulnerability of cyclists.
- There are no segregated cycle routes through the development – this is required to safely reach the bridge over the Welsh Harp, away from the A5.
- Concern over future closure of Hendon Station facilitated by Brent Cross Cricklewood development and infrequent Thameslink service.

Officer Response:

The impact of the development on Transport and Movement is fully addressed at section 5.11 of this report which considers that the impacts resulting from the development can be satisfactorily accommodated within the capacity of the existing highway network. In specific response to some of the points above:

- *The TA has identified that development proposals, including improvements along the Broadway will have a positive effect on the network with reductions in queuing and reductions in journey times to cars.*
- *Pedestrian movement along Cool Oak Lane will be significantly enhanced by the provision of a dedicated footbridge adjacent to the existing road bridge.*
- *The air quality and noise chapters of the ES have identified mitigation measures to address concerns over increased pollution generated by additional traffic.*
- *The TA notes that bus journey times will be subject to fluctuation, but not subject to significant dis-benefits.*
- *Car parking levels are considered to be appropriate given the location with good access to public transport. The travel plan identifies a range of measures that will assist in reducing car usage.*
- *Cyclists will benefit from new routes through the scheme, presenting an alternative route to the A5 and will benefit from the proposed Silk Stream Bridge. Given the nature of proposed street design which promotes pedestrian and cycle movement over the car it is not considered that there is any need for segregated cycle ways.*
- *There are no proposals to close Hendon Station and the scheme will benefit from increased capacity on the Thameslink line as a product of network improvements.*

Amenity

- Adverse impact on the landscape and recreational quality of the Welsh Harp SSSI and reservoir, affecting attractively to its visitors and bird watchers. Concern over loss of open green space, including loss of existing York Park.
- Concern over loss or destruction of amenity, open space and landscaping.
- Concern over significant uplift in density
- Lack of open space to accommodate the increased population.
- Concern over location of footbridges and potential for anti-social behaviour.
- Adverse impact on local services in particular health and local schools.

Officer Response:

The impact of the development on the amenities of residents of the estate and surrounding areas are considered in Section 5 of this report. More specific comments in relation to the objections summarised above are provided below:

- The proposed development has been subject to extensive ecological survey and assessment to ensure that any adverse effects on the Welsh Harp SSSI are understood and fully mitigated. The scheme is not considered to have major effects on the amenity of the SSSI or its ecological value. A series of recommended conditions will additionally ensure that implications of the scheme on the amenity value of the SSSI are fully mitigated throughout the construction stage.*
- As demonstrated in Section 5.7 there will be no net loss in open space and York Park will be significantly improved in quality terms. The local area will further benefit from improved connections via the two pedestrian footbridges to the surrounding areas of recreational open space.*
- The landscaping of the scheme has been an integral part of masterplanning and will present a significant improvement on the existing landscape. Efforts have been made to incorporate existing trees and planting into the scheme and this is further promoted through the recommended conditions.*
- The applicant has demonstrated that sufficient amenity space will be provided to all residents. All new units will benefit from a private balcony/outdoor space and each block will include a communal courtyard. Residents will benefit from improvements to York Park, the proposed space between the Broadway and the reservoir and improved connections to West Hendon recreation ground.*
- The foot bridges are essential to ensure residential amenity and access to open space. Parameters for the footbridges have been established which seek to reduce impacts on the SSSI. Conditions requiring careful design and consultation in the development of the footbridges are recommended.*
- The proposed development includes provision for a new primary school to serve the site and surrounding area, together with improved community space as part of a co-located building. The applicant's ES has demonstrated that existing capacity exists within surrounding GP services and the scheme will contribute to the wider community and health provision through its CIL contribution.*

Character

- Consideration that tower blocks are an inappropriate form of development given failures of past public housing schemes.*
- Development is out of character with surrounding area.*
- Significant building height and density, exceeding policy contained within the Barnet Core Strategy and London Plan. Heights are not appropriate for this suburban location. Density exceeds the GLA Density Matrix.*
- Adverse impact to the character of the Welsh Harp SSSI due to:*
 - Heights of tower blocks visually intruding the reserve, adversely impacting views.*
 - Lack of aesthetically appealing architecture*

Officer Response:

A consideration of the proposed character and urban design of the development is set out in Section 5.3 of this report. More specific comments in relation to the objections summarised above are provided below:

- *The proposed towers are designed to be of the highest architectural quality and internal layout. They are designed to be for private sale and are not considered to be comparable to social housing towers of the mid 20th century.*
- *The scheme is considered to be a significant improvement in terms of character and urban design when compared to the existing estate and consented scheme. The Masterplan has sought to re-establish the historic Victorian street pattern and significantly improve the physical and visual connections between the Broadway and the Welsh Harp.*
- *The scheme seeks to provide much needed housing at heights and densities which are deemed appropriate to the area given its location adjacent the Brent Cross Cricklewood opportunity area and close proximity to Hendon rail station. The tall buildings have been designed to be of a high architectural quality and will enhance the eligibility of the local area.*
- *As demonstrated in Section 5 the development is considered to comply with London Plan and Local Plan policies on height and density which support tall buildings in this location.*
- *The tall buildings are set-back by a minimum of 20m from the reservoir and will be buffered by the improved York Park. A full assessment of effects on daylight and sunlight, and ecology has been undertaken and is presented in the Environmental Statement.*
- *The architecture proposed within the detailed element of the application is considered to be high quality and has been subject to extensive consultation with the LPA, GLA and other stakeholders. Subsequent phases will be controlled through detailed design guidelines and a design review panel that will ensure that the scheme's architectural quality is consistent across all phases.*

Environmental

- Adverse impact to the environmental importance and ecology of the Welsh Harp SSSI and Northern Marshes, particularly wetland habitat destruction and disturbance to rare wildfowl and other wildlife species.
Identified issues include:
 - Proximity to the SSSI boundary, particularly the tower blocks (which will affect bird flight lines).
 - Removal of tree screening to open up views, disrupting roosting/nesting species, such as bat colonies, as well as the buffer between the development and SSSI.
 - The proposed two footbridges across the reservoir will increase disturbance by construction and users. The two sites chosen for the footbridges are both at the most sensitive end of the reservoir for nesting birds
 - Increased noise and night time light pollution, especially at night. This will affect the microclimate and the flora and fauna of the adjacent West Hendon SSSI.
- Impact the reservoir acting as an important flood storage and increased risk of flooding on site.
- Increase risk of fly-tipping at the York Park and SSSI boundary.
- Ecological surveys carried out by developer's consultants only cover one year – this can be misleading. Surveys carried out by consultants cover only one year and provide only an incomplete snapshot. The surveys for bats and their roosts were so poorly undertaken as to render these surveys of dubious value to the planning process.
- Concerns that tower blocks are not energy efficient and are unsustainable buildings to maintain.
- Concern of additional air and noise pollution, due to increased traffic and congestion.

- Concern over the proposed new access points to the SSSI. This is considered to risk disturbing wildlife.
- Concern over the impact to breeding groups of Great Crested Gebe and other species of wildfowl.
- Concern that the Applicant has not considered the environment, only focusing on financial gain.
- The Environmental Statement conclusion that the Welsh Harp is of low ecological importance is not backed up with clear evidence.

Officer Response:

The impact of the development on the environment is considered in Section 5 of this report which summarises the substantial information contained within the applicant's Environmental Statement. More specific comments in relation to the objections summarised above are provided below:

- *The proposed development is considered to have adequately addressed implications on the SSSI and nature conservation and is not considered to have major effects, including on bird flight lines.*
- *A range of measures are proposed to mitigate any loss of habitat within the existing park area including provision of nesting facilities, green roofs and new areas of landscaping.*
- *The proposed siting of footbridges has been selected in order to minimise impacts on nesting birds. The design process for these bridges, to be secured through recommended condition, will seek to ensure that impacts are minimised and will be designed in collaboration with Natural England and other stakeholders.*
- *A condition is proposed to minimise external light levels ensuring effects of light pollution on the SSSI is minimised.*
- *The applicant's FRA demonstrates that no negative impacts on flood storage within the reservoir, or wider flood risk, will be created by the scheme. It includes for a range of attenuation measures to reduce surface water runoff on site.*
- *The Applicant has agreed to make a contribution to a wildlife warden to be based on site that will assist in reducing likelihood of fly-tipping, or other anti-social activities effecting the SSSI and York Park. In addition a new boundary fence will be installed restricting access to the water edge as is currently the case.*
- *The Applicant will be required through condition to conduct ecological surveys throughout the construction of the scheme. It is considered that the surveys provided are robust and have been conducted in liaison with Natural England and LBB officers.*
- *As summarised in section 5.12 buildings on site are being designed to maximise energy efficiency and minimise carbon dioxide emissions. This will include efficient building fabric in all buildings, incorporation of photovoltaic panels and a site-wide energy centre to be incorporated into Building E2 (the first tower to be brought forward), all of which will result in expected 25% reduction in carbon dioxide emissions.*
- *The air quality and noise chapters of the ES have identified mitigation measures to address concerns over increased pollution generated by additional traffic. This has been partly addressed through the proposed layout of the development. The ES identifies specific mitigation for those buildings most likely to be affected by air quality and noise issues from the Broadway, including proposals for mechanical ventilation where appropriate.*
- *The scheme does not propose any new access points to the SSSI and will actually provide a new secure boundary fence to reduce access from the estate to the reservoir. The Silk Stream Footbridge parameters have been established in order to*

minimise impacts on the SSSI and will include measures in the design to avoid any adverse impacts caused by pedestrian activity in this part of the site.

- *The ES proposes a range of mitigation measures to reduce effects on Great Crested Gebe and other species, including the provision of nesting pontoons on the reservoir and within the site.*
- *It is considered that the applicant has sought to ensure that environment is fully considered within the scheme as demonstrated through the ES and approach to urban design.*
- *The Environmental Statement does not conclude that the Welsh Harp is of low ecological importance and recognises its national importance in ecological terms.*

Community and Social Impacts

- Concerns of overcrowding.
- The proposed increase in population density would put significant pressure on local health and education.
- Increase in crime levels, particularly along the new footbridges.
- Lack of play facilities given increase in population.
- Tower blocks are an inappropriate form for families
- There is a lack of social facilities given the increase in population density and no community infrastructure (such as community centres etc) is provided to help to tackle anti-social behaviour.
- Objection to more luxurious housing situated nearer to Welsh Harp, and social housing nearer to Edgware Road.
- Concern over the lack of proper social housing proposed and affordability of accommodation.
- Complaints that contractors are parked on all surrounding residential streets during construction.
- Concerns of inadequate affordable housing and family housing.
- Consideration that the public have not been sufficiently informed on the formation of proposal.
- Negative effect on local communities and wildlife.
- Far from regenerating the area, it will be further dislocated from the rest of the society
- Only 1% of the homes will be 3 or 4 bedrooms when there is a desperate need for family housing.

Officer Response

The impact of the development on the community and social impacts are considered in Section 5 of this report which summarises the substantial information contained within the applicant's Environmental Statement. More specific comments in relation to the objections summarised above are provided below:

- *As set out in Section 5.3 officers consider the scheme to be of an appropriate density and will provide for a range of housing units with appropriate levels of residential amenity.*
- *The applicant will be making a contribution to improving health and education facilities in the local area through its Section 106 and CIL contribution.*
- *It is anticipated that crime on the estate will be reduced compared to current levels with an increasingly balanced community generated through the uplift in private residential tenure. The proposed footbridges will be designed with public safety in mind and in liaison with the Metropolitan Police. This requirement is set out in the recommended planning conditions.*
- *As set out in Section 5.10 the proposed development seeks to exceed GLA play standards for under 12's including a range of doorstep play space in all courtyards,*

together with two equipped play areas within York Park. A further contribution will be made for off-site provision for youth play space.

- A new community centre and primary school will be provided in Phase 5 of the scheme. In the interim community provision will be made in a new unit on the Broadway to be secured through the recommended planning condition. A further condition is proposed to ensure that an estate management strategy is brought forward that engages local people in the management of the estate.*
- Due to the complex residential decant an early phase of social housing is necessary in Block G adjacent to Edgware Road. Subsequent social housing will be distributed across the site. The provision of private residential units in blocks adjacent to the park is considered necessary to ensure the viability of the wider estate regeneration.*
- As addressed in Section 5.2 the level of affordable housing proposed is acceptable with all secure tenants rehoused on site and provision of intermediate affordable housing across the estate. It is considered that the proposed mix is responsive to the needs of existing tenants that would be rehoused as part of the regeneration and will assist in making the proposed development attractive to people who wish to come and live in the area.*
- In addition a range of housing units suitable for families will be provided including some terrace houses and a number of duplex units. The statement that only 1% of units will be 3 or 4 bedrooms is incorrect and the strategic housing mix identifies that between 10% and 20% of private units, 15 and 30% of intermediate units and 10 and 20% of social rented units will comprise three bedrooms.*
- As outlined in Section 1.3 a significant amount of pre-application consultation has taken place with local people that have assisted in shaping proposals.*
- It is considered that the proposed development will positively transform the estate and create a more balanced community that brings more people to the area and acting as a catalyst for the wider regeneration of West Hendon.*

A letter dated 18th April was received from Sarah Teather MP requesting that her constituents' views be taken into account and brought to the attention of the planning committee.

Petitions

Two petitions have been received:

- Save Our Welsh Harp – objecting to the scheme as a whole and its impact on the Welsh Harp SSSI, signed by 716 people
- Save York Park – specifically objecting to the development of York Park was signed by 271 people;

4.4 Consultation Responses from Statutory Consultees and Other Bodies

Details of responses received in relation to the application are provided below and responses are provided where required.

Brent Council - objection

Brent Council have raised a number of objections to the scheme, namely:

Tall Buildings – Brent note that the site is designated as appropriate for tall buildings as identified in Barnet's Core Strategy CS5, although reference is made to Paragraph 10.6.6 which identifies 8-20 storeys as defined by the previously consented scheme. Brent state

that they consider that proposals for up to 29 storeys are contrary to the Core Strategy. Brent also consider that the application cannot be properly assessed as the necessary information to consider the setting of tall buildings on the edge of Metropolitan Open Land in accordance with London Plan Policy 7.7E.

Officer Response

As detailed in Section 5.3 officers do not agree that the proposed tall buildings are contrary to Local Plan and London Plan policy. The range of 8-20 storeys set out in the supporting text was based upon the previous scheme assumptions which made provision for a greater number of tall buildings across the scheme and it is considered that the revised scheme provides a high level of design quality that adds to the legibility of the area and is supported by the GLA. In addition it is considered that sufficient information has been provided to undertake a full review of proposals. This includes the Development Specification, Design Guidelines and Parameter Plans which have been submitted for approval, supporting information within the DAS, Townscape Appraisal and ES, together with detail for Building E2 which will be one of the tall buildings. Officers have recommended a condition to ensure maximum building heights of 28 storeys is provided, together with a requirement for a design review panel to ensure that high quality architectural design is provided in all phases of development, in particular the tall buildings.

Brent also have concerns that the new buildings will be considerably closer to the water's edge compared to existing development, reducing the green space between the development and the reservoir, marshland and tree line will be affected. It raises concerns about the impact of development on birds. It does however note that consultation has been undertaken with statutory agencies including Natural England.

Brent are concerned about provision of the 'linear woodland' will be provided as there is insufficient space between the development and the water's edge and there is a lack of improvements to enhance the natural environment of the reservoir. The felling of trees and impacts of lighting is likely to have a direct impact on bats and there is insufficient research into existing wildlife and underestimating its national and local importance.

Officer Response

It is considered that that the scheme has taken sufficient account of nature conservation and impacts on the SSSI as assessed in the ES and controlled through conditions, including the need for an Ecological Management Plan. Further assessment is contained within Section 5.13 of this report.

In terms of transport Brent have concerns over removal of the bus lanes, which goes against policy for a multi-modal A5 that maintains priority for buses. It queries the assumption in the TA addendum that journey times for buses and cars will be reduced as a result of removing bus lanes and making highways improvements.

It notes that the junction is close to capacity and there is a need to understand overall level of increase in flow on the A5 (current and future flows) as a result of the development. Hence, the estimate of increased queue lengths should be re-checked

Brent consider the parking level set in the addendum to the TA at 1,600 is high and consider more detail is required as to how parking levels should be reduced in accordance with Travel Plan measures.

Officer Response

Transport proposals have been refined in liaison with TfL and LBB transport officers and it is considered that the TA justification is robust. Parking provision is in accordance with LBB policies and it is recognised that levels may reduce in accordance with Travel Plan principles.

English Heritage – No objection

English Heritage note that due to significant disturbance on site in the 19th and 20th Centuries, only parts of Phase 3 have potential for surviving remains. It requests that a condition is included requiring a two stage approach of evaluation of significance followed by appropriate mitigation measures within Phase 3. This is set out as Condition 32.

Environment Agency – No objection

The Environment Agency set out several areas of concern relating to the scale of development in such close proximity to the Welsh Harp reservoir SSSI, particularly the large tower blocks fronting the reservoir. It noted that proposals are significantly different to those previously approved, where tallest units were towards the north end of the site, closer to West Hendon Broadway.

It also raises concerns in regards to increased numbers of residents and visitors and the impact that they will have on the SSSI and states that the applicants should seek to positively contribute to the enhancement of the SSSI.

Conditions 8, 9, 22, 23, 24, 25, 26, 27, 28, 29 and 30 are provided to mitigate Environment Agency concerns

RSPB

North West London RSPB Group raised the following concerns:

- Over intensive re-development of the estate particularly its impact on the neighbouring SSSI.
- Development proximity to the Reserve boundary – adversely impacting the habitats of breeding species.
- Evidence that high rise buildings are hazardous, especially to concentrations of flying birds
- Significant increasing in number of residents will put pressure on social services, local infrastructure and the SSSI.
- Any proposals affecting the SSSI should include a condition to mitigate measures, including a substantial financial contribution to maintaining wildlife habitats.
- The NPPF requires the LA to ensure that there is a biodiversity gain from development. Without this, permission can be refused.
- There is currently no biodiversity gain from the proposals.

Officer response

It is considered that the applicant has identified and addressed effects relating to the SSSI and the conditions and S106 contribution will assist in ensuring that any impacts are mitigated. It is considered that through the incorporation of landscaping, brown/green roofs and bird bricks and boxes there is likely to be a biodiversity gain from the development.

Natural England – No Objection

Natural England provided the following comments in response to initial consultation:

- The 17 year construction programme has the potential to impact the birds and habitats of the SSSI from dust, surface water run-off, lighting and noise.

- The Environmental Statement (ES) does not provide sufficient detail on how these impacts will be avoided or mitigated.
- Natural England therefore requires a construction management plan that considers the impacts to the SSSI with appropriate avoidance and mitigation measures
- Natural England requires an assessment of the impacts to the SSSI from increased recreation and consideration of appropriate avoidance/mitigation measures with comment on how they will be secured in the long-term.
- The use of swales and proposals to creatively manage the willow woodland for biodiversity.
- The site should have a robust and detailed Ecological Management Plan for the green infrastructure throughout the site and the SSSI.

Following reconsultation Natural England have accepted additional evidence provided demonstrating that quieter areas will be available for birds during the construction of phase 3. However, Natural England considers that detailed monitoring will be required to check assumptions and allow for further mitigation. Natural England has proposed the following points are formalised into planning conditions:

- Monitoring of the effects of noise on breeding bird populations is undertaken during phase 3. This is to include a review and feedback mechanism to ensure that if any negative impacts on the breeding population are observed further mitigation measures are put in place. Monitoring and proposals for further mitigation are to be submitted to the local planning authority and agreed in writing.
- Demolition works are not to commence *once the bird breeding season has started* in order to avoid disturbance to birds or young on the nest. By starting critically noisy events before or after the breeding season it will enable birds to select a less disturbed site from the outset.
- Before commencement of work the number of artificial nesting islands or other habitat enhancements agreed with the Welsh Harp Conservation Group, are undertaken to provide as much good quality nest site opportunities as possible available for breeding birds.

Further dialogue with Natural England has refined this approach into agreed conditions 36, 40, 41 and 42.

Natural England also requires a long term management plan is put in place to offset the negative impacts from increased recreational activity. This could include habitat management and monitoring as outlined in the Ecological Management Framework supplied by the applicant, together with an access strategy which may include educational and interpretive measures to inform new residents of the importance of the SSSI and ways to enjoy the area without impacting on the wildlife. This could be achieved through the employment of an onsite warden.

Natural England have also requested that the position of the proposed Silk Stream Bridge would be a key influence in limiting the amount of recreational disturbance on site and would prefer the bridge to be located as far north as possible to avoid the pools and refuges in this area.

Officer Response

Dialogue with Natural England has been undertaken throughout the planning application process and their concerns have been enshrined into planning conditions and the Section 106 agreement which now includes a contribution for an onsite warden.

Thames Water – No objection

Thames Water notes that there is no objection to the planning application in relation to Sewage Infrastructure. However, the existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Condition 31 has been included at the request of Thames Water with a further request relating to impact of development on water supply added as an informative.

Highways Agency – No response received

Greater London Authority (GLA)

The GLA are in strong support of the scheme and make the following observations within their Stage 1 report:

Land use principle

- As the site is adjacent to the Welsh Harp SSSI, consideration of biodiversity and access to nature issues is central to any land use decision in this site. The application will impact on the SSSI with regard to the increase in population of the area and consequent increase in use of the area, the thinning of trees adjacent to the reservoir to open up views, the introduction of two new bridges across the reservoir and the siting of new tall buildings adjacent to the reservoir.
- The Environment Agency has set out that it has concerns regarding the scale of development adjacent to the SSSI in particular, the fact that the tall towers are now on sites adjacent to the reservoir. It supports the provision of 4,100 sq.m. of green/brown roofs and the provision of bird and bat boxes throughout the site. It sets out that contributions should be made to fund wider mitigation and enhancement measures. It suggests the funding of a warden post for the duration of the construction or financing a water vole re-introduction programme.
- The inclusion of a two form entry primary school on the site is strongly supported. Whilst it is acknowledged that the application does not generate need for a 2 form entry school there is a growing need within the area for school places.
- Two new pedestrian bridges across the Welsh Harp are proposed as part of the application. These will provide access to the open space and play facilities on the opposite side of the reservoir. These improved linkages are supported subject to assessment of biodiversity impact and tree loss.
- The development proposed is broadly in line with the aspirations of the London Plan and Barnet planning policy documents. However it should be noted that the biodiversity impacts will need further discussion following the receipt of the consultation response from Natural England.

Housing

- The applicant has indicated that there will be a minimum of 28,481 sq.m. of affordable floorspace and the application should be conditioned as such.
- The applicant set out that the application will deliver 25% affordable units, broken down into 43% rented housing and 57% intermediate housing. This is acceptable given the circumstances.
- The housing mix is supported.

Density

- The density calculation is slightly above the London Plan density guidelines for an urban area with a PTAL of 2-3. This is acceptable given the context of the site and residential quality.

Child Playspace

- Existing playspaces are underused due to antisocial behaviour.

- The applicant sets out that provision will exceed GLA guidelines. The application should be conditioned such that playspace for 0-11's should be provided on-site in line with the GLA guideline of 10 sq.m. per child.
- The applicant acknowledges that there is a shortfall in playspace for children aged 12 and older and it proposes that this is met by the delivery of the two bridges across the Welsh Harp which will provide access to West Hendon Playing Field, Silver Jubilee Park and Woodfield Park Sports Ground which are within 800m of the application site. This is an acceptable approach however the Council should consider whether a contribution is needed to the upgrade of these spaces.
- Access to these spaces is dependent on the construction of the pedestrian bridges. The applicant sets out that there will not be a need for the use of this space by older children until the end of phase 3. The Council should consider securing the delivery of the bridge at this point in the section 106 agreement.

Urban Design

The scheme is now considered to be of a high design quality and is strongly supported by officers. The indicative plans illustrate a high quality residential offer and a legible and permeable environment is ensured through the parameter plans and design guidelines which is welcomed.

Scale, height and massing

- Whilst the overall height of the scheme is in excess of the existing buildings, the width of streets and size of courtyards relate well to these heights without being overbearing or causing excessive overshadowing. The approach of having taller elements along the reservoir adds to the legibility of the area and marks the new park which is welcomed.
- The towers are well proportioned and the indicative detailing and design codes are well considered.

Residential quality

- The indicative plans in the design and access statement illustrate how the scheme is generally compliant with the London Housing Design Guide (LHDG).

Trees

- Although large scale existing tree loss across the site was established in the previous application in line with London Plan policy 7.21, the applicant should clearly set out the quality of all of the trees to be lost and the strategy for the replacement of these trees on the site. Ideally this information should be incorporated in a tree strategy.

Inclusive access

- The scheme meets all access standards, although there are still some areas where further improvements are recommended in order to meet the highest standards of accessible and inclusive design and hence comply with London Plan Policy 7.2.

Public Transport

- The proposed accessibility improvements to the bus stops on West Hendon Broadway and Station Road are welcomed. The proposed junction and vehicular improvements should also ensure that access for disabled pedestrians along the route from the estate to the railway station is also improved.

Parking

- There will be 1 parking bay available to purchase by each residents of the wheelchair accessible homes.

- A parking management strategy should be coordinated to allow provision for all other residents.
- This commitment should be conditioned.

School and Community Centre

- A commitment to design the new primary school to meet the accessible design standards in Building Bulletin 102 is welcomed

Climate change mitigation

- The applicant has provided a commitment to ensure that the development is designed to allow future connection to a district heating network should one become available. This together with the commitment to a single site wide energy network and the provision of the photovoltaic panels should be secured by condition.

Officer Response

Following receipt of the stage 1 report officer's requested further supporting information from the applicant including the provision of a viability assessment. This has also included revisions to the Design Guidance to ensure high quality design across the whole scheme.

Transport for London (TfL)

Dialogue with TfL has been ongoing throughout the planning application process. TfL initially objected to the planning application due to the content in the final Transport Assessment and identified the following areas to be addressed:

- A reduction in residential and school parking
- Monitoring of EVCPs is required as well as a car park management plan
- Clarification on the number of blue badge parking spaces
- Clarification on the location of the coach pickup/drop-off at the school
- Comparison of Census 2001 data with the 2011 data.
- Evidence that the highest Saturday peak factor has been used.
- Clarification on the trip distribution of the replacement units compared to new dwellings.
- Evidence supporting the distribution of new trips
- Assessment of forecast passenger transport demand (bus, rail and underground)
- Completion of the VISSIM modelling to TfL standards
- Assessment of the impact on the A41 and methodology for assessing the impact on Staples Corner (A5)
- All proposed new and amended junctions to be justified under SQA-0064 "Designs standards for Signal Schemes in London".
- All proposed designs to take account of cyclists and pedestrians
- Stage 1 Road Safety audits need to be carried out and Highway layout drawings to be submitted to enable a concept design check to be carried out.
- The replacement bus stand to be incorporated into the development and agreed with TfL
- Any repositioning of bus stops on the A5 to be agreed by TfL.
- Potential financial contribution to mitigate any increase in journey times.
- A contribution of £900,000 over five years for bus capacity enhancement.
- A minimum of 50 residential cycle parking spaces, 5 commercial spaces and 44 staff and pupil spaces together with employee facilities.
- Improvements to cycle connectivity
- Severance issues to be account for when creating walking and cycling catchment areas.

- A Wayfinding strategy to be developed
- Improvements to the framework travel plan, all to be secured, monitored, reviewed and enforced through the s106 agreement.
- A CLP and DSP to be submitted to the Borough and TfL.

TfL has now confirmed that all outstanding matters have been resolved and have no further objection.

Barnet Police – No Objection

The Crime Prevention design advisor at Barnet Borough Police identified the following issues within the initial consultation period:

- Little detail with regard to the two pedestrian bridges.
- In order for crime to be minimised, the services of this Department should be sought at the earliest opportunity when considering detailed design.
- Comfortable that 'Layout & Design Issues' in Phase 3 have been considered. Should this phase achieve permission then compliance with 'Secured by Design' (SBD) Section 2 Physical Security is welcomed.

In response to the reconsultation it was noted that a commitment to achieve the Association of Chief Police Officers (ACPO) scheme Secured by Design (SBD) approval has been indicated. This is viewed as a positive indicator.

Officer Response

The requirement for designing out crime principles to be a consideration in the design of the bridges has been incorporated into Planning Conditions 26 and 27.

National Grid – No Objection

Due to the presence of National Grid apparatus in proximity to the specified area, the contractor should notify National Grid before any works are carried out to ensure the apparatus is not affected by any of the proposed works.

Officer Response:

The applicant notes the requirement to liaise with National Grid prior to the commencement of the development

London Fire Brigade – No objection

The London Fire Brigade have confirmed that the proposals are satisfactory as regards to fire brigade access.

Affinity Water – No response received

London Wildlife Trust

London Wildlife Trust has raised the following areas of concern:

- Adverse impact on the wildlife on site and the biodiversity interests of Brent (Welsh Harp) Reservoir, a SSSI, Local Nature Reserve (LNR) and part of a wider Site of Metropolitan Importance for Nature Conservation (SMI).
- Barnet Council has a statutory duty to protect and enhance the SSSI and has made a clear undertaking in its own published policies to protect the LNR and SMI.
- Likely impacts on the SSSI and its important bird communities will include:
 - Increased disturbance of an area used as a refuge for birds;
 - Increased recreational pressure and disturbance in general due to higher density and number of residents;
 - Increased artificial light pollution, impacting on birds and bats;

- Disturbance of wildfowl and other birds and wildlife during construction and on-going functioning of the development, increased by removal of screening trees;
 - Tower blocks creating an obstruction and interfering in bird flight lines, and increased risk of bird strike with tall buildings with large glazed areas;
 - Increased disturbance and damage of wet woodland area and wildlife within it from creation of a new footbridge over the Silk Stream and new walking route; and
 - Disturbance of breeding wildfowl in pools and reedbeds in northern marsh relating to creation of a new bridge.
- In relation to the wider issue of desirability of the scheme, the 'Create Streets' report (Morton and Boys-Smith) calls for the replacement of tower blocks with traditional patterns of housing.
 - Barnet Council, as planning authority for this application, has a statutory duty to protect and enhance the SSSI and has made a clear undertaking in Barnet's published policies to protect the Nature Reserve and the site of Metropolitan Importance for Nature Conservation.
 - Financial considerations are insufficient reasons to harm a Site of Special Scientific interest.
 - Rivers and other parklands communicating with the reservoir form part of London's Green Corridors and Blue Chains. The works proposed in this planning application have the potential to adversely affect these areas also.
 - In the Environmental Statement it is acknowledged that almost all the building operations and use of the site will adversely impact upon wildlife not only within the site, but throughout the adjacent SSSI.
 - Two thirds of the receptors identified are stated to have an adverse impact.
 - Tall buildings will inevitably produce a great increase in light pollution at the site which will extend beyond into the SSSI and will affect the behaviour of bats, insects and birds.
 - The placing of the buildings close to the SSSI boundary is an issue also in visual terms in that they detract from the enjoyment of what may be called a 'Natural Aspect' of the SSSI margin.
 - The population of the West Hendon site is to be increased some fourfold. The completion of the Brent Cross – Cricklewood Scheme together with that at Colindale will increase numbers in the area further. This feature will attract large numbers of people into direct contact with what is the most sensitive part of the SSSI.
 - It will require removal of a significant section of the protective woodland strip and will create totally unacceptable disturbance and harm to the SSSI.
 - Concerned that no survey for slow worms, a protected species, has been carried out despite the applicant being aware of their presence on site.
 - The works and measures contained in the application are such that without major change, a balance between a need for housing and a statutory duty to protect a SSSI cannot be achieved - and that significant harm will result.

NPPF states that 'When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity...' - Neither of these is achieved.

The following comments were received following consultation:

- Pleased that the proposed vista has been removed.
- There is no significant additional information regarding the specific location, design, and construction of the silk stream bridge, therefore difficult to assess the impact to the SSSI.
- The Ecological Management Plan page 8 states that, no mitigation is required for disturbance to birds as "no significant impacts predicted." This demonstrates that the applicant has no comprehension of the disturbance that the proposals could cause, especially the impact the construction and ongoing use of the silk stream bridge, could have on the birdlife which lives in this area.

- The proposed mitigation plan does not consider the loss of the large house martin colony which currently nests on buildings on the Broadway which are due to be demolished.
- There are several references to light levels not exceeding 0.5 Lux at the SSSI boundary (including 20m above the trees). However, there is no explanation how this will be achieved or enforced going forward.

Officer response

It is considered that the applicant has identified and addressed effects relating to the SSSI and the conditions and S106 contribution will assist in ensuring that any impacts are mitigated. It is considered that through the incorporation of landscaping, brown/green roofs and bird bricks and boxes there is likely to be a biodiversity gain from the development.

This will be controlled through Conditions 40, 41 and 42 that have been agreed with Natural England and will ensure that attention to mitigation will take place throughout the construction and occupation of the scheme. In addition Condition 45 ensures that light levels will not be exceeded to reduce impact upon the SSSI.

Officers consider that sufficient controls will be in place, including the defined Parameter Plans, Design Guidance and planning conditions to ensure that the scheme is brought forward to the highest design quality, taking into consideration the need to protect and enhance the ecological value of the area.

Canal and Rivers Trust

As a land owner affected by the development (in particular the footbridges which cross CRT land) the Canal and Rivers Trust were engaged prior to submission. The following areas of concern were received:

- Primary concern is the proposed impact on the SSSI of the Welsh Harp reservoir, which the Canal & River Trust own and manage, and have a duty to ensure remains in a favourable condition.
- We have strong reservations that the disturbance caused during the construction period of the development, and subsequent continued additional use (particularly if the Silk Stream Bridge is installed) would have a dramatic effect on the population.
- We are concerned that the increased number of residents, and particularly their increased access to the water space through the proposed two new bridges, will generate increased litter in the water and surrounds.

The Canals and Rivers Trust provided a series of conditions requiring CRT officers to be consulted during the detailed design process. These requirements have been picked up in Conditions 46, 47, 48 and 49.

Officer response

It is considered that the applicant has identified and addressed effects relating to the SSSI and the conditions and S106 contribution will assist in ensuring that any impacts are mitigated. Engagement has taken place with CRT during the post-application process and it is considered that CRT concerns will be addressed through the conditions listed and the ongoing engagement of officers in the detailed design process.

NHS Barnet Clinical Commission Group (CCG)

NHS Barnet CCG has committed to working with NHS England to review the primary care capacity in West Hendon and will look to support existing GP practices to be able to develop capacity at affordable rents to support this additional population growth. In the event that this work highlights and need for additional GP practice(s) NHS England and NHS Barnet CCG will work with LBB to achieve this.

Sport England

Sport England note that Barnet has no up to date and robust Playing Pitch Strategy to provide the evidence for the sporting needs likely to arise from new developments. The Football Association, Lawn Tennis Association and England Hockey Board were consulted on the demand for sport facilities in Hendon. There is a need for the LPA/applicant to consider the sporting needs that will arise from this significant development. Development consisting of a total of 2000 residential units will require £2,002,260 of money into sport facilities and Sport England objects until on-site/off-site provisions are provided.

Officer Response

Officers are satisfied that the significant improvement in access to existing sports provision will provide sufficient access to open space and the proposed contribution is unnecessary in light of other higher priority items that require contribution. It is considered that Barnet's Open Space Assessment provides sufficient evidence for this approach, noting that given the proximity to West Hendon Recreation Ground there is no deficiency of sport provision in the area.

4.5 Internal Consultees

Highways Group

The Highways Officer has confirmed that the proposal is acceptable on highway grounds subject to a range of mitigation measures secured through the s106 planning obligation associated with the application as listed within the Heads of Term. Several conditions are also recommended and included within the recommendation. Further details on the assessment of traffic, parking and transport matters can be found in the *Transport and Movement* section of this report.

Environmental Health

The Environmental Health Officer has commented on the application and has no objections subject to conditions being imposed in relation to noise attenuation, noise levels in relation to the community and nursery uses and contaminated land.

Tree Officer

The trees and landscaping officer has commented on the application and their views are summarised and considered within section 5.8 *Trees* of this report.

5. PLANNING APPRAISAL

5.1 The Principle of Development

The NPPF seeks to ensure that in the pursuit of sustainable development positive improvements in the quality of built, natural and historic environment as well as in people's quality of life are made (paragraph 9). Section 6 of the NPPF seeks to deliver a wide choice of high quality homes. The NPPF requires that the Local Plan must meet its housing needs in "full" for both private and affordable tenures.

London Plan policy 2.14 *Areas for Regeneration* encourages London Borough's to identify areas for regeneration and set out integrated spatial policies that bring together regeneration, development and transport proposals.

The West Hendon Estate has been identified as a long term regeneration commitment through the Cricklewood, Brent Cross West Hendon SPG and associated saved UDP policies as set out in Appendix A of the Local Plan Core Strategy. Further, it is identified as one of the Borough's major priority estates for regeneration in the Local Plan Core Strategy (Policies CS1 and CS3). It is identified as a failed housing estate that will be subject to long-term regeneration in order to tackle the problems of poor quality housing, physical isolation, social exclusion and to create revived, mixed tenure neighbourhood providing access to affordable and decent new homes.

The Local Plan Core Strategy Development Plan Document sets out the core objectives of the Local Plan vision developed in accordance with the Council's Sustainable Community Strategy. These include:

- To manage housing growth and ensure a range of accommodation and tenures are provided;
- To meet social infrastructure needs and ensuring inclusive and accessible provision to community facilities arising from housing growth, including new and improved primary and secondary schools;
- To promote Barnet as a place of economic growth and prosperity;
- To provide safe, effective and efficient travel;
- To promote strong and cohesive communities including designing out crime and reducing anti-social behaviour;
- To promote healthy living and well-being;
- To protect and enhance the suburbs;
- To ensure efficient use of land and natural resources by promoting mixed use development of previously developed land and promoting sustainable design and construction;
- To enhance and protect our green and natural open spaces improving access and enhancing the quality.

The proposed scheme will secure the meeting of these objectives. In particular it will provide the following:

- The replacement of existing sub-standard residential accommodation with new sustainable energy efficient homes. All residential units will be built to and achieve a Code for Sustainable Homes Level 4;
- Provision of land for a new primary school, replacement community centre and nursery with improved facilities and access to the wider community;
- The provision and enhancement of public open space and improved access to existing areas of open space and recreational facilities including the Welsh Harp and surrounding Metropolitan Open Land;

- The provision of improved commercial facilities as part of an enhanced local centre along West Hendon Broadway including opportunities for retail and office space;
- Improvements to the local highway network including the removal of the Perryfield Way one-way system;
- Promoting efficient use of land through increasing housing density on the site, benefiting from improved urban design principles;
- Improved connections through the application site to surrounding communities and the surrounding open space;
- Protection of the Welsh Harp Site of Scientific Interest.

The proposed development therefore accords with the Council's corporate objectives. It has the potential to deliver substantial regeneration benefits in terms of housing, social, community and physical improvements. The proposals are therefore considered to be an acceptable form of development on the site in principle.

Housing

London Plan Policy 3.3 *Increasing Housing Supply* seeks to ensure the identified housing needs are met to improve housing choice and affordability and provide better quality accommodation. It also identifies the contribution that sensitive renewal of existing residential areas can make to realising brownfield housing capacity. In terms of housing provision the London Plan sets a strategic target to provide 22,550 additional homes in the London Borough of Barnet between 2011 and 2021, 10,000 of which are proposed within the Cricklewood, Brent Cross, West Hendon Opportunity Area. The regeneration of the Estate and provision of additional new homes at West Hendon will contribute towards the planned delivery of this target.

The targeted growth at the Borough's priority estates (as set out in Local Plan policy CS3) is in accordance with the Borough's Place Shaping Strategy of Protection, Enhancement and Consolidated Growth. By focusing growth in these areas, and on other identified major regeneration sites as per Local Plan policy CS1, development pressure on other more sensitive suburban locations is relieved.

Education and Community Facilities

Following pre-application discussions with London Borough of Barnet and assessment of child yield arising from the scheme, part of the application site (within Block A/Phase five) has been identified as a new two-form entry primary school and nursery. This has been designed to be co-located with community centre provision and be in proximity to West Hendon Broadway with good levels of accessibility from the estate and surrounding communities.

London Plan policy 3.18 *Educational Facilities* supports development proposals that enhance education and skills provision including new build, the expansion of existing facilities or changes of use to educational purposes. The policy states that proposals which address the current projected shortage of primary school places will be particularly encouraged. The Policy also encourages extended or multiple use of educational facilities for community or recreation use. Para 72 NPPF notes that The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

Local Plan Policy CS10 seeks to ensure that community facilities and education uses are provided for Barnet's communities. It seeks to promote the role of schools as community hubs and seeks to promote the inclusive design of community facilities at a single accessible location. It identifies that development that increases the demand for community facilities will make appropriate contributions towards new and accessible facilities.

Local Plan Policy DM13 considers that new community or educational uses should be located where they are accessible by public transport, walking and cycling, preferably in town centres or local centres.

Consideration of Alternatives

The 2011 EIA Regulations require that an ES includes an outline of the main alternatives studied by the applicant's for the use of the site and an indication of the main reasons for their choice, taking into account environmental effects. As the proposals are driven by the Council's regeneration objectives for the West Hendon Estate and are somewhat dependent on the availability of adjoining land, officers accept that there is not a requirement to consider alternative locations in the wider area.

The assessment therefore concentrates on alternative forms of development within the application site which is considered.

The site has previously been subject to a number of alternative design considerations leading to the 2008 consented scheme. Parts of this previous scheme have been constructed, including eight residential units at the location called 'Pilot' and 186 residential units at 'Lakeside'.

Through the masterplanning process for the current proposals, a range of redevelopment proposals were considered for the application site, including completing the previous part implemented masterplan. LB Barnet agreed that this is now not a financially viable option and the previous masterplan included a number of now outdated design principles. Therefore, the need for a new masterplan was identified based around a number of design principles. All options considered identified the importance of Brent Reservoir, The Broadway, the need to reinstate a logical and direct pedestrian path from the site to the railway station and the need to connect the site to the surrounding urban area. A number of these issues were not adequately addressed by the previous masterplan.

A preferred option was identified which was presented to and discussed with the London Borough of Barnet. This preferred option was considered to offer the following advantages over alternatives:

- Minimum impact on the A5;
- Minimum Compulsory Purchase Order (CPO) cost;
- Retaining Ramsey Close reducing the impact on existing residents, reducing financial and programme risk;
- Creating a new local centre but not redeveloping The Broadway commercial space

Further development of this preferred option was then undertaken which has led to the proposals as submitted. Throughout this process, regular reviews were undertaken with the council, local residents and other stakeholders. The design development process considered a range of different alternatives including layout, massing, street hierarchy, street character; link to and interface with the water's edge. This process identified a series of design principles that have been taken forward within the application:

- A clear hierarchy of pedestrian and vehicular routes across and around the site;
- Positive use of the level change from the Broadway to the water's edge to conceal parking in undercrofts where possible;
- A street and building layout which will function as a piece of legible townscape used by many different people rather than an isolated, and closed estate;
- A clear and understandable sequence between streets, courtyards, entrances and front doors;
- The masterplan was also 'stitched' into the existing urban fabric with a very similar interface with individual houses to the north and south end of the site building up to a more urban environment around the new park;

Pre-application discussions with the London Borough of Barnet identified a requirement for a primary school. The applicant identified five potential locations to be considered within the application site. These were discussed with LBB and the GLA in October 2012 and the proposed location was agreed within Block A. This was the preferred location due to the proximity to Open Space including the West Hendon Playing Fields (via the proposed Silkstream Footbridge). This location was also not within a residential courtyard so is not directly overlooked or take away open space away from residential courtyards.

Officers consider that the chosen option maximises the potential regeneration benefits by enabling the comprehensive phased redevelopment of the estate. It is considered that in principle the scheme represents the most appropriate development layout in this location in terms of meeting the identified objectives of creating a well-connected, mixed and sustainable community, while reflecting site constraints including the need for residential decant on site.

5.2 Housing

The NPPF requires that LPA's significantly boost the supply of housing and deliver a mix of housing based on current and future demographic trends, market trends and needs of different groups in the community (paragraphs 47 and 50).

London Plan Policy 3.3 *Increasing Housing Supply* seeks to ensure the identified housing needs are met to improve housing choice and affordability and provide better quality accommodation. It also identifies the contribution that sensitive renewal of existing residential areas can make to realising brownfield housing capacity.

The London Plan sets a target of 22,550 new homes in Barnet (one of the highest of any London Borough) over the ten-year period from 2011 to 2021, with an annual monitoring target of 2,255. Policy CS3 of the Local Plan Core Strategy Development Plan Document envisages delivery in the range of 22,000 new homes in the borough between 2011 and 2021 to meet the London Plan target. This includes 450 new homes at West Hendon between 2011/12 and 2015/16, with a further 450 between 2016/17 to 2020/21 with the remainder to be delivered post-2021. The provision of housing at West Hendon is therefore an important component to the Council meeting this housing target.

Density

London Plan policy 3.4 seeks to optimise the housing potential of sites and references the density matrix contained in Table 3.2 set out below. This provides a guide to appropriate density ranges for particular locations, depending on Public Transport Accessibility Level (PTAL) and setting.

Table 3.2 Sustainable residential quality (SRQ) density matrix (habitable rooms and dwellings per hectare)

Setting	Public Transport Accessibility Level (PTAL)		
	0 to 1	2 to 3	4 to 6
Suburban	150-200 hr/ha	150-250 hr/ha	200-350 hr/ha
3.8-4.6 hr/unit	35-55 u/ha	35-65 u/ha	45-90 u/ha
3.1-3.7 hr/unit	40-65 u/ha	40-80 u/ha	55-115 u/ha
2.7-3.0 hr/unit	50-75 u/ha	50-95 u/ha	70-130 u/ha
Urban	150-250 hr/ha	200-450 hr/ha	200-700 hr/ha
3.8-4.6 hr/unit	35-65 u/ha	45-120 u/ha	45-185 u/ha
3.1-3.7 hr/unit	40-80 u/ha	55-145 u/ha	55-225 u/ha
2.7-3.0 hr/unit	50-95 u/ha	70-170 u/ha	70-260 u/ha
Central	150-300 hr/ha	300-650 hr/ha	650-1100 hr/ha
3.8-4.6 hr/unit	35-80 u/ha	65-170 u/ha	140-290 u/ha
3.1-3.7 hr/unit	40-100 u/ha	80-210 u/ha	175-355 u/ha
2.7-3.0 hr/unit	50-110 u/hr	100-240 u/ha	215-405 u/ha

West Hendon has a PTAL scope of 2-3. As confirmed within the London Plan density of up to 170 u/ha is considered acceptable in such locations.

Saved UDP Policy C1(a) allocates the site for “high density housing”. The Local Plan Core Strategy also identifies the delivery of “2,200 new homes” at West Hendon, identified as a priority housing estate within Policy CS3. Policy CS5 notes that West Hendon is a location where tall buildings may be appropriate.

The application site boundary as currently submitted is 12.99ha (including the West Hendon Broadway, Station Approach, and zones for the pedestrian bridges) which would equate to a gross density of 157u/ha.

The submission notes that both gross and net densities will need to be adjusted to take into account the following:-

- Ramsey Close is not now being demolished and the 34 units will remain
- West Hendon Broadway Units (c.35)
- Phase 1 has already been completed to comprise 8 units
- Phase 2 has already been completed to comprise 186 units
- The current Masterplan proposes 2,000 units in addition to this.
- A total of 2,263 units are proposed as West Hendon

As such it concludes:-

- Gross residential density = 2,263 units / 15.19ha = 148u/ha
- Net residential density = 2,263 units / 12.78ha = 177u/ha

The Applicant’s planning statement provides an analysis of development density, taking into consideration the consented scheme (upon which Local Plan assumptions are based and has a gross density of 143 u/ha) and the proposed scheme.

The Applicant identifies a “net” site area to include parts A, C and D on the Density Plan below. This excludes the A5 and Station Approach and equates to 12.78 ha. This it notes would result in proposals generating a net residential density of 170 u/ha.

Density Plan



It is considered by the Council that a more accurate interpretation of 'Net Density' would include only area 'A' on the Density Plan above giving a site area of 9.5 Ha which would result in a Density of 210 u/ha.

177 units/hectare is marginally above the upper threshold as set out in the London Plan. The Council's interpretation of 210 units/hectare further exceeds this figure, however The GLA in their stage one report note of the density that it "is acceptable given the context of the site and the residential quality".

A high density alone is not a reason for refusal of a planning application as it fails to consider the quality and design of a scheme which must be carefully considered when density calculations may give rise to concerns.

It is considered that the following issues support the proposed density:

- The proposed block structure, with four landmark towers is supported in urban design terms, providing a more integrated and legible environment compared to the existing, and the resultant density is considered to be an important component within this. This is supported by Core Strategy policy CS5 and saved UDP policy C1a;
- Daylight/sunlight assessment (see below) undertaken as part of the ES demonstrates that all units will have sufficient levels of light with limited over shadowing;
- The scheme includes a significant proportion of private, semi-private and public amenity space, together with improved linkages to surrounding parks and recreation areas which is considered to be sufficient provision to support the proposed population;
- The scheme is located close to West Hendon station which will benefit from the current upgrade to Thameslink services.
- The level of development (2,000 units) complies with that proposed within the Core Strategy housing trajectory and has been demonstrated to be a requirement in viability terms through the independent viability assessment.

Affordable Housing

London Plan Policy 3.9 *Mixed and Balanced Communities* promotes a balanced mix of tenures and requires new development to foster social diversity, redress social exclusion and strengthen neighbourhood identity. It emphasises the need to create a more balanced mix in all parts of London particularly in some neighbourhoods where social renting predominates.

London Plan Policy 3.11 *Affordable Housing Targets* requires all boroughs to maximise affordable housing provision in order to contribute towards an average annual London-wide target of 13,200 with a priority for family housing.

London Plan Policy 3.12 requires LPA's to seek the maximum reasonable amount of affordable housing in residential and mixed-use schemes. London Plan policy 3.14 aims to resist the loss of housing, including affordable housing, unless it is replaced at existing or higher densities with equivalent floorspace.

Supporting paragraph 3.82 states that estate renewal should take into account the regeneration benefits to the local community, the proportion of affordable housing in the surrounding area and the amount of affordable housing to be provided elsewhere in the borough.

Local Plan Policies CS4 and DM10 set a borough-wide target of 40% of housing provision to be affordable subject to viability. It also seeks to ensure that an appropriate mix of affordable housing is provided with 60% social/ affordable rent and 40% intermediate/ shared equity.

As set out in Table 2.1 above the current estate comprises some 597 residential units of which 453 (76%) are affordable social rent and 144 are privately owned units. The majority of the units are 1 bed room flats (42%) or 2 bedroom maisonettes (57%). This equates to a total of 38,150 sq m of residential floorspace, of which 28,446 sq m is affordable. There are currently 212 secure tenant properties on the estate. According to the Residential Decant Strategy submitted with the planning application the Applicant has already acquired 28 leasehold and freehold properties on the estate.

There are currently 116 leasehold and freehold properties on the estate still to be acquired.

The proposals for the regeneration of the estate comprise the demolition of the existing 597 units and a replacement of more than the minimum 28,446 sq m of affordable floorspace required under policy (ensuring no-net loss). 25% affordable housing by unit (comprising an indicative mix of 43% social rented and 57% intermediate/shared equity).is proposed equating to 36,846sqm of affordable floorspace.

A comparison between existing affordable housing and future indicative mix within the estate is set out below:

Table 5.1 Comparison between existing and proposed residential floorspace

	Existing		Floorspace	Proposed		Floorspace
	No.	%		No.	%	
Private	144	24%	12,613 sq m	1500	75%	102,316 NIA sq m
Affordable comprising:	453	76%	28,446 NIA sq m	500	25%	36,846sqm NIA(minimum)
Social rented (Minimum)	453	76%		215	10.75%	
Intermediate	-	-		285	14.25%	

Total units	597		41,059 sq m	2000		202,000 sq m (maximum) GEA
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The Residential Decant strategy states that 219 social rent properties are proposed within the illustrative Masterplan to accommodate the secure tenants within the scheme. These are proposed to be delivered as follows:

- Phase 3a (detailed) -74 social rent units (31no. 1 bed, 31no. 2 bed, 7no 3 bed and 4no. 4 bed units).
- Phase 3b - 41 units,
- Phase 3c - 36 units
- Phase 4 – 68 units.

This will complete the secure tenant decant. The precise accommodation mix of later phases will be determined by the housing needs of those tenants identified to be moved into it. The social rented properties will be owned and managed by Metropolitan Housing Trust. When properties become available for reletting, the Council will have nomination rights.

To complement the secure tenant decant and to meet the obligation to reprovide the net affordable accommodation on site, the affordable housing strategy includes the delivery of intermediate tenure affordable housing. Around 281 units in total are proposed to be delivered across the phased scheme. The intermediate tenure properties will be owned and managed by Metropolitan Housing Trust. They will meet the Council's affordability criteria applicable at the time of completion.

The application includes an independent viability assessment which tests and justifies the approach to affordable housing taken by the applicant.

In addition to the financial need to cross-subsidise the development with private sales units, the proposals are considered to improve the mix of tenures across the site. The provision of 75% private housing, together with intermediate housing, is considered to assist in the rebalancing of the area in accordance with the aims of creating balanced and mixed communities in neighbourhoods where social renting predominates and there are concentrations of deprivation (London Plan Policy 3.9).

The Mayor's Housing Supplementary Planning Guidance states that replacement affordable housing can be of a different tenure where this achieves an improved mix of provision reinforcing the objectives of strategic policy.

The application complies with London Plan 3.12 in that it results in no-net loss in affordable housing floorspace. However, it does not meet the target set Local Plan Policies CS4 and DM10 which set a borough-wide target of 40% housing provision to be affordable, or the mix of affordable housing as 60:40 (social/affordable rent: intermediate). However, this policy is subject to viability and as set out in supporting paragraph 3.82 of the London Plan, the wider regeneration benefits of estate renewal must be taken into account.

It is considered that the proposed mix is responsive to the needs of existing tenants that would be rehoused as part of the regeneration and will assist in making the proposed development attractive to people who wish to come and live in the area. The GLA in their Phase 1 report consider that this approach is acceptable subject to viability testing, given the characteristics of the area. The proposals are therefore considered to be compliant with this policy context.

Dwelling Mix

The development specification submitted as part of the application sets out the following strategic housing mix:

Table 5.2 – Strategic Housing Mix (Table 4.4 Development Specification)

Private	
Bed	Percentage Range
1 bed	20% - 35%
2 bed	45% - 65%
3 bed	10% - 20%
4 bed	0% - 5%
Intermediate	
Bed	Percentage range
1 bed	27% - 55%
2 bed	30%-44%
3 bed	15% - 30%
4 bed	-
Social rent	
Bed	Percentage range
1 bed	20% - 30%
2 bed	48% - 60%
3 bed	10% - 20%
4 bed	4% - 8%

Policy 1.1C of the London Housing Strategy sets a target for 42% of social rented homes to have 3 or more bedrooms. London Plan Policy 3.8 promotes a balanced mix of unit sizes in new developments and Local Plan Development Management Policy DM08 outlines the priorities for affordable and market housing to be 3 and 4 bedrooms.

While the proposed development does include between 14% and 28% of social rent housing to be 3 or 4 bedrooms, the majority of units across the site are proposed to be 1 or 2 bedroom units. However, it is considered that this is reflective of local circumstances, and the current housing need requirements of the existing estate residents.

The development specification states that this mix will ensure the deliverability of a demographic that is considered suitable for this site. However, it is noted that this demographic is largely unknown at the present time due to the flexibility required by the decant strategy, likely changing private market demand and potential for changes in affordable housing tenures into the future as reserved matters applications come forward. However, the minimum number of affordable units coming forward is fixed at 25% of total.

The GLA Stage 1 report confirms that this approach is acceptable given the decant requirements of the current secure tenants.

Standard of accommodation

The DAS submitted with the planning application demonstrates how inclusive design principles and practices have been incorporated into the development proposals in accordance with Policy 3.5 of the London Plan *Quality and Design of Housing Developments* and Policy DM02 of Local Plan Development Management Policies *Development Standards*.

All residential units have been designed in accordance with the London Housing Design Guide (LHDG) standards which outline minimum space standards for individual units, room sizes and amenity space provision.

10% of the overall residential unit provision has been designed to be wheelchair accessible or easily adaptable for wheelchair users. The designated wheelchair units are proposed to be distributed across various blocks of the development and at different floor levels to enable the greatest choice, size and positioning. The DAS notes that this approach ensures that wheelchair users are considered without discrimination and that wheelchair standard units are not concentrated in any particular location.

All dwellings are also designed to comply with 'Lifetime Homes' standards.

Phasing and Decant

Phasing for the scheme is tightly constrained by the residential decant requirements and need to rehouse secure tenants within the site. Parameter Plan 009 sets out the strategic approach to phasing of the site, based upon the decant strategy. This follows the development of the Pilot Phase (Phase 1) and Lakeside (Phase 2A).

This application relates to strategic phases 3, 4, 5 and 6. Each phase is likely to be split into a series of sub-phases for construction.

The approach is detailed further in the submitted phasing strategy which identifies that Phase 3 is divided into three sub phases comprising Phase 3a (which comprises the detailed application), 3b (which form part of the outline application).and 3c (which includes building E2 submitted in detail, with the remainder submitted in outline)

An indication of likely scheme phasing, as assessed within the ES is provided as Table 3.5 of the Development Specification (Table 5.3 below). This estimates completion of the scheme by 2029:

Table 5.3 – Illustrative scheme phasing and construction years

Phase	Sub-Phase	Date	First occupation assumed date	Approximate duration (to nearest year)
Phase 3		2013-2017	2015	5 years
	Phase 3A	2013- 2015		2 years
	Phase 3B	2014-2016		3 years
	Phase 3C	2015-2017		3 years
Phase 4		2016-2021	2016	6 years
Phase 5		2020-2026	2020	7 years
Phase 6		2022-2029	2022	8 years
Total				17 years

The phasing and decant strategy has responded to a range of constraints. The initial phase (3a) is constructed on currently available land (The Catalyst site north of York Park) and Perryfield Way Car Park), negating the requirement for demolition and enabling development and decant to proceed. Once the first blocks are completed tenants will be able to be decanted from the buildings to be demolished to enable the next phase of development.

Strategic phases have been refined according to the number of units required to support viability, number of units required for decant, number of parking spaces per phase required, number of units required relative to triggers required for infrastructure provision (in particular the highways network, footbridges and primary school).

The initial phases have been refined to enable the provision of the new linkage between West Hendon Broadway and York Park ensuring provision of on-site open space and connectivity through the site from an early stage.

5.3 Urban Design and Character

The NPPF highlights 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.

London Plan policy 7.1 *Building London's neighbourhoods and communities* sets out a series of overarching design principles for development in London. It recommends that development is designed to contribute to people's sense of place and enhance the character, legibility, permeability and accessibility of the neighbourhood.

The London Plan also contains a number of relevant policies on character, design and landscaping (as set out in **Appendix 2**). Policy 7.4 of the London Plan states that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass; contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area; is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings; allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area; and is informed by the surrounding historic environment.

Policy 7.7 of the London Plan sets out criteria for the location and design of tall and large buildings. It states that tall buildings should not affect their surroundings adversely in terms of microclimate, wind turbulence, overshadowing, noise reflective glare, aviation, navigation and telecommunication interference and should not impact on strategic views. It also states that the impact of tall buildings proposed in sensitive locations should be given particular consideration.

Local Plan policy DM01 highlights that all development should represent high quality design that is based on an understanding of local characteristics, preserves or enhances local character, provides attractive streets and respects the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets. Policy DM15 states that development

adjacent the green belt should not have a detrimental impact on visual amenity and respect the character of its surroundings. Local Plan Policy CS5 states that West Hendon is a location where tall buildings may be appropriate

Vision

The Proposed Development seeks to secure the regeneration of the West Hendon Estate by transforming the existing estate of poor quality buildings and disconnected external spaces into a thriving and cohesive neighbourhood. The Applicant's DAS identifies three aims to drive this vision:

- Make an enjoyable place to live – with improved public parks, play space and community facilities and new routes linking to the existing public open space and streets around the site. The new community will support and sustain the local businesses on the Broadway and in turn build a vibrant and sustainable community;
- Re-establish connections – including a clear visual connection through the site to the Welsh Harp. In addition the sites proximity to existing and improved transport infrastructure supports the principle for a high density community;
- Create a distinct part of London – the proposed new homes, open space and facilities will transform the existing estate providing a distinct character related to its natural and urban setting adjacent to the Welsh Harp.

The application material secures these concepts through the design guidance, development specification and parameter plans as submitted for approval, with further articulation of the vision, concept and Masterplan set out within the Design and Access Statement.

Design Guidance

The application is accompanied by a Design and Access Statement (DAS) that sets the design and access principles for the development. The DAS sets out the key urban and landscape design principles that have been established through the West Hendon illustrative Masterplan, together with the design evolution that has taken place since the previous iteration of the site proposals as consented.

The contents underpin the parameter plans relating to the outline elements of the scheme, and identifies further description of the detailed element of the scheme within Phase 3a.

The development specification and parameter plans, as approved, are supplemented by Urban Design Guidelines setting clear guidance as to the intended form, scale and character of the individual buildings and places that will be consented as part of the scheme. This guidance is intended to inform architects responsible for the design of individual buildings, together with future local authority officers and members to assist in a cohesive decision making process.

The Urban Design Guidelines are designed to provide clear principles and best practice to be incorporated into all future development. They are intended to be flexible and subject to change during the life of the development, taking into account lessons learnt and required changes. The Urban Design Guidelines have been significantly updated since the initial application following review by officers and their advisors.

The Urban Design Guidelines are structured as follows:

- Chapter 2 – Site wide Principles
This sets out principles to be achieved across the site in order to achieve the characteristics as identified within the illustrative Masterplan. This incorporates site

wide principles for layout and street hierarchies, building form, interface of buildings with the public realm, roof detailing, materials, car and cycle car parking, bridge design, environmental considerations, security and inclusive design.

- Chapter 3 – Streets and Spaces

This section sets out specific design guidelines for each individual street and space identified within the illustrative Masterplan. This includes character principles, building elevations and interface between buildings and the street.

- Chapter 4 – Tall Buildings

This section sets out the main architectural principles that must be incorporated within the four tall buildings identified along the edge of the reservoir. This includes principles for the placement, orientation, form, facade, detailing, public realm interface and environmental considerations.

- Chapter 5 – Courtyards

This section addressed how residential courtyards should be configured, including principles, typologies, accessibility, play space, materials, furniture and lighting and vegetation.

- Chapter 6 – Landscape and Public Realm

This section provides guidance on the creation of public spaces, in particular York Park, Broadway Place and the Green, together with further guidance as to how landscape and public realm detailing should take place within the streetscape. This includes details of likely planting palettes, and play provision principles.

The main urban design principles established in the proposed development are set out below:

Street Network

There are currently limited clear through routes into the site from surrounding areas with poor existing connections to the north or west. There are no direct pedestrian linkages to the north providing access to leisure opportunities such as West Hendon Playing fields and the Welsh Harp, with access from the south via Cool Oak Lane limited for pedestrians and cyclists across the current bridge.

The redevelopment seeks to improve visual and physical connections through the site that are reflective of the traditional Victorian street pattern that previously existed on the site. A primary aim is to improve connections between the Broadway and York Park, together with north south linkages improving accessibility to surrounding recreation facilities.

In addition the Perryfield Way gyratory is proposed to be removed, assisting in improving the environment for pedestrians within the application site and providing a more logical vehicular network around the Broadway.

The proposed development seeks to significantly improve pedestrian routes through the site. A main pedestrian route is proposed to connect Welsh Harp and York Park with the Broadway and Hendon Railway station via Station Road. This is defined through the scheme through the proposed “Broadway Place and the Green” open space and is intended to link with a circular pedestrian route around the Brent Reservoir via the proposed pedestrian footbridges across Silk Stream and adjacent to the existing Cool Oak Lane bridge.

In addition further pedestrian priority routes are proposed to link the Broadway via Borthwick Road to proposed school and community centre, and Silk Stream Bridge access to West Hendon Recreation Ground. Perryfield Way, Milton Road and Stanley Road are proposed as

further pedestrian access points from the Broadway and to provide a service function for adjacent units.

Vehicular access is proposed from the Broadway via Cool Oak Lane through Ravenstone Road, and from Cool Oak Lane, via the access to the existing Phase 2 Lakeside development.

Within the estate two main streets are identified running in a north-south alignment parallel to the Welsh Harp and Broadway. These are:

- East Street – proposed as a formal straight street parallel to the Broadway. The northern end of East Street is completed by a public space serving the community centre;
- West Street – a shared surface street running parallel to York Park, intended to include varying widths and including small pockets of landscape and spaces with trees to be incorporated into the public realm.

A fundamental component of the proposed development highway improvements (as outlined below) is the removal of the Perryfields Way gyratory system. This will remove a significant obstacle to pedestrian and vehicular movement and will facilitate residential development to the rear of the Broadway.

The Development Specification highlights the following public realm improvements to the strategic road network as part of the wider proposals:

- Footway improvements along Station Road addressing current lack of crossing points;
- Footway improvements to West Hendon Broadway;
- Bus stop improvements;
- Widening of Station Road;
- Removal of bus lanes and Highway improvements to A5;
- Provision of two new, and two improved pedestrian crossings to the A5;
- Comprehensive streetscape improvements to Station Road and the Broadway.

Silk Stream and Cool Oak Lane Bridges

Two pedestrian bridges are proposed with the primary function of improving access between the proposed development and surrounding areas of open space.

A bridge across the Silk Stream is proposed to improve pedestrian connectivity between the development and wider community, including Goldsmith Avenue and the West Hendon Recreation Ground. This bridge is located adjacent to the school and will be an essential component in providing connections between the school and playing fields required for educational purposes. In addition it is proposed that parking provision for the school will utilise the existing car park adjacent to the recreation ground.

The detailed design and alignment is reserved, although Parameter Plan 0011P2 identifies two landing zones either side of the Silk Stream. This takes into consideration required pedestrian desire lines, together with ecological requirements. Parameter Plan 0012P2 identifies bridge levels setting maximum structural depths to take into consideration likely flood levels at 1:100 year plus climate change. These parameters have been refined in consultation with stakeholders including the Metropolitan Police, Canals and Rivers Trust, Environment Agency and Natural England.

The Design Guidelines provide further principles for the detailed design of the bridge. This includes principles for the alignment to consider security and natural surveillance, while

balancing the ecological requirements of loafing waterfowl, lighting and foundation requirements. Recommended Planning Condition 29 sets out further design requirements to be established prior to its development.

The Silk Stream bridge will be required to come forward within Phase 5 in advance of the occupation of the Primary School or prior to occupation of 75% of the units in this phase.

The Cool Oak Lane bridge is proposed as a dedicated pedestrian and cycle bridge adjacent to the listed three arch road bridge. This bridge is required to remove the need for pedestrians and cyclists to wait at the existing signalised crossing and use the main road carriageway to cross the bridge. The bridge is proposed to come forward during Phase 3 providing improved access to recreational facilities to residents of earlier phases of the scheme.

Parameter Plan 0013P2, the Development Specification and the Design Guidelines provide further principles for the delivery of the bridge. Detailed design of the bridge will be brought forward in accordance with recommended Condition 28. This includes the need to site the structure away from the existing listed bridge structure to respect its historic status.

These two bridges will facilitate a circular walking route connecting the scheme, York Park with the Welsh Harp Reservoir and recreation ground, significantly improving access to open space and the strategic Capital Ring long distance walking route, in accordance with London Plan Policies 2.18, 3.2 and 7.18, Barnet Local Plan Policies CS7, CS11, DM15.

Development Layout

The proposals for the regeneration of West Hendon were developed around an iterative masterplanning exercises, taking into consideration the 2008 consented scheme and changing requirements including development viability. This exercise is described further above and detailed within the Design and Access Statement. It involved a range of stakeholders including LBB officers and members, local residents and statutory consultees as outlined within the Applicants' Statement of Community Involvement.

The Illustrative Masterplan (**Appendix 4**) has formed the basis for the development parameters that formed the basis for the application and Environmental Impact Assessment. These establish limits of the development and the capacity of the site in accordance with social, environmental and economic constraints. This Masterplan is submitted as an illustrative plan to demonstrate how it has formed the basis of the parameter plans, development specification and urban design guidelines which are submitted for approval.

Parameter Plan 003P2, as amended following receipt of the planning application is a key drawing for the purposes of the planning application. This defines the layout of proposed buildings and development areas across the planning application site and establishes the main components of the Masterplan design proposed and subjected to Environmental Impact Assessment.

Parameter Plan 003P2 defines the development area within which reserved matters applications will be acceptable and defines the following components:

- The maximum extent of development area for each block (A, B, C, D, F, G3,4,5, H, J, K M3,4);
- An ancillary development zone whereby balconies, canopies and amenity space can be provided;

- Building footprints, identified as grey blocks behind the maximum extent of the development area.
- Maximum internal building line, determining the internal facade of the blocks, based upon daylight/sunlight assessment. This may be varied by up to 1.5m either side (shown as building zone tolerance) subject to BRE daylight/sunlight analysis at reserved matters stage. This further protects internal courtyard space within the development as further defined within the Design Guidelines.
- Minimum dimensions between buildings, taking into consideration daylight/sunlight issues together with design principles for streets and spaces identified within the Design Guidelines.

In addition within the development areas, “gaps” are identified between the maximum internal building lines, this is intended to provide relief in the facade and ensures sufficient daylight/sunlight is provided within the courtyards. These gaps should be no less than 7.5m wide. There may be potential for these gaps to move through reserved matters applications providing that proportions remain the same and that they are subject to a detailed BRE daylight/sunlight assessment.

Parameter Plans 006P2 and 007P2 further define the layout of the scheme by defining the patterns of land uses at ground and upper floors. It should be noted that due to topography the ground floor will change due to particular building frontage. This defines the following proposed land use patterns:

- Residential uses are predominant across the site;
- Propose school and community use sits behind properties fronting Ramsay Close;
- Retail/commercial frontages are proposed at the ground floor at the proposed “Broadway Square”, extending the shopping area into the site (Buildings G1, G4, H4, H3);
- Retail/commercial and community use is proposed at the ground floor of G5. The community provision within this block is subject to recommended condition 18.
- It is recognised that ground floor uses may include ancillary uses such as residential entrances, bin storage, car park entrances and car park ventilation.

Further principles for the distribution and layout of uses across the site is contained within the Design Guidelines.

Tall buildings, heights and massing

Building heights across the scheme are proposed to vary across the scheme, with the majority of buildings between 3 and 9 storeys, with taller buildings defined of between 10 and 28 storeys. This includes four towers fronting York Park of between 20 and 28 storeys. The Design and Access Statement sets out the broad rationale for the heights and massing strategy which is based upon five residential typologies that respond to different parts of the site. These comprise:

- Interface blocks – low rise interface courtyard blocks are located behind the buildings on the Broadway in order to relate to existing building scale, and provide transition to higher buildings further into the site;
- Courtyards – medium rise courtyard blocks in the centre of the site located between the lower interface buildings along the Broadway and the higher massing to the west of the site along the waterfront;
- Townhouse – low rise townhouses are located at the northern and southern ends of the site to relate to the building scale and residential typology in these locations;

- Waterfront pavilions and tall buildings – medium rise waterfront pavilions to the west of the site, linked to tall buildings with views over the Welsh Harp.

The heights of proposed buildings within the outline element of the scheme are set out within Parameter Plan 004p2 which show the maximum heights permitted within different parts of the development, as defined within the development area parameter plan as described above. This is provided in metres Above Ordnance Datum (AOD) and includes parapets, lift overruns and plant areas.

This identifies a range from 48.15 m AOD adjacent to Ramsay Close to 143.55 m AOD which is proposed to be the tallest building (up to approximately 28 storeys) in Block D4. This excludes the area submitted in detail, which includes the tall building in Block E2 which is proposed to be 26 storeys. The other tall buildings are proposed at Block D5 (118.55 m AOD, equivalent to approximately 20 storeys) and K2 (111.20 m AOD, equivalent to approximately 18 storeys).

The principle for tall buildings at West Hendon has been established through the consented scheme and Local Plan policy. The consented scheme proposed up to ten locations with between 10 and 20 storeys of up to 117 m AOD. These locations were distributed across the site, but predominantly towards the Broadway which is remote from views across the Welsh Harp.

The approach to tall buildings within the Proposed Development has been subject to iterative design review through the revised masterplanning process and now identifies four focused locations along York Park, with a set back of 20m from the edge of the reservoir. These are in comparison between approximately 18 and 28 storeys (111.20 m AOD to 143.5 AOD). As explained within the Design and Access Statement the massing of the tall buildings has been designed to provide variation between the four buildings reflecting the surrounding context.

The approach to tall buildings in this location is considered to be consistent with that of the Local Plan and London Plan policies.

Local Plan Core Strategy Policy CS5 states that West Hendon is a strategic location where “Tall buildings (8 Storeys (or 26 metres or more))” may be considered in accordance with Local Plan Policy DM05 and London Plan Policy 7.7 and Guidance on Tall Buildings (2007) by English Heritage and Cobe.

Policy 10.6.6 refers specifically to West Hendon noting that the scheme will create a focal point for the area around the local centre square which will be linked to the Welsh Harp and surrounding green spaces by landscaped green corridors. Tall buildings ranging from 8 to 20 storeys will mark out these green corridors. This paragraph refers to the consented scheme as described above and it is considered that the Proposed Development provides a different emphasis to tall buildings with a greater focus in four locations along the Welsh Harp which is compliant with the principles outlined in London Plan Policy 7.7 and Local Plan Policy DM05 as outlined below:

Table 5.4 – Assessment of proposals against Local Plan and London Plan Tall Buildings Policies

Local Plan Policy DM05: Tall Buildings	Scheme Response
DM05: Tall Buildings “Tall buildings outside the strategic locations identified in the Core Strategy will not be considered acceptable.	

<p>Proposals for tall buildings will need to demonstrate:</p>	
<p>i. an active street frontage where appropriate</p>	<p><i>The detailed application drawings for Building E2 provide detail on the ground floor solution which, given the levels across the site, provide for different elevations to different orientations. The elevations for E2 and the other tall buildings within the development will be activated not by different land uses by elevational activity and natural surveillance as detailed in the Design Guidelines. This is considered appropriate given the residential context.</i></p>
<p>ii. successful integration into the existing urban fabric</p>	<p><i>The DAS and Townscape Appraisal recognise that these tall buildings will be visual markers for this site because of their scale. The proposed towers are integrated into the scheme as a whole rather than presented as detached, isolated objects. They share a common architectural language with the midrise housing, and their form is related to the form of the courtyard blocks as demonstrated through the detailed application for Block E.</i></p>
<p>iii. a regard to topography and no adverse impact on Local Viewing Corridors, local views and the skyline</p>	<p><i>Regard has been had to the topography as a matter of good urban design evaluation and optioning. The Proposed Development will have a distinct character and identity. In part this will be the result of taking advantage of the opportunities afforded by the Site; the combination of the slope down to the west, and the presence of the reservoir, will make Broadway Place a memorable heart of the scheme; and the view of the towers across the water and the green landscape of York Park will also have a strong character. As well as these particular, site specific aspects, the architectural approach and the public realm design achieve a strong and distinct identity. The ES considers the effects on the viewing corridors and skyline, with impacts broadly divided into those from urban areas and those from open green space. The views from urban areas, such as The Broadway, The Hyde and the A406, are expected to be improved as the new buildings act as landmarks for the proposed development and local centre and add interest against the urban backdrop. However, it is recognised that negative impacts may be expected on views from Brent Reservoir and West Hendon Playing Fields when considered in</i></p>

	<i>the context of open skyline. From a townscape as opposed to a landscape perspective, the tall buildings provide a strong sense of identity to the development, marking the presence in the wider townscape of an area that today has no presence at all. This is further detailed in the townscape assessment submitted as part of the application.</i>
iv. not cause harm to heritage assets and their setting	<i>An assessment of cultural heritage has been undertaken using a range of available resources to establish the known archaeological and built heritage baseline of the application site. In terms of built heritage, the proposed development will not have any major adverse effects on designated structures, either physically or to their settings</i>
v. that the potential microclimatic effect does not adversely affect existing levels of comfort in the public realm	<i>A wind impact assessment for the proposed development has been carried out using both a qualitative desktop study and a quantitative analysis using Computational Fluid Dynamics (a mathematical model). A range of different wind conditions were considered and the effect of the development on local wind speeds, winds off-site and pedestrian comfort was assessed. This analysis identified that the proposed development has a marginal impact on wind conditions off-site. The predicted maximum wind speeds on-site are consistent with the proposed usage and as such significant additional mitigations are not recommended.</i>
London Plan Policy 7.7 Location and design of tall and large buildings	
Strategic A Tall and large buildings should be part of a plan-led approach to changing or developing an area by the identification of appropriate, sensitive and inappropriate locations. Tall and large buildings should not have an unacceptably harmful impact on their surroundings.	<i>The tall buildings have been refined as part of an iterative Masterplanning process for the whole site that has identified opportunities and constraints and identified a position for the tall buildings which is deemed to maximise site potential, and minimise impact on surroundings – the tall buildings being restricted to four locations, rather than across the site as with the consented scheme..</i>
Planning decisions B Applications for tall or large buildings should include an urban design analysis that demonstrates the proposal is part of a strategy that will meet the criteria below. This is particularly important if the site is not identified as a location for tall or large buildings in the borough's LDF.	<i>The application is supported by an illustrative Masterplan, townscape appraisal and will be controlled through parameter plans, development specification and design guidelines. These have been developed with a range of stakeholders including LBB and the GLA and are deemed to meet the criteria below. The site has been previously</i>

	<i>identified as a location for tall buildings within the Local Plan.</i>
C Tall and large buildings should: a generally be limited to sites in the Central Activity Zone, opportunity areas, areas of intensification or town centres that have good access to public transport	<i>Prior to the initial planning consent being identified the site was part of the Cricklewood, Brent Cross , West Hendon Opportunity Area within the London Plan. The site is subject to the Mayors OAPF/LBB SPG for the area. The site is in close proximity to Hendon Rail station and bus services on West Hendon Broadway.</i>
b only be considered in areas whose character would not be affected adversely by the scale, mass or bulk of a tall or large building	<i>As demonstrated within the LVIA that forms part of the ES, the Townscape Appraisal and DAS, the site is considered to be in a location suitable for tall buildings. The positioning of the towers is away from surrounding buildings (to be retained) and as such are not considered to have significant effects on existing properties, while they have been designed to be integrated with surrounding lower level buildings. It is considered that the towers will enhance the areas character, providing a clear visual marker to the site.</i>
c relate well to the form, proportion, composition, scale and character of surrounding buildings, urban grain and public realm (including landscape features), particularly at street level;	<i>The towers have been incorporated within the wider Masterplan, with parameters for surrounding blocks refined to reflect their position within the scheme. The towers have been designed to encourage residential activities at the ground floor and will have designed to be integrated within their parkland setting.</i>
d individually or as a group, improve the legibility of an area, by emphasizing a point of civic or visual significance where appropriate, and enhance the skyline and image of London	<i>The four towers will play a significant role in enhancing the legibility of the proposed development and wider West Hendon. The towers will be visible from surrounding areas and are designed to be of the highest quality architecture that will add visual interest to the local skyline.</i>
e incorporate the highest standards of architecture and materials, including sustainable design and construction practices	<i>The towers have been designed to incorporate a simple, high quality palette of materials, including brick within the facade. This is demonstrated within the detailed design for Block E, and has been incorporated into the design guidance for the wider outline scheme. The scheme has been designed to meet code for sustainable homes level four and will meet a range of sustainable design and construction practices.</i>
f have ground floor activities that provide a positive relationship to the surrounding streets	<i>The ground floor activities have been designed as open residential entrances that have a clear presence that will open up to the surrounding landscape. This is further articulated and controlled within the design</i>

	<i>guidelines.</i>
g contribute to improving the permeability of the site and wider area, where possible	<i>The four towers have been designed to integrate with the wider site-wide street pattern and act as clear visual markers along the park frontage.</i>
h incorporate publicly accessible areas on the upper floors, where appropriate	<i>The towers have been designed to incorporate communal roof terraces for residents at the top level. It is not considered that full public access to the buildings is appropriate given its location in outer London.</i>
i make a significant contribution to local regeneration	<i>The towers will ensure required density and increase in local residents will occur at West Hendon and provide a significant number of new homes for private sale. It is anticipated that these residents will bring increased commerce to the local area. In addition the improved architecture and public realm facilitated by the towers and surrounding scheme will ensure the physical transformation of West Hendon.</i>
D Tall buildings: a should not affect their surroundings adversely in terms of microclimate, wind turbulence, overshadowing, noise, reflected glare, aviation, navigation and telecommunication interference	<i>The ES has conducted a full assessment of the proposed tower blocks (to the maximum height set out in the Parameter Plans) in terms of landscape and visual impacts, wind, noise, and daylight/sunlight. Given the location it was not deemed necessary to assess aviation and navigation, and telecommunication was not considered to be an issue.</i>
b should not impact on local or strategic views adversely	<i>The LVIA demonstrates that the proposed towers will not adversely affect any strategic views.</i>
E The impact of tall buildings proposed in sensitive locations should be given particular consideration. Such areas might include conservation areas, listed buildings and their settings, registered historic parks and gardens, scheduled monuments, battlefields, the edge of the Green Belt or Metropolitan Open Land, World Heritage Sites or other areas designated by boroughs as being sensitive or inappropriate for tall buildings.	<i>Given the adjacent SSSI, a detailed assessment of likely ecological effects has been undertaken to ensure that any negative impacts caused by the towers is mitigated. This is set out within the ES and is controlled by planning condition where necessary.</i>

The GLA Phase 1 report states:

“Whilst the overall height of the scheme is in excess of the existing buildings, the width of the streets and size of the courtyards relate well to these heights without being overbearing or causing excessive overshadowing. The approach of having taller elements along the reservoir adds to the legibility of the area and marks the new park which is welcomed. The taller towers work well as a composition forming distinct elements on the skyline rather than a single mass. The towers are well proportioned and the indicative detailing and design guidelines are well considered”.

An independent assessment of the tall buildings has been commissioned by the applicant to provide a peer review of the development. Peter Stewart is a registered architect. He was Director of the design review programme at CABI (now Design Council CABI) from 1999 to 2005, during which time he was one of authors of the CABI / English Heritage Guidance on Tall Buildings, and has served on the London Advisory Committee of English Heritage.

These findings can be found in the Townscape Appraisal which concludes:

“One of the successes of the design approach is that the four towers, while prominent and distinctive, are not treated as separate from this pattern but as part of it. The overall effect is of local variety and visual incident set within strongly controlled overall coherence”.

Given the above, the iterative design process involving a range of stakeholders, and the high quality of architectural quality proposed as controlled through the parameters and design codes, it is considered that the scale and massing principles proposed for the development are acceptable. The scheme is considered to be of high quality in terms of urban design and are considered to be compliant with policies set out in the Local Plan and London Plan.

Public Realm and Private Space

The public realm is an integral part of the Masterplan and the re-provision and improvement of York Park, together with additional areas of open space and private space is an important component of the regeneration proposals. It is an essential landscape component in ensuring mitigation of ecological impacts on the Welsh Harp and transition between the urban environment of the Broadway and the estate, to the landscaped environment of the reservoir and its surroundings.

Parameter Plan 005P2 defines the proposed zones for open space, with further principles for development set out within the Design Guidelines. This defines the following:

- York Park – comprising 1.2 ha
- The Green – comprising 0.2 ha
- The Square – comprising 0.1 ha
- Further areas of 0.2ha of public and communal open space as identified through the illustrative Masterplan
- School amenity provision - comprising 0.3 ha.

Communal courtyards are proposed to provide social space and doorstep play between buildings. These will provide resident only locations in a well-landscaped, safe and overlooked environment. Residents will also benefit from private garden terraces within the courtyard with direct access to the communal area.

In addition communal rooftop gardens may be provided in private ownership blocks to be defined on a case-by-case basis at Reserved Matters stages.

The following areas of private outdoor space is to be provided within the development:

- Front gardens/privacy planting – homes are ground level will be separated from streets and footways by planting. Townhouses in Blocks M3 and M4 will have front gardens with front railings.
- Rear garden terraces – all blocks with the exception of A, M3 and M4 will offer private terraces for dwellings at ground level or adjacent to roof gardens. The individual town houses of Blocks M3 and M4 will be provided with individual private gardens.

- All upper level units will be provided with private balconies (or winter gardens) accessible direct from the living space.
- Private roof space will be provided where available, including for high-value penthouse apartments.

The Design Guidance provides clear principles for the detailed design of public realm and open space areas, with further information contained within the Design and Access Statement. In addition the detailed element of the scheme provides a defined landscape approach for the first phases of landscaping.

The site wide approach to public and private space is considered to be a significant enhancement from the existing environment where spaces around the buildings and York Park, are undefined and under-used.

Building Design

Appearance is a reserved matter for the outline element of the scheme. As such the Urban Design Guidelines provide detailed principles for the appearance of blocks. The guidance seeks to secure the high quality design that is evident in the detailed phase as discussed later within this report.

It seeks to ensure a consistent approach to design is implemented across the scheme that reflects that proposed within the detailed element. Specific characteristics for individual character areas, varied depending upon location, building typology and scale are further identified within the Design Guidelines.

Proposed buildings comprise simple facades built from high quality, limited material palette with the primary facing material to be brick. Balconies will form an important visual element of the building facades and will be constructed from high quality materials, with some potential for variation and defined within the Design Guidelines.

Buildings will be constructed with flat roofs to enable green/brown roof features, photovoltaic panels and communal amenity areas. Principles means of variation will be through changes in building height.

The Design Guidelines present a framework for the design and appearance of reserved matters applications within identified character areas.

The GLA Phase 1 report identifies the considerable pre-application design work that has taken place and welcomes the inclusion of one of the tall buildings in the detailed element of the application as this is deemed to give an indication of the quality of the outline element of the scheme. In urban design terms the GLA Phase 1 report states that

“the scheme is now considered to be of a high design quality and is strongly supported by officers. The indicative plans illustrate a high quality residential offer and a legible and permeable environment is ensured through the parameter plans and the design guidelines which is welcomed”.

An assessment of the detailed scheme, which seeks to demonstrate how subsequent outline phases may be brought forward, is set out below.

5.4 Visual Impact

The Environmental Statement considers the impacts of the development on the townscape and landscape character with reference to Character Areas and Visual Receptors, this has been supported by the preparation of a number of verified views which were agreed with officers.

The methodology for the assessment comprised of the following stages:

- Analysis of the existing landscape resources and visual context of the study area;
- Assessment of the sensitivity of the landscape and visual receptors;
- Analysis of the potential landscape and visual effects of the proposals and assessing the magnitude of change;
- Assessment of potential impacts and their significance;
- Identification of appropriate mitigation to address identified impacts;
- Assessment of the residual effects and their significance.

The key viewpoints took account of the following factors which the site is particularly sensitive to:

- Local topography and rolling landscape of valleys and ridges;
- Key settlements surrounding the site including West Hendon, Dollis Hill and Hendon;
- Areas of special and historic character including Cool Oak Lane Bridge, a Grade 2 listed structure;
- Public roads and public footpaths;
- Vegetation;
- Brent Reservoir, a Site of Special Scientific Interest (SSSI) and Local Nature Reserve (LNR) located adjacent to the site
- Open space;
- The Metropolitan Open Land (Fryent Park and Welsh Harp);
- National character area including the Hertfordshire Plateaux and River Valleys

The assessment of impacts is based upon the defined parameters within the application proposals which include maximum building heights above ground floor level. The existing Estate contains buildings of up to 14 storey blocks of flats. There are limited areas of visibility within the open countryside; however the visual envelope will be more extensive over the open landscape to the west within a 2km radius. In addition, due to the height of the existing high rise blocks on the site, some notable viewpoints from further afield may be affected. This has been taken account of when determining the viewpoints for the assessment.

Despite the increased visibility of parts of the development from the surrounding area the proposed townscape is considered to represent a long-term beneficial enhancement when compared to the existing estate as the proposals mitigate the poor quality existing environment of the high rise character area. Views into the site will also be improved as the existing high rise blocks are removed and replaced with higher quality developments.

The adverse impact on views from the Reservoir and MOL playing fields is restricted to certain view points and does not collectively remove the open characteristics. The tall buildings will remove the clear view of the sky above the defined tree line as seen from the view points. However, the high quality of the proposed development will offer visual interest, with good use of materials and lighting to introduce visual features that create a positive and mutually beneficial contrast with the green elements of the foreground.

Short term visual impacts will arise throughout the construction process to local residents, those adjoining the site and from longer-distance views, as a result of construction traffic, cranes, plant, hoardings etc. This will be especially severe and difficult to mitigate along and around West Hendon Broadway, where views will be direct and in close proximity. However,

given the short term nature of the effect, the impact is not considered to be significant and would be a temporary adverse effect on the landscape character.

5.5 Amenities of Adjoining Residents

Local Plan Policy DM01 which requires that proposals be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and future occupiers.

An assessment of the impact of the proposals on the amenities of future occupiers is considered later in this report.

As the application is in both detailed and outline forms, the impact on neighbouring residents in terms of outlook and privacy are based on the proposed parameters which control the level of development and how it can come forward.

The main controls to safeguard acceptable levels of amenity for future occupiers are within the scale threshold tables submitted as part of the design guidance and are considered below.

Dwelling Outlook

The proposed layout parameters are largely based on the layout shown on the illustrative masterplan. The layout of the proposals are such that proposed buildings within the site would generally be well separated from existing buildings adjoining the site. This is due to adequate garden depths or distances across streets. This separation between the existing and proposed dwellings is defined within the scale threshold tables.

Whilst it is recognised that the outlook for existing residents immediately adjoining the site is likely to change as a result of the proposals, it is not considered that outlook would be harmed. The scale of the buildings (height and depth) are considered to be within acceptable limits when taking account of the distances from adjoining properties and gardens and in comparison to the parameters of existing development on-site.

It is therefore considered that the proposed parameters for the development would safeguard acceptable levels of outlook for existing adjoining occupiers and would not result in unduly overbearing forms of development.

Privacy and Overlooking

The Council's Supplementary Planning Document Residential Design Guide recommends minimum distances between habitable room windows and to neighbouring gardens to protect the privacy.

Innovative design solutions are secured in the design guidelines to ensure that where the privacy distances are shorter than recommended, measures to reduce direct overlooking such as placement of windows, position of habitable rooms and the use of obscure glazing and privacy screens (where this does not prohibit sole outlook) will be used.

The Council's SPD acknowledges that shorter distances between facing habitable room windows and to neighbouring gardens may be acceptable within regeneration areas where there are material justifications. It is considered in this case, that the high quality urban environment proposed and the wider regeneration benefits of the proposals justify the relaxation of these standards.

It is therefore considered that the privacy of adjoining residents would not be unduly harmed within the proposed parameters of the development

Daylight/ Sunlight

An assessment of the impact on daylight and sunlight and overshadowing levels based on the indicative masterplan has been carried out in accordance with the BRE Guidance 'Site Layout Planning for Daylight and Sunlight'.

Natural light refers to both daylight and sunlight. However, a distinction between these two concepts is required for the purpose of analysis and quantification of natural light in buildings. 'Daylight' is used for natural light where the source is the sky in overcast sky conditions, whilst 'Sunlight' refers specifically to the light coming directly from the sun.

Overshadowing is considered in relation to gardens and amenity areas. The BRE guide advises that a garden or amenity space may be adversely affected by a development if *"the area that can receive 2 hours of sun on 21 March is less than 0.8 times its former value"*

The vertical sky component (VSC) to habitable rooms establishes the amount of daylight enjoyed on the face of the window. The BRE guide advises that a building may be adversely affected by a development if, *"the VSC at the centre of an existing main window is reduced to less than 27% or less than 0.8 times its former value"*. If with the new development in place the window does not achieve 27% VSC but is more than 0.8 times its former value then the guidelines state that skylight is unlikely to be seriously affected.

The assessment shows that in terms of daylight, most of the windows of the surrounding buildings analysed would comply with the BRE criteria for daylight, experiencing minor adverse or negligible effects. There are a number of isolated windows that would experience moderate or major adverse effects at 155 The Broadway, 163-165 The Broadway, 163a The Broadway, 177-179 The Broadway and Buildings L & M Cool Oak Lane. The windows on The Broadway are assumed to serve bedrooms which are considered to have a lower expectation of daylight and the isolated nature of the windows on Buildings L & M result in an overall significance to these buildings is considered negligible.

The assessment shows that in terms of sunlight, most of the windows of the surrounding buildings analysed would comply with the BRE criteria for sunlight, experiencing minor adverse or negligible effects. There are a small number of windows that would experience moderate or major adverse effects, these are at 6 Ramsey Close, 203-211 The Broadway and 163-165 The Broadway. However these windows will experience an adverse effect because of the reduction in winter sunlight hours only and they will continue to receive 37% (Ramsey Close) and 25% (The Broadway) annual probable sunlight hours in total which is considered to be a very good level of sunlight for an urban area.

The existing private amenity spaces that are likely to experience some effect are located to the rear of Ramsey Close to the north-west of the application site. However, the results show that each garden will continue to receive 2 hours of sunlight to at least 50% of its area on 21 March, therefore the effect is considered to be negligible. The existing private amenity spaces to the rear of the properties on Cool Oak Lane are located to the south of the application site and, due to the sun's path throughout the day, are unlikely to experience any effect.

All of the other properties surrounding the application site are used for either retail or commercial uses, and not considered to have a reasonable expectation of daylight or sunlight so as to require detailed assessment.

During the enabling works, there are likely to be increasing short-term beneficial daylight and sunlight effects to the identified surrounding sensitive receptors as a result of the progressively reduced bulk and massing on the Site thereby reducing the current obstructions which influence the amount of daylight and sunlight reaching the sensitive receptors. These beneficial effects would cease on completion of demolition, and the availability of daylight and sunlight would gradually change once more during the construction period until the massing of the Development reaches its maximum extents.

Design mitigation to ensure the potential effects were found to be negligible or at worst minor adverse have already been built into the design of the proposals. No further mitigation is therefore considered necessary.

The proposals are therefore considered to have an acceptable impact on daylight and sunlight levels at adjoining properties.

5.6 Amenities of Future Occupiers

The standards of accommodation provided for future occupiers of the development have already been considered in this report and are compliant with London Plan policy in terms of minimum space standards and amenity space provision.

The following section therefore focuses on the requirements of Local Plan Policy DM01 which requires that proposals be designed to allow for adequate daylight, sunlight, privacy and outlook for potential occupiers.

Dwelling Outlook

Development plan policy requires that new dwellings are provided with adequate outlook and this is a factor of ensuring future residents are provided with acceptable amenity.

The proposed nature of the layout of the site would ensure that future occupiers would a variety of differing outlooks. The design guidance seeks to ensure generous fenestration is provided and that dwellings are generally dual aspect. Where single aspect units are unavoidable, a northerly orientation is sought to be avoided as detailed within the Design Guidance.

As a large amount of the application is in outline form the quality of outlook cannot be fully judged until reserved matters are submitted for approval. However, the parameters and associated design guidance for the development are considered to secure the quality of amenity for future occupiers within the site.

Privacy and Overlooking

The Development Area Parameter Plan details the distances between buildings within each development zone on the site. Barnet's recommended distance between facing habitable room windows is 21m. The distances achieved between buildings in the redevelopment proposals generally fall short of this requirement averaging between 16-18m within the site.

At the shallowest point, distances are reduced to 12m but in other areas in excess of 20m can be achieved. Within the site, the typical distance across streets (front-to-front) averages between 12-17m.

In order to reduce the impact of the lower than recommended facing window distances within the site (and consequential reduced distances to adjoining gardens), several innovative design solutions are secured within the design guidance. These include position of windows, layout of rooms and use of obscured glazing and privacy screens.

The Council's SPD acknowledged that shorter distances between facing habitable room windows and to neighbouring gardens may be acceptable between new build properties and within regeneration areas where there are material justifications.

Given the high standard of accommodation of the proposed dwellings and the requirements to meet minimum internal space standards, the average distances that are capable of being achieved as demonstrated within the submission are considered acceptable. Where the minimum distances are at their lowest, officers are satisfied that the design guidance would minimise the impacts to acceptable levels.

The scheme is considered to be compliant with development plan policy as it relates to the amenities of the future occupiers of the dwellings proposed and the design approach is considered, for the reasons outlined above, to provide future occupiers with acceptable amenities. The development is therefore found to be satisfactory in this regard.

5.7 Amenity Space and Open Space Provision

The NPPF promotes healthy communities. The provision of open space and play space makes an important contribution to achieving this (paragraph 69).

London Plan policy 2.18 *Green infrastructure: the network of open and green spaces* sets out strategic applications and planning decisions and LDF guidance supporting the protection, promotion and management of London's green infrastructure.

London Plan policy 7.18 *Protecting local open space and addressing local deficiency* sets out guidance for assessing local open space needs, and promoting the protection, management, creation and enhancement of open space within strategic applications, planning decisions and LDF policies.

Local Plan policies CS5 and DM01 seek to ensure that development respects local context and distinctive local character and includes the requirements for development to provide hard and soft landscaping. It advises that proposals should achieve an appropriate level of new habitat including tree and shrub planting, and a suitable visual setting for buildings, in order to positively contribute to the surrounding area.

Local Plan policy DM15 relating to green belt and open spaces is also relevant given the proximity of the site to the West Hendon Recreation Ground to the north west which is designated Metropolitan Green Belt.

The Barnet Open Space and Recreational Facilities Assessment (2009) examined the existing availability of public open space in Barnet against relevant standards. This open space assessment identifies that the site is not within an area of recognised open space deficiency. The majority of open spaces within proximity of the site are classified overall as good or fair.

The existing estate is typical of its 1960s design in that it has very few private gardens and instead has large amounts of communal open space comprising of shared lawn areas within the horseshoe blocks and the existing York Park. These spaces are largely undefined, dominated by hard paved surfaces and mowed lawns. The existing buildings are situated within these underutilised areas.

An audit undertaken by the Applicant has identified the following existing quantum of open space:

- Public amenity space (York Park) – 14,810m²
- Communal courtyard space associated with the horse-shoe residential blocks – 9,784m²
- Communal visual amenity space (not physically usable) – 7,263m²
- Balconies – some properties have balconies but owing to lack of management controls many are not used for amenity purposes.

This equates to an existing total of 31,857m² of amenity space (ex. Balconies) and a total of 24,594m² useable amenity space.

The Applicant identifies the existing provision against existing population of the estate as follows:

- Existing population before development 1475
- Existing usable Amenity Space per person 16.7m²
- Existing usable Amenity Space per 1000 population 1.67ha

In comparison, the development proposals constitute the following:-

- Public amenity space (York Park, Broadway Place & The Green) – 16,494m² (1,684m² increase on existing)
- Communal courtyard gardens – 13,162m² (3,378m² increase on existing)
- Private amenity garden space – 5,224m² (5,224m² increase on existing)
- Private/community amenity rooftop space - 5320m² (5,320m² increase on existing)
- Balconies – 10,866m² (uplift on existing unknown)
- Front gardens / privacy planning – 1,655m²

In considering proposed provision against the proposed provision the Applicant provides the following breakdown:

- Proposed population 9,616
- Proposed usable Amenity Space per person 11.0m²
- Proposed usable Amenity Space per 1000 population 1.10ha

Proposals represent an increase in useable amenity space within defined private, communal and public areas. They represent a provision that is considered to be of an enhanced quality and usability when compared to the existing provision. Nevertheless there is a reduction in the provision of useable amenity space per 1,000 population as may be expected from such a regeneration proposal.

However, this will be further mitigated through the improved accessibility to existing areas of open space and recreation to the west of the site around the Brent Reservoir facilitated by the two new pedestrian bridges. Notably this provides:

- West Hendon Playing Fields includes two tennis courts, 9 x football pitches, a children's playground, a private bowls club, a basketball shooting hoop across a 25ha area.
- Silver Jubilee Park contains a 7 a side pitch, a football pitch and a Gaelic football pitch across 15ha.
- Woodfield Park contains 2 x 7 a side pitch, 2 x football pitches and a hard court football (Princes Park), Phoenix Canoe Club and North Circular Sailing Club.
- Welsh Harp Marginal Land which contains informal walking and recreational space.

It is noted that additional pressure will be placed upon these existing facilities from the uplift in population and enhancements to the quality of these surrounding spaces as well as local play and recreation facilities are secured through the s106 planning obligations.

Overall, despite a reduction in provision of space/1,000 population, it is considered that the overall increase in quantity of useable provision, together with the provision of new high quality and flexible public open spaces, more private and semi-private amenity spaces and the enhancements secured towards the extensive recreational resources available in the immediate surrounding area, the proposals are considered to be broadly in accordance with the London Plan and Local development plan policies.

5.8 Trees

London Plan Policy 7.21 *Trees and woodlands* seeks to ensure protection, maintenance and enhancement of trees and woodlands. The policy states that existing trees of value should be retained and any loss should be replaced. Where appropriate, planting of additional trees should be secured.

Local Plan policy DM01 seeks to ensure trees are safeguarded, and when protected trees are to be felled, replanting with a suitable size and species will be required.

The applicant submitted a tree survey of the site undertaken by independent arboricultural consultants. This identifies the type and condition of all of the trees on the site in accordance with British Standard BS5837:2005.

In response to a request from the Greater London Authority (GLA) a tree strategy has been prepared which sets out the applicant's approach to the maintenance and planting of trees across the Site. The strategy brings together and expands on the arboricultural surveys and the Design and Access Statement and Design Guidelines. It sets out the approach towards trees covering:

- The preservation and felling of existing trees on site
- The approach to a new comprehensive strategy for new tree planting within the masterplan site
- The strategy for ensuring retained and new trees are viable and maintained in the long term
- Issues surrounding trees within the SSSI generally
- The approach to siting and constructing the proposed Silk Stream Bridge through the SSSI,

Within the site a total of one hundred and eleven individual trees and one group of trees were surveyed. These were found to be of mixed condition and age providing a variety of amenity benefits. These trees have been categorised according to their quality and value:

- 21 Category A trees, of which 19 are retained
- 47 Category B trees, of which 10 are retained
- 30 Category C trees, of which 1 is retained
- 14 Category C/U or U which are assessed to be best removed for health and safety and/or landscape amenity reasons.

The submitted tree survey and landscaping details identify five Category A trees to be removed including three Limes and two Oak trees.

The three Lime trees (identified as T022, T023 and T024 in the trees submission) are a part of a line of London Plane and Lime trees identified as a part of the most significant arboricultural feature at or immediately adjacent to the current development site. The line follows the boundary of the SSSI and has a collective amenity value that exceeds the value of the individual trees in addition they contribute to screening and softening of the west Hendon estate when viewed from the east. It is considered that this group of 21 trees is worthy of inclusion within a Tree Preservation Order.

Following discussions with the Council's Tree Officer the applicant has proposed to submit amendments to the Landscaping design in order to ensure that the three Lime Trees are retained. This is captured by condition with amended details to be submitted prior to commencement of the development.

Two category 'A' trees would therefore be lost as a result of the proposal. These are both Semi Mature Oak and are identified as T035 and T049 within the tree report. The trees are both located some distance from the boundary with the SSSI. Neither has been identified as appropriate for the application of a TPO.

The mitigation measures for the loss of the Category 'A' trees include a new framework of oak and lime trees, including infill and consolidation of the avenue of trees recommended for

TPO. These will be supported by smaller trees – wild cherry, bird cherry, rowan, birch and alder in York Park.

The majority of the trees on site are Category B trees, of which 37 must be lost to facilitate the large-scale earth movement needed to regenerate the site. The Category C, C/U and U trees on site are managed or suffering from poor local conditions, caused by having cramped root zones or having suffered from damage or lack of care. The majority of the Category B, C, C/U and U trees are non-native to the UK.

The mitigation for the loss of Category B, C and U trees includes that existing trees should only be felled when necessary to facilitate the redevelopment. They will be replaced and supplemented in line with the street and courtyard tree planting strategy proposed. The new tree plantings will increase the proportion of native UK trees and increase the number of trees on the site. Compliance with the design guidance will ensure they are designed with adequate rooting volume for a long lifespan.

With respect to trees within the SSSI there is no intention to remove, manage or maintain trees other than in the interests of safety or where required to facilitate the proposed provision of the Silk Stream Bridge. A number of trees are in poor arboricultural condition and have features of concern including overhanging leaning limbs, limbs that are collapsed or 'hung-up' on adjacent branches and trees with weak basal unions (limbs that could fall). It is only proposed to manage such features that pose a health and safety risk where limbs overhang the boundary line. Features of concern within the SSSI will not be dealt with as they provide good habitat.

The landscape strategy identifies measures to strengthen the SSSI boundary with fencing and planting.

The trees to be retained will be protected by the use of stout barrier fencing. All fencing provided for the safeguarding of trees will be erected prior to any demolition or development commencing on the site, therefore ensuring the maximum protection. Where fencing is impractical, consideration will be given to other forms of effective above ground tree structure protection. An example of this would be a combination of Barksavers to secure the stems and a temporary load bearing surface to shield the ground.

Tree surgery should be completed as detailed in the Schedule of Trees. Where this has been identified for reasons other than to permit development, this work should be completed within the advised timescales irrespective of any development proposals.

Given the above, there are no overt or overwhelming arboricultural constraints that can be reasonably cited to preclude the proposed construction.

5.9 Community Facilities

The NPPF identifies the important role planning can take in facilitating social interaction and creating healthy, inclusive communities (paragraph 69). It advises that planning authorities should plan positively for the provision and use of shared space, community facilities and other services to enhance the sustainability of communities and residential environments and ensure an integrated approach to considering the location of housing, economic uses and community facilities and services (paragraph 70).

London Plan policy 3.16 *Protection and enhancement of social infrastructure* requires additional and enhanced provision to meet the needs of growing and diverse populations. Loss of facilities in the absence of proposals for re-provision should be resisted.

Local Plan Core Strategy Policy C10 requires that a range of community facilities be provided for Barnet's communities and is supportive of the inclusive design of community facilities and provision of efficient and multi-purpose community hubs that can provide a range of services in a single location.

Local Plan Development Management Policy DM13 outlines the approach to loss of community and education facilities and the requirements for re-provision.

Community Centre

The estate is currently served by 3 independent community facilities comprising of:

- West Hendon Community Centre 149 sq.m – currently used as a community centre.
- Marquin Centre 478 sq.m – currently leased to a church use, previous uses include a nursery and use by the Scout Association.
- 189 West Hendon Broadway 169 sq.m – is known as 189 Community Space.

These uses are consistent with land use class D1. Non-residential institutions.

The fact that the Marquin Centre is currently used as a church does not mean that the use class definition of the centre has changed from that which would facilitate its use as a community centre in the event that the lease for the church expires or is not renewed. The use of the space as a church does not mean that its use as a community resource has extinguished, it is simply being used for a different type of community access within the same use class definition. The Marquin Centre is owned by Barnet Council and it is reasonable to assume that the space would be reused as a community resource in the event that the church use ceased. This reuse could be achieved without the need for express planning permission. 189 West Hendon Broadway is a community space operating from a retail shop unit. The space is used for public community services and public exhibitions.

Therefore the total amount of community D1 land use currently within the application boundary is a total of 796sq .m.

Community cohesion is a key issue in the redevelopment and re-provision of West Hendon Estate. In their analysis of the baseline conditions of the area, the applicant has demonstrated their understanding of the value of community space to improve community cohesion on the site.

The Application Site is located in an area with a mixed existing provision of social infrastructure. Where existing provision is inadequate in terms of quality (e.g. community centres) or quantity (primary schools), the development proposals may be expected to enhance and improve social infrastructure to contribute to the achievement of sustainable development in the London Borough of Barnet.

The Environmental Statement recognises that demolition of West Hendon Community Centre will deprive residents of valuable community centres which are used by a range of vulnerable interest groups, including, young people and asylum seekers. Secondly, the demographic impact of 5,180 residents associated with the scheme could increase demand for community centres. In effect, the quantity of and accessibility to community centres may decline at the same time as demand for community centres increases. The Health Impact Assessment notes that existing Community Centres, local services and public open space, e.g. York Park

are all important for the local community. The loss of community floor-space at West Hendon Community Centre could minimise opportunities for social interaction and weaken local organisations, who could be forced to look for alternative accommodation. Responses noted in the Statement of Community Involvement note that residents were calling for a viable community centre in the estate to be used for social means.

The proposals will necessitate the demolition of 189 West Hendon Broadway during Phase 3 of the construction stage and the Marquin Centre and West Hendon Community Centre in Phase 5 of the construction stage. Interim temporary provision of an equal floorspace is captured in the S106 at phase 3c should a local need be demonstrated for such a use. This would be available until phase 5 with the provision of the permanent Community floorspace addressed below.

In response to the baseline context and the population impacts arising from the scheme the development proposals include on-site provision of a new 500sq.m community space adjacent to the primary school and 304sq.m community space in block G5 which will remain as permanent community floor space as long as there is market interest in using the space. A Community Centre facility of 500sq.m floorspace, over two floors will be constructed during phase 5 of the development adjacent to, and delivered complementary to, the proposed primary school. The key spaces in the community centre would be centre office, toilets, kitchen and flexible community rooms. In addition, it is proposed that block G5 will include 304m² of Community space on the A5. Condition 18 secures provision of the G5 community centre floorspace for a minimum period of 3 years and that the floorspace shall remain in community use unless it can be demonstrated to the satisfaction of the Local Planning Authority that there is not sufficient demand to support such a use.

The location of the community centre adjacent to the Primary school will create a community-hub for the redevelopment proposals. The Design and Access Statement and Design Guidelines state that the school is co-located with the community centre so that the community centre could make use of the school facilities, for example the hall, and external spaces out of school hours. This also creates the opportunity for a shared reception area so that the community centre could share the school's administrative staff. The S106 heads of term would secure a commuted sum for the council to secure construction of this building in association with the school site as an integrated hub therefore maximising the use of the individual spaces. In phase 6 the hub will benefit from the Silkstream footbridge giving direct access to the West Hendon Playing Fields.

The school associated community centre In the long term responsibility for the continued management of these elements will be subject to further discussions between the future occupants of the school site and other appropriate third party groups including local resident groups with the Council. It is envisaged that the centre will be run and managed in association with the school by a resident's group which will be established in due course.

Whilst the provision of 500sq.m community centre represents a loss in floorspace of 296sqm the proposed consolidation of the three existing facilities into a single centre with a reduced footprint is considered sufficient to meet existing and future needs particularly as the proposed facility will be a modern purpose built and flexible multi-functional space of enhanced quality.

Use of the Marquin Centre is addressed under the Nursery Facilities heading.

Nursery Provision

There are no existing Children's Centres within the West Hendon estate. There is a Children's Centre operating at the Hyde Primary school which is a 50 place capacity centre operating from a floorspace of 483sq.m.

Section 12.7.1.1 of the Environmental Statement identifies the future total population of the development and the age group breakdown to be applied to this total population. The future total population (5,180 residents) is arrived at by applying an average household size of 2.59 to the future number of units (the source for the average household size is the GLA Intelligence Unit). The age group breakdown is from Census 2011 data for LB Barnet as a whole. The age profile is assumed to mirror that of the local authority rather than immediate West Hendon characteristics. This analysis indicates that at completion and full occupation the development could generate a total of 381 children between the ages of 0 and 4 years old.

The development proposals include a maximum of **3,870sq.m** GEA D1 floorspace (Nursery, Primary School and Community Centres). The primary school site is anticipated to accommodate a two form of entry primary school and nursery (providing 420 places). The applicant's proposals indicate that 500sq.m of the D1 Community floorspace. It is assumed therefore that the remaining 3,100sq.m is intended to provide for the Primary School and attached Nursery to be constructed during phase 5 of the development. Assuming DfE Building Bulletin guidelines for the primary school requirements would indicate that approximately 2,230sq.m is for the primary school with the Nursery floorspace in the order of 870sq.m.

Education Provision

There are no school facilities within the West Hendon estate. The Hyde Primary School, Colindale Primary School, Parkfield Primary School, Roe Green Junior School and St Mary's and St John's CofE Primary Schools are located within 1.5 miles of the Application Site. However, following advice from LBB's 'children, young people and families' department any assumptions on surplus capacity within these schools has been treated with caution as this surplus is not distributed evenly across the range of primary school age groups. Therefore some of the schools identified as having surplus capacity may be able to accept a limited number of new pupils within a certain age range, but be oversubscribed or at capacity at other age ranges.

There are some 24 secondary schools within three miles of the Application Site. Statistics for the current academic year suggest that these schools have a total registered capacity to accommodate 30,695 pupils with spare capacity to accommodate a further 3,225 pupils. (DfE's Edubase website).

The development proposals include a maximum of 3,600sq.m GEA D1 floorspace (Nursery, Primary School and Community Centre). The primary school site is anticipated to accommodate a two form of entry primary school (providing 420 places) and nursery. External playspace is provided adjacent to the Welsh Harp and York Park, adjacent to the community centre and on the school roof. The Design Guidelines indicate that the design of the proposed primary school should meet the accessible design standards in Building Bulletin 102 (Special Education Needs) where possible.

The Environmental Statement has tested the child yield by school age bands arising from the unit size mix within the illustrative masterplan. The ES includes two sensitivity tests on total gross and net additional children from a unit size mix which assume 1) a higher proportion of one and two bedroom dwellings and 2) a higher proportion of three and four bedroom dwellings. The applicant is applying for the unit mix percentage range as set out in the Development Specification, the mix applied for differs from the mix which has been tested in the ES for 2 bed private properties and 2 bed rented properties. The table below indicates the unit mixes tested in the ES and applied for in the Development Specification.

Table 5.5 – Unit mixes tested in the ES and applied for in the Development Specification

Unit Type	Illustrative Masterplan Mix	Environmental Statement Sensitivity Tests	Development Specification
Bed	Percentage	Percentage Range	Percentage Range
Private			
1 bed	27.44%	20-35%	20-35%
2 bed	57.17%	55%	45-65%
3 bed	15.05%	10-20%	10-20%
4 bed	0.33%	0-5%	0-5%
Intermediate			
1 bed	26.83%	27-55%	27-55%
2 bed	43.21%	30-43%	30-44%
3 bed	29.97%	15-30%	15-30%
Rent			
1 bed	26.03%	20-30%	20-30%
2 bed	52.05%	52-56%	48-60%
3 bed	15.33%	10-20%	10-20%
4 bed	6.40%	4-8%	4-8%

Section 12.7.1.1 of the Environmental Statement identifies the future child yield arising from the illustrative masterplan. The analysis makes use of the Child Yield calculations from Appendix 1 SPD Planning Obligations draft (December 2012) [now published as LBB SPD Guidance on Planning Obligations April 2013]. Adjustments are made to the Child Yield calculations to determine a primary age for children aged 3-10 (as distinct from the 0-4 and 5-10 age bands which are used in the SPD). This is to determine the number of children aged 3-4 who could be expected to take up a place in the nursery to be provided as part of the Primary School. The applicant's assessment of child yield is as follows:

Table 5.6– Applicant's Assessment of Child Yield

NET ADDITIONAL CHILDREN BY AGE BAND	ES Table 12-23 & Table 12-24
Aged 0-2	
Aged 3-10	194
Aged 11-15	84
Aged 16-18	40

Table 5.7– Cumulative Child Yield Assessment

CUMULATIVE PHASED BUILD UP OF NET ADDITIONAL CHILDREN	Primary School Children Aged 3-10 ES Table 12-23	Secondary School Children Aged 11-15 ES Table 12-24

Phase 3a	6	9
Phase 3b	-6	11
Phase 3c	37	24
Phase 4	58	45
Phase 5	123	64
Phase 6	194	84

The child yield results of the illustrative masterplan testing in the ES indicate that the development has the potential to generate 92% of one form of primary school children and 56% of one form of secondary school children. The total number of children generated by the illustrative masterplan is approximately 76% of the total gross and net child yield generated from alternative scenario two. There is no testing in the ES to indicate what the maximum alternative scenario would generate in terms of primary school & secondary school children, but it is reasonable to assume that as the total gross and net child yield are greater than the number of primary and secondary school age children will also be greater.

Barnet officers and their advisers have reviewed the primary and secondary school pupils projections from the illustrative masterplan in order to a) test the findings with a discount applied only to those properties that will be rehoused within the scheme i.e. the 243 homes in LBB secure accommodation who will be relocated on-site, and b) against comparable Child Yield characteristics from the LB Wandsworth Household Survey for private homes and CoRE Lettings data for LB Barnet for the affordable homes.

Table 5.8 – LBB Assessment of Primary and Secondary School Pupil Projections

CUMULATIVE PHASED BUILD UP OF NET ADDITIONAL CHILDREN	Primary School Children Aged 3-10 LBB 2012 SPD	Secondary School Children Aged 11-15 LBB 2012 SPD	Secondary School Children Aged 16-18 LBB 2012 SPD	Primary School Children Aged 3-10 LBW & CoRE data	Secondary School Children Aged 11-15 LBW & CoRE data	Secondary School Children Aged 16-18 LBW & CoRE data
Phase 3a	17	11	4	24	14	5
Phase 3b	19	15	6	28	19	6
Phase 3c	58	29	13	76	35	14
Phase 4	110	55	25	124	58	20
Phase 5	165	74	35	161	69	23
Phase 6	224	94	46	211	82	28

The results of the Barnet officers' tests indicate that:

- There are minor differences in the total number of net additional children by age band, i.e. Primary 194–224- 211 and Secondary 84–94-82. (Applicant–SPD–LBW/CoRE).
- However, there are marked differences in the speed with which these children build up within the scheme as it is built out. Both tests run by Barnet officers and their advisers indicate that the children will arrive earlier than the applicant's assessment.
- These results indicate that the applicant's assessment underestimates the level of residual effect at the end of each phase until the school is delivered in phase 5.

The applicant recognises that the unit mix tested in the Environmental Statement for the purposes of child yield is different from that applied for within the Development Specification. The reason given for this difference is that the ES range is deemed too inflexible for the purposes of the outline planning application and subsequent reserved matters. The applicant proposes that the reserved matters applications will need to be screened for socio economic impacts arising out of any deviation from the mix assessed by the ES.

The discrepancy between the unit mix tested in the ES and the unit mix which is applied for is covered in 4 ways within the structure of the permission:

- The Section 106 Heads of Term financial contribution secured towards child yield is determined on the basis of the numbers of children arising from the Child Yield generated using the LB Wandsworth Household Survey for private homes and CoRE Lettings data for LB Barnet for the affordable homes. This amount provides for 17 additional primary school places and 15 less secondary school places to that generated in the ES testing. This figure is therefore already providing an element of flexibility in the amount of primary school places in the event that reserved matters applications exceed the impact tested within the ES.
- Planning conditions include provision for a Statement of Compliance to be submitted with each reserved matters applications. The Statement of Compliance will need to demonstrate how the application is consistent with the planning permission in all respects, including each of the Parameter Plans, the individual sections of the Design Guidelines and the Development Specification [including the Strategic Housing Mix].
- The Strategic Housing Mix set out in the Development Specification is secured by planning condition and non compliance with the mix will need to demonstrate that adverse environmental effects will not occur.
- Planning conditions require that all reserved matters applications within a Phase or Construction Sub-Phase will need to be secured prior to any development taking place within a Phase or Construction Sub-Phase.

The combination of these provisions means that Barnet Council will be able to monitor the extent to which the reserved matters applications are individually, or cumulatively, exceeding the level of impact identified within the ES. The controls requiring submission of all reserved matters applications within a Phase or Construction Sub-Phase provide a ready-made point at which reserved matters can be checked cumulatively against the original submission.

The applicant is investigating options with LBB's 'children, young people and families' department for meeting primary school provision until such time as the new two form of entry primary school (and nursery) is provided in phase 5. The Section 106 Heads of Term includes an early financial contribution (by phase 3c) to facilitate early provision of up to one form of entry primary school places through expansion of an existing local Primary School.

Section 12.10 of the Environmental Statement (pg 464) indicates that in the short-term the developer will accept responsibility for procuring, delivery and managing the mitigation elements (including the children's centre floorspace). In the long term responsibility for the continued management of these elements will be subject to further discussions with the Council. The applicant has clarified in ES Addendum June 2013 (GWHPAS-EN-RPT-0003 Version 2) that the site of a two-form primary school with a capacity of 420 pupils [and Nursery] will be provided as part of the West Hendon Development by Barratt Metropolitan LLP during Phase 5. Management of the school procurement will be the responsibility of the Council.

Retail

London Plan Policy 4.8 *Supporting a successful and diverse retail sector* supports the provision of convenience retailing particularly in district, local and more local centres and requires that additional facilities are provided in under-served areas.

Local Plan Development Management Policy DM12 seeks to protect retail uses in existing local centres and parades unless there will be no significant reduction in shopping facilities as a result and that alternative facilities are similarly accessible.

Saved UDP Policy C1(a) identifies the regeneration of West Hendon to comprise a new local town centre to include a mix of retail, commercial, community and civic uses. Although the proposed development does not propose the redevelopment of the local centre, it does seek to significantly enhance existing provision through new and improved commercial units. The applicant notes that 1,766 sq m (gross additional) 947 sq m (net additional) in proposed retail and office floorspace, together with qualitative improvements to retail and commercial floorspace through the creation of a new civic space, public realm improvements, returning vacant elements of the Broadway within the application site into active use, and to improve access for pedestrian and cyclists between the enhanced local centre, the new homes and the Welsh Harp.

The Applicant has included a retail impact assessment as part of the application. This concludes that the 2,000 new homes will generate £8.8m of retail expenditure which is well in excess of the turnover of the uplift in floorspace. The Retail Impact Assessment concludes "that there will be no adverse impacts as a result of the application proposal, that there are no sequentially preferable sites on which the proposed floorspace could be delivered, and that the application proposals are therefore considered to accord with retail planning policy at all levels and that there are no material considerations which indicate that planning permission should not be granted".

It is considered that the improvements proposed to West Hendon Broadway will significantly contribute to the future needs of residents of the new development and wider surrounding area and will play a major role in the wider regeneration of the area in accordance with London Plan Policy 4.8, Local Plan policies DM12 and Saved UDP Policy C1(a).

Healthcare

London Plan policy 3.2 *Improving health and addressing health inequalities* promotes the reduction of health inequalities, including investment in areas of London that are deprived, run-down and not conducive to good health.

The potential impact on primary healthcare facilities (GP's and Dentist) as a result of the development has been assessed in the ES. The analysis of current health facilities provision indicates that there are 13 GP surgeries within 2km of the Application Site that are currently accepting new patients. Data is only available for 11 of these surgeries. Using the NHS Choices website details of registered patients Barnet officers and their advisers have checked the assumptions on available GP list space which are set out in the Environmental Statement. The applicant's details suggest that the 11 surgeries have a combined spare capacity to accommodate around 15,000 new patients. Using NHS Choices results downloaded on 3 July 2013 officers would suggest that this capacity is in the order of 12,015 new patients to allow for revised registered patient numbers since the ES was generated and disregarding the results for Fryent Way Medical Centre which show an unusually low number of registered patients per GP.

Dental surgeries within 2km of the Application Site were also identified using NHS Choices database. The initial analysis indicated that there are 12 dental surgeries within 2km of the Application Site, of which 9 are currently accepting new fee paying NHS patients.

The analysis in the ES demonstrates that the predicted increase in population arising from the development of 3,634 gross additional population (from 1,546 to 5,180 residents) would represent an increased demand equivalent to two GP lists. The amount of new patients generated by the development may be less than this figure as this does not discount the number of people in LBB secure accommodation who will be relocated on-site. The surplus capacity within the 11 surgeries assessed provide for the equivalent of 6.6 GP lists.

There are currently 11 GP surgeries within 2km of the estate all of which are currently accepting new patients. 7 out of the 12 existing dentist practices in the same area are currently accepting new patients. It is therefore considered that the impact on health facilities in the area would be minimal.

As previously discussed the Infrastructure Delivery Plan will guide funding from the Borough's CIL charge to enhance social infrastructure capacity such as primary and secondary healthcare facilities in the Borough as a result of projected growth.

5.10 Children's Play Space

London Plan policy 3.6 states that new residential developments should include provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs. This is further articulated within the Mayor's supplementary planning guidance 'Providing for Children and Young People's Play and Informal Recreation'.

Existing children's play space within the existing estate comprise two equipped play areas within York Park and fenced court spaces by Tyrell Way. It is recognised that these areas are underused and are affected by anti-social behaviour. There is no identified doorstep playable space

The SPG sets a benchmark of 10sqm of usable child play space to be provided per child, with under-5 child play space provided on-site. As such, based upon the Applicant's child yield assumption of 318 children aged 0-18, the development should make provision for 3,180sqm of play space. It is anticipated that the majority of this provision will be provided on site, although provision for older children will require an off-site contribution.

The proposed development proposes a range of play spaces in accordance with the SPG including doorstep, local, neighbourhood and youth playable space.

Each development block includes Doorstep Playable Space (for children between 0-5 years) within its demise. This is located within the communal courtyards. There are also opportunities to develop playable space within communal rooftop gardens. This distribution ensures that Doorstep Playable Space is always within 100m of front doors (as recommended in GLA Guidance). The applicant notes that areas will exceed the minimum areas identified in the GLA. Each Doorstep Playable space will be designed as an integral part of the landscape design to suit each particular location and circumstances.

Local play space (0-11 years) will be provided throughout York Park and the applicant notes that the landscape design throughout will include play features. "The Green", is also designed to incorporate play features for Children that meet local play criteria.

York Park includes two proposed locations for Neighbourhood Play (all ages) featuring dedicated play equipment. The Southern Play Area is sited where the park intersects with The Green between Blocks E and K, and the Northern Play Area is sited at the near the proposed school site. The applicant notes that these two locations have been chosen to ensure that all children within the proposed development are within the 400m recommended maximum walking distance for a Local Equipped Area for Play (LEAP) or 1000m for a Neighbourhood Equipped Area for Play (NEAP).

The applicant acknowledges that there is a shortfall in the provision for older children (12+) of the development which does require mitigation. This will be met by the delivery of the new Silk Stream Bridge and Cool Oak Lane Bridge which will provide access to West Hendon Playing Fields, Silver Jubilee Park and Woodfield Park Sports Ground and their associated facilities ensuring that the whole development site is within the target walking distance of 800m of youth provision. Further to this the off site Open Space Contribution provides for a new youth facility which will be located away from the New York Park area.

The Design Guidance sets out detailed principles for the delivery of play space within each reserved matters application as a mechanism to ensure that sufficient provision is made within each phase. This seeks to accord with the GLA "Shaping Neighbourhoods: Children and Young People's Play and Informal Recreation" SPG (2012) and Play England Guidance "Design for Play: A Guide for Creating Successful Play Spaces (2008).

It is therefore considered that there is sufficient space within and in close proximity to the site to fulfil the Mayor's SPG benchmark requirements for access to children's play space.

5. 11 Transport and Highways

Transportation and Highways

Introduction

This section of the report examines the transport issues related to the application. It summarises the information provided by the Applicant in the Transport Assessment (TA) in terms of the likely impacts on the transport system, as well as the mitigation measures and controls that are recommended as a means of ensuring that the proposed development can be safely accommodated on the transport system without unacceptable impacts.

Transport Assessment

The TA has been taken through a pre-application process following the developer's submission of Highways Works Considerations (Revision B), December 2011 and Stage 2 – Further Highways Considerations (Version D), July 2012 produced following a review of the previous masterplan. A number of technical notes were issued and agreed prior to submission through meetings with council highway officers and TfL.

The TA was included as part of the submission in March 2013 but had a number of areas where further clarity was required and an Addendum was submitted in June 2013. Further information followed during June and early July and it is now considered to correctly identify the scheme impacts and proposes appropriate measures to mitigate the impact of generated traffic onto the surrounding transport network.

In summary the development will provide an improved highway network by removing the existing gyratory system to avoid the need for circulatory traffic and reduction of traffic on residential roads. Increased movement generated by the development is expected to result in increased walk and cycle journeys, patronage for local rail, tube and buses, and traffic movements. This has been satisfactorily assessed and an appropriate package of mitigation measures proposed.

Previous Outline Permission and Phases

An outline application for the West Hendon site, by Barratt Metropolitan was submitted in 2004 and most recently permitted through a Section 73 application in 2008. The permitted outline application was for the construction of 2,171 residential dwellings to replace those already on the site and provide 10,000m² of commercial development and 1000m² of community space. A network of access roads, including a through road link between Cool Oak Lane and Garrick Road was provided.

Alongside the development there were proposed major modifications to the highway network which involved comprehensive widening of the A5. There was no specific trigger point associated with these major works and under the permission each phase of detailed development brought forward in accordance with the outline had to be assessed to consider the need for delivery of the scheme within that phase. A summary of the highway changes proposed as part of the previous outline application is provided below:

- The removal of the Perryfield Way gyratory system
- Cool Oak Lane / A5: removal of northbound bus lane; additional southbound lane for traffic, better pedestrian crossing facilities;

amended signal phasing and layout improvements to improve capacity;

- A5 (Cool Oak Lane to Station Road): an additional lane of traffic both northbound and southbound; reduction of footway width to allow highway widening and a new pelican crossing;
- Station Road / A5: widening at the junction to allow two-way traffic flow on Station Road, new pedestrian crossing on Station Road and right turn lanes both into and from Station Road;
- A5 (Station Road to Garrick Road): widen carriageway to allow additional lane northbound and southbound, signal controlled crossing and footway improvements;
- Garrick Road / A5: signalised junction and pedestrian crossings.
- One-way northbound operation of Wilberforce Road from Station Road to Herbert Road, removing the opportunity for 'rat running' from A5 south to Station Road via local residential streets;
- Reversal of traffic flow on Herbert Road.

The first two phases under this outline permission have been constructed known as the Pilot Phase and Phase 2a Lakeside, although none of the transport improvements have been delivered to date. This has bought forward 186 residential units consisting of 181 flats and 5 terraced houses. The pilot phase comprises of 8 terraced houses 6 of which are accessed off Tyrell Way with 6 dedicated parking spaces and 2 accessed from Cool Oak Lane with 2 dedicated parking spaces.

Lakeside is accessed off Cool Oak Lane on the site of the previous Rosemead area of the West Hendon Estate and provides 186 dedicated parking spaces. There is no vehicular connection between Lakeside and the rest of the West Hendon Estate but a pedestrian and cycle link is provided adjacent to the Welsh Harp. Some of the parking areas will be removed and re-provided as part of the proposed revised masterplan when the site is provided with a road connection to the rest of the development area. A description of the key transport elements of the new scheme are set out later in this transport section of the report.

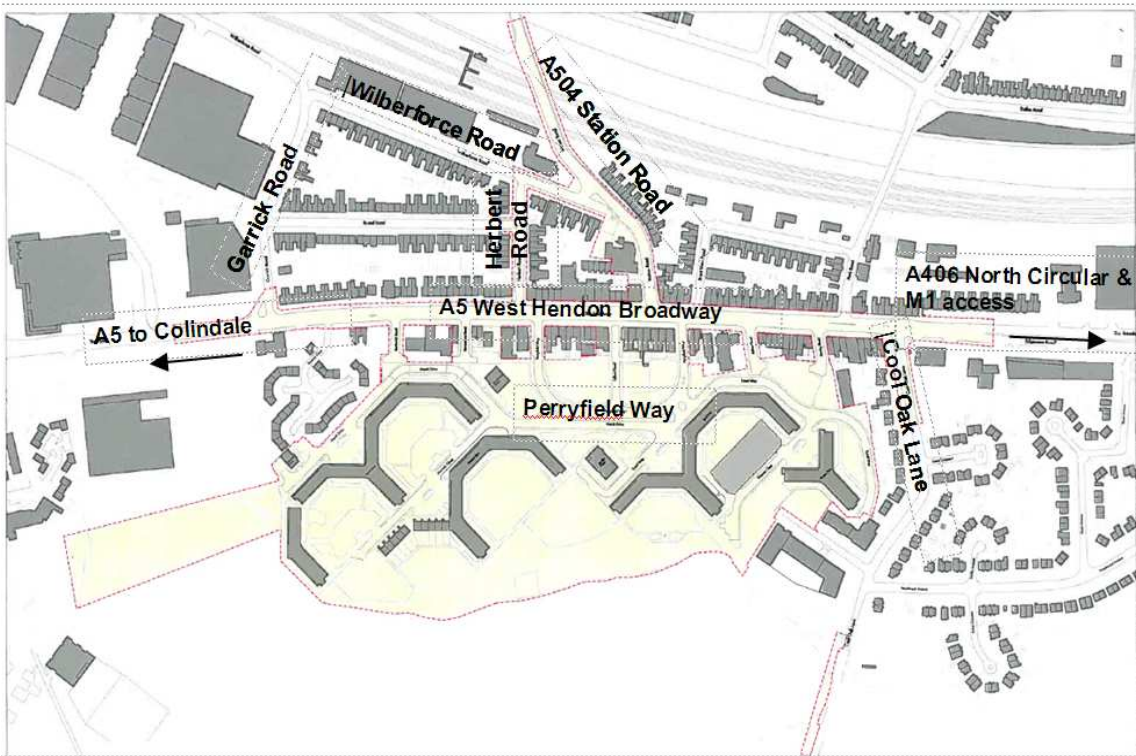
Existing Transport Conditions

The existing transport conditions are set out in detail in Chapter 4 of the TA. The site mainly comprises existing housing that forms a relatively isolated area and is bordered to the north by the small residential cul-de-sac of Ramsey Close; the southern border of the site is Cool Oak Lane with the Welsh Harp creating a western edge of the site. The east of the site is bounded by the A5 West Hendon Broadway (WHB).

WHB is the main high street area of West Hendon and is a busy road on the London Strategic Road Network (SRN) connecting north/south through West Hendon. The border to the south of the site is Cool Oak Lane with the Welsh Harp creating a western edge of the site.

Access to the development site is from Perryfield Way that forms a gyratory for northbound traffic from Station Road (A504) to WHB and WHB (south) to Station Road via Herbert Road. The A5 which is a busy strategic arterial and distributor road that connects through to the Transport for London Road Network (TLRN), including the A406 North Circular Road, and the M1 Motorway. Cool Oak Lane connects to residential areas to the west. The gyratory

system causes a number of local traffic issues for local residents on Herbert Road, Garrick Road and Wilberforce Road and Perryfield Way itself is a barrier to pedestrians on the existing West Hendon Estate.



The site currently provides 646 units formed of a series of 1960's residential estate blocks mainly from 2 to 6 storeys. A block in the centre of the site 'Franklin House' is 16 storeys. A community centre is located on Marsh Drive. The two main accesses are Tyrell Way, and Marsh Drive off Perryfield Way. Adjoining streets are Warner Close off Tyrell Way and Marriots Close off Marsh Drive. All streets are cul-de-sacs with no through roads.

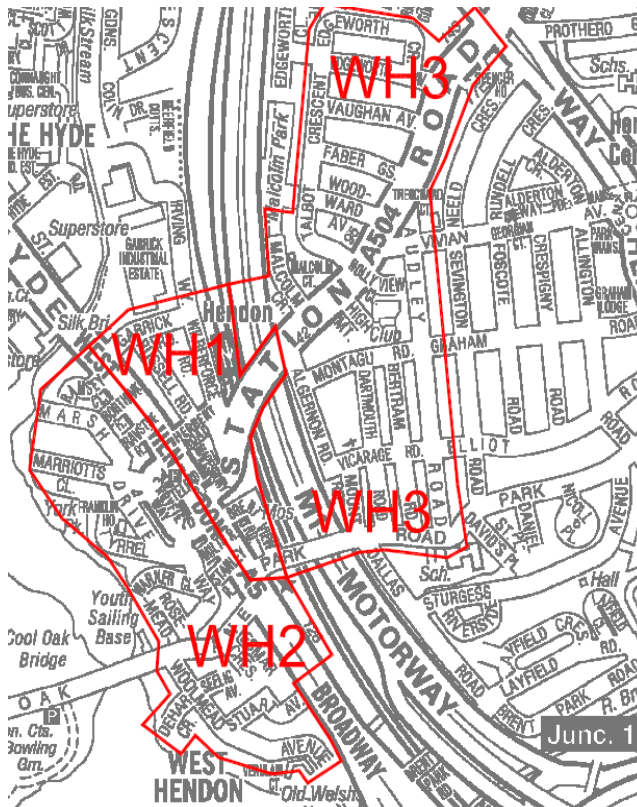
WHB fronting the site has a series of secondary commercial units with residential flats above and short cul-de-sac side streets of Ravenstone, Borthwick, Milton and Stanley Roads for rear access and servicing and some subsidiary uses. On Perryfield Way there are two car parks that back on to the rear of WHB accessed from a short cul-de-sac, Telford Road. This currently provides a pay by phone public car park and a business permit holder car park.

Existing Parking

Parking for residents is provided in groups of small car parks adjacent to blocks off the access roads. A multi storey car park was originally provided at Warner Close but the lower level was closed due to anti-social behaviour. The car park was recently demolished as part of a separate planning application and car parking is now provided on a much improved facility on one level for residents, business permit holders and the public.

The estate forms part of a Controlled Parking Zone (CPZ) WH2 on the west side of WHB that extends from Ramsey Close to the north, all streets within the estate and residential flats on the Broadway, Cool Oak Lane and roads to the south Esmar Crescent, Woolmead Avenue, Seelig Avenue, Dehar Crescent and Stuart Avenue, The CPZ parking restrictions are Monday-Friday 10-11am to prevent commuter parking. Residents who purchase parking permits are able to park anywhere within the zone during restricted hours. CPZ WH1 is east

of WHB with restrictions Monday to Saturday 9.30am-4.30pm. CPZ WH3 is further east of WHB with restrictions Monday-Friday 10-11am. A map is shown below.



Apart from the CPZ there are also WHH (West Hendon Housing) parking permit holder bays which are subject to the same restrictions.

Type of Parking	Parking spaces	Restrictions	No. of Permit Holders
Warner Close Car Park shared bays WHH (Resident), WHZ (Business) and Pay by Phone	71	Pay by Phone 9am-5pm Mon-Sat	
WHH (Resident)	194	10-11am Mon-Fri	137
WH2 (Resident)	162	10-11am Mon-Fri	44
TOTAL (Residents)	427		
WHZ (Business) on-street	14	10-11am Mon-Fri	

Short Stay Pay by Phone	37 + side roads	9am-5.30pm Max Stay 90 mins	
Long Stay Pay by Phone (Perryfield Way Car Park)	65	Pay by Phone 9am-5pm Mon-Sat	
WHZ (Business) (Perryfield Way Car Park)	20	Pay by Phone 9am-5pm Mon-Sat	10

Parking beat surveys were carried out on the estate and surrounding streets within walking distance of the site. This showed that at times of peak parking demand there is still 30% further capacity on streets within the development.

There is no spare capacity on the surrounding streets within WH2 and only 4% spare capacity in WH1. The short stay bays on Marsh Drive are underutilised with the maximum occupancy of 22%, 8 spaces, the short stay bays in WH1 zone are also underutilised. The WHZ business on-street bays are fully utilised with the maximum occupancy of 93% or 13 of the 14 spaces. The peak parking demand is generally weekday evenings and early mornings and between 12 noon and 2pm on a Friday due to parking for the local mosque.

The parking controls currently appear to suitably manage all day commuting but there are some issues relating to other on-street parking and servicing of local businesses that can impact on the A5 Bus lanes and creates some nuisance on Perryfield Way and other streets.

Pedestrians and Cyclists

Existing Pedestrian Links

There are good pedestrian connections into the site from surrounding streets from the east. Hendon railway station is within 300m of the site and provides an easily accessible means of access to this strategic public transport link. There are footways on both sides of the A5 of suitable width for a town centre location and pedestrian crossings are located at Station Road although crossing facilities along the length of the site are limited.

There are problems crossing the side streets in particular Perryfield Way and Cool Oak Lane where no pedestrian aspect signals are provided. Leisure opportunities are good by foot and The Capital Ring walking route, which goes around London, covers the eastern part of Cool Oak Lane and the whole of Park Road with a branch of the route leading up parts of WHB and Station Road to Hendon railway station. The Welsh Harp has also been identified within the Blue Ribbon network of water resources with London and is within easy walking distance.

There are poor connections to the south with access limited to footway connections adjacent to the Welsh Harp and Tyrrel Way to Cool Oak Lane. Footways are on both sides of Cool Oak Lane going east but is constrained by a narrow bridge crossing the Welsh Harp going west that is a deterrent to movement. To the north there is no access to leisure opportunities to playing fields across the Welsh Harp where pedestrians are required to walk a distance of some 950 metres along the A5.

On the site there are footway connections to all blocks but as stated earlier Perryfield Way is a barrier to movement, pedestrian islands are located either side but if walking from WHB along Telford Road it is difficult to cross the two lane carriageway. Currently traffic flows on the side streets are low giving the opportunity for pedestrians to cross. There is no visual connection on the site to WHB or the Welsh Harp which gives the estate a sense of isolation.

PERS Audit

A Pedestrian Environment Review System (PERS) audit has been undertaken for this development and comprised walking routes to public transport and local facilities. The review showed a positive result overall with 85% of routes/locations being adequately maintained and of suitable quality for the level of pedestrian demand in the area. The items that did not receive a positive result related to issues with crossing points on the A5 and side roads, bus stop improvements and access to Hendon Station.

A pedestrian survey was carried on all routes to identify current desire lines. The highest hourly pedestrian flows are focused around the Station Road Junction, which is planned to be improved. It was clear from the survey that there is considerable demand for crossing the A5 at sections where there are currently no controlled crossings but where new facilities are proposed. The PERS Audit and pedestrian survey information have been used to help understand the potential movements across WHB, barriers and required improvements to help design a scheme in which improvements for pedestrians are appropriately located.

Existing Cycle Links

Provision for cyclists in West Hendon is currently limited. There are no advance cycle stop lines at any of the signalised junctions within the study area and no dedicated cycle lanes. Although along the A5 pedal cyclists can use the bus lanes running along both the northbound and southbound carriageways. There are no formal bicycle stands for the shops along WHB and none within the residential areas, though it appears that cycles are commonly stored within flats.

The traffic surveys indicate very low cycle flows, for example the A5 corridor counts indicate only 2% cyclists. Cool Oak Lane and a section of the A5 have been recommended by TfL as an on road cycle route. Cool Oak Lane has a pinch point across the Welsh Harp where cyclists are at a disadvantage having to queue with other vehicles at signals to cross the bridge.

Quiet routes are identified through the West Hendon Estate onto the A5 at Borthwick Road but with no onward connection, and also Park Road and part of Station Road, but with better connections; through to Hendon and Brent Cross shopping centre (and to the future Brent Cross Cricklewood development) respectively.

Road Safety

Accident data was collected from TfL for the last five years and shows that a total of 108 personal injuries occurred that equates to an average of 22 accidents per annum. 98 of the accidents were slight and 10 were serious. There were no fatalities although there was a higher percentage of pedestrian (29%) and motorcycle (17%) accidents and lower level of cycle, bus and vehicle accidents compared to the Barnet average.

Of the pedestrian accidents 16 occurred along WHB where signalled crossings have not been used or were not available where the accident took place. Five of these accidents

(including one serious) were observed close to the Perryfield Way / Park Road / WHB junction.

For vehicle-only accidents, 20 of there were due to rear-end shunts, 19 due to vehicles failing to give way and 11 due to loss of control. There were a number of rear-end shunts located within the vicinity of the WHB / Garrick Road junction, as well as close to the A5 junctions with Perryfield Way. This would suggest that there could be a safety issue in these areas. In terms of serious accidents, half were due to driver error. The other five accidents involved pedestrians, the majority crossing the road into the path of a vehicle.

Two hotspots were identified at Cool Oak Lane and Milton Road. At Cool Oak Lane there were 15 slight accidents and 1 serious accident with the majority due to driver error. At Milton Road/Park Road there were 12 slight accidents and 1 serious accident with the majority due to driver error but also 1 slight and 1 serious accident occurred due to poor pedestrian judgement.

The highway proposals will include measures to reduce the accident risks as highlighted by providing clearly marked lanes for turning traffic, improved and additional signalised junctions, new and better pedestrian crossings, improved alignment, removal of the gyratory and footway improvements.

Pedestrian and Cycle Contributions

The TA Addendum included mode split tables and a summary of the development pedestrian and cycle trips is shown below:

Mode	AM Peak (8-9am)		PM Peak (5-6pm)	
	Arrive	Depart	Arrive	Depart
Walk	430	240	114	121
Cycle	23	36	29	10

TfL are seeking a contribution of £37,675 for bespoke wayfinding signage improvement for pedestrians, in the style of 'Legible London' to include a combination of plinths with detail information supplemented by finger post style signs. This is in addition to the main pedestrian routes and locations identified in the PERS Audit receiving a negative outcome, which are being included in the major highway works pedestrian improvements, including renewed pavements and signalised crossing points.

The development provides improvements to the site connectivity through the provision of a wide pedestrian route between the West Hendon Broadway and the Welsh Harp will integrate the development with the community and enhance public open space. This will be prioritised for pedestrians and link to York Park footpath that runs along the Welsh Harp waters edge between Cool Oak Lane and the proposed Silk Stream bridge. Parallel streets will be provided to serve the development with interconnecting footpaths to service all blocks. Footways will be approximately 2 metres wide in line with current LBB standards.

Carriageway widths of roads within the development are shown to be a minimum of 4.8 metres, the road adoption details have not been fully addressed in the current submission, although the applicant has stated that road adoption layout and details will be finalised as part of future Reserved Matters applications for each phase of the site. Therefore, although the proposed internal road layout is not designed with the definite intention of road adoption by the Highways Authority the internal layout has been designed in accordance with generally acceptable Manual for Streets guidelines with greater emphasis placed to reduce

vehicular speeds to 20mph or less without the need for reliance on vertical or horizontal traffic calming measures. It should be noted that the current layout does offer adequate available widths between building frontages to amend the layout to adoptable standards in most instances should the applicant wish to offer the roads for adoption by the Highways Authority.

To provide for improved cycling within the development and to the link the surrounding area a contribution of £96,000 will provide a route from Cool Oak Lane through the site and connection over the proposed Silk Stream bridge, improved cycle crossing facilities over the A5 and route to Rushgrove Park connecting to routes at Colindale.

Public Transport

Existing Bus Routes

Bus services are well provided for in the vicinity of the site, there are a total of six bus stops that are served by a four principal bus routes which allow for easy connection to a wide number of key areas of retail and employment as well as connecting to London Underground services. All bus stops except at the junction of Park Road have shelters and bus stop routing maps are located at all stops. Two bus stops have Real Time Information (RTI) although some accessibility improvements are required through the provision of raised kerbing. There is a bus stand for two vehicles on Perryfield Way that is occasionally used.

The four principal bus services operating in the area are summarised below:

Route No.	Destination	Key Connections	Max. Hourly Frequency		Operator
			Weekday	Saturday	
32	Edgware	Colindale, Edgware Community Hospital, Edgware	10	9	Metroline
	Kilburn Park	Cricklewood, Kilburn	10	9	
83	Ealing Hospital	Wembley; Alperton; Hanger Lane; Ealing Broadway	10	10	First
	Golders Green	Hendon Central; Golders Green	9	9	
142	Brent Cross	Brent Cross Shopping Centre	8	7	Arriva
	Watford Jct.	Edgware Station, Stanmore, Bushy Heath	6	7	
183	Golders Green	Hendon Town Hall, Middlesex University, Finchley Road	9	9	Transdev

	Pinner	Kingsbury, Kenton, Harrow Bus Station, North Harrow	9	9	
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Bus Route Capacity and Contribution

The TA Addendum included forecasts of passenger transport demand and a summary of bus trips is shown below:

Route Number	Route Direction	Number of passengers per bus (AM Peak)	Number of passengers per bus (PM Peak)
32	North Bound	4	2
32	South Bound	3	4
83	West Bound	6	11
83	East Bound	11	5
142	North Bound	3	2
142	South Bound	2	4
183	West Bound	6	5
183	East Bound	5	5

There are two routes in the vicinity of the development, 83 and 183 whose capacity TfL believes would be affected by this development. Routes 183 and 83 have a planning capacity of 70 passengers per bus. Recent data shows that route 183 is at capacity at WHB, with an average of 70 passengers per bus during the AM Peak hour towards Golders Green. In addition, route 83 has little spare capacity at the same time in the same direction with an average of 60 passengers per bus. Moreover, route 142 is busy during weekday mornings and afternoons although it should cope with the development.

Overall, a request to fund one additional return weekday bus journey is considered reasonable as it is likely that routes 83 and 183 will be attractive for residents of the new development as they provide links to the nearest LU station at Hendon Central. This additional journey in the peak would require a contribution of £90,000 per year over 5 years, a total of £450,000.

The modelling of the proposed highway improvements including removal of the A5 bus lanes, indicates that there may still be some additional scheme – related delays to buses. To enable TfL to accept the removal of the bus lanes and to allow for mitigation of any residual delays funding to the equivalent of an additional bus service / journey in the peak may be required. The contribution would therefore be a further £90,000 per year over 5 years at a total of £450,000. This will be subject to monitoring and more detailed modelling at Reserved Matters stage.

Existing Rail

The nearest railway station, Hendon, is on Station Road, a few minutes walk from the site. This is on the Thameslink route that runs north - south through London from Bedford to Brighton, serving both London Gatwick Airport and London Luton Airport and incorporates a suburban loop to Sutton and Wimbledon. The route through central London is via St Pancras International for connections to Eurostar and East Midlands and all London Underground services.

Travel time from Hendon to St Pancras is 17 minutes, and there are generally 4 trains per hour off peak. For services to Brighton and London Gatwick passengers need to change at St Pancras or Farringdon, and for Bedford passengers need to change at St Albans.

The Thameslink upgrade is a major £5.5 billion scheme to extend the service to a further 100 stations and greatly increase capacity with longer trains is due to be completed in 2018. Currently timetable plans and stops are not published but the new longer trains are expected to use the station and there is the potential that more direct through services could also call. The station is easily accessible by foot, has some cycle parking and a pay and display car park. A summary of the services is shown below.

National Rail	Routes Served (including interchange)	Frequency / hr (One-Way)	
		Weekday Peak	Saturday Peak
First Capital Connect	Sevenoaks – London Bridge – St Pancras – Hendon – St Albans – Luton.	2	2
Southeastern	St Albans – Hendon – St Pancras – Farringdon – Mitcham – Carshalton – Sutton	1	1
Southeastern	St Albans – Hendon – St Pancras – Blackfriars – Tooting – Wimbledon – Morden – Sutton Common – Sutton	1	1
TOTAL RAIL SERVICES		4	4

The nearest Underground station is Hendon Central, which is on the Edgware branch of the Northern line. It is directly accessible via the 83 bus service and has step-free access. The tube journey to/from Euston takes 21 minutes and has an average frequency of 4 minutes in each direction during daytime.

Rail Capacity

The TA Addendum included forecasting of passenger transport demand and a summary of rail trips is shown below. It has been assumed that 25% of rail passengers will use the Underground at Hendon Central with 75% using Hendon Station:

Mode	AM Peak (8-9am)		PM Peak (5-6pm)	
	Arrive	Depart	Arrive	Depart
Train	10	25	26	19
Underground	3	8	9	6

Capacity data for rail was obtained from TfL and showed that there are no capacity issues with the additional development trips.

Existing Public Transport Accessibility Levels (PTALs)

Public Transport Accessibility Levels (PTALS) is an accessibility index of rail, underground and bus services within given travel times from a particular location. PTAL scores range from

1 (poor) to 6 (excellent) and take into account walking distance, service reliability, number of services and average waiting time. The site has a moderate PTAL score of 3 which is an average figure in a London wide context, but above average for an outer London location and for Barnet.

Development Proposals and Phasing – Transport Impacts

The new proposals for the redevelopment and regeneration of the application site, which are embodied in this hybrid application, comprise a detailed planning application for 358 units, of which 74 units are affordable, and an outline planning application for the remainder of the site.

The outline planning application seeks permission for a residential-led mixed-use scheme including up to 2000 residential units (as a total including the residential units in the detailed planning application), a two form of entry primary school with nursery, a community centre and commercial floorspace along with associated parking provision, highways works, public realm proposals and pedestrian bridges across the Silk Stream and Cool Oak Lane. A network of access roads are again proposed within the site, including a connection between Cool Oak Lane and the A5 via the estate. The residential units are mixed tenure and 25% of the housing provided will be affordable. A summary of the phasing is shown below.

Phase	Number of Units	Cumulative Units
3a	217	217
3b	86	303
3c	358	661
4	532	1193
5	292	1485
6	515	2000

The transport infrastructure improvements are similar to those proposed for the previously approved outline scheme, although the widening of the A5 and traffic signals at Garrick Road are no longer included, due to the omission of Ramsey Close area from the latest scheme. The improvements therefore include the elimination of the Perryfield Way gyratory system that removes the barrier and segregation of the estate from WHB with associated improvements and enhancements on the A5 WHB and Station Road. This will enable the whole site to be comprehensively regenerated from the Welsh Harp to WHB.

The proposals will come forward during the phased development with the main works on the public highway being carried out in Phase 4 and they will be subject to a Section 278 Highways Agreement between the developer and the LPA. Overall, the scheme includes removal of the existing Perryfield Way gyratory and widening of the A5 will be achieved through junction improvements and removal of the existing bus lanes to facilitate two lanes of traffic in both directions. Traffic will also be removed from Herbert Road and other residential streets. A summary of the specific highway proposals is set out below:

- A new access will be constructed at Ravenstone Road connecting with WHB comprising 2 lanes outbound and 1 inbound. The junction will be signalised with a

pedestrian crossing over the estate access road. The A5 will be signalised on the approach with 2 lanes in either direction creating a 3 arm signalised junction. The A5 carriageway will be widened on the northwest side.

- Improvements to Cool Oak Lane signalised junction with the A5 including improved geometry for vehicles turning left into Cool Oak Lane from the A5, a two lane approach for A5 northbound and Cool Oak Lane, widening of the A5 southbound approach to accommodate two ahead and one right turn lanes and staggered pedestrian crossings with a central island on the northbound A5 approach.
- Removal of Perryfield Way gyratory and widening of Station Road to allow two-way flow with two right turn and one left turn lanes westbound and one merging lane eastbound. A staggered pedestrian crossing of Station road is also proposed. Carriageway widening to the northbound A5 approach to create two lanes ahead and one right turn lane are also proposed and on the A5 southbound approach one ahead left turn lane and one ahead lane together with a staggered pedestrian crossing with a central island.
- Controlled pedestrian crossing north of Borthwick Road on the A5.
- Controlled pedestrian crossing south of Stanley Road with a central island and carriageway widening to accommodate two lanes northbound from the Cool Oak Lane junction.
- Removal of northbound and southbound bus lanes between Cool Oak Lane and Perryfield Way and Garrick Road and Park Road respectively.
- A left-in, left-out (enforced by means of a central kerbed median strip) priority junction will be created with WHB at Milton Road providing limited access to and from the estate.
- Reversal of one-way traffic flow on Herbert Road.
- Two-way traffic flow on Wilberforce Road between Station Road and Herbert Road. Further detailed modelling (VISSIM) has been undertaken on residential roads, including Garrick Road, and indicates this may need to be reviewed at Reserved Matters stage to address any potential 'rat-running' issues.
- Closure of Stanley Road and Borthwick Road to vehicles.
- Right turn lane into Garrick Road from A5.
- Relayed footways between Ramsey Close and Cool Oak Lane on the A5 and to the junction with Hendon Station along Station Road.
- Fully linked signalised junctions.
- Bus stand on Perryfield Way to be re-provided (options have been assessed and the final location will be secured via a Planning Condition).

Some elements of the highway improvements are likely to be implemented as part of phase 3, such as interim improvements to Cool Oak Lane, subject to assessment at Reserved Matters stage.

The highways scheme layout plan has been subject to a number of detailed checks, in addition to which the applicant has recently submitted a Road Safety Audit (RSA), together with a Designer's Response to the safety issues raised. Officers have reviewed the documents and are satisfied that all matters raised should be capable of being addressed at the detailed design stage, as part of the Highway approvals, when more detailed RSAs will also be undertaken.

Trip Generation and Base Model Development

The development trip assessment was discussed with LBB and TfL at the pre- application stage and agreed before submission. Predicted trip rates per unit have been derived from

selected developments across London with similar characteristics such as number of units, unit type, car parking ratio and public transport accessibility. Peak hours were agreed for assessment following traffic surveys carried out on local roads as follows: AM Peak 8-9, PM Peak 5-6 Weekday and Saturday Peak 12noon-1pm. A summary of base traffic flows is shown below.

Road (Direction)	2011 Base Flow	
	AM Peak	PM Peak
WHB (N) (Cool Oak Lane to Perryfield Way(S))	814	859
WHB (N) (Perryfield Way (S) to Perryfield Way (N))	672	674
WHB (N) (Perryfield Way (N) to Garrick Road)	1017	1025
WHB (S) (Garrick Road to Herbert Road)	662	658
WHB (S) (Herbert Road to Station Road)	622	606
WHB (S) (Station Road to Cool Oak Lane)	1030	1016
Perryfield Way/Site Access	525	569
Cool Oak Lane (E)	287	279
Cool Oak Lane (W)	566	604
Wilberforce Road (S)	551	418
Herbert Road	270	270
Station Road (W)	774	670

The trip rates were applied to the number of units for residential use, floor areas for commercial and community use and number of staff and pupils for the school, to give the total trip generation for the development in each peak, as summarised below.

Land Use	Period	Arrivals	Departures
Residential	AM Peak	106	402
	PM Peak	288	156
	Saturday Peak	180	180
Commercial	AM Peak	37	34
	PM Peak	46	51
School	AM Peak	8	0
	PM Peak	0	9
Combined	AM Peak	151	436

Total	PM Peak	334	216
	Saturday Peak*	180	180

* Note that Commercial Saturday Peak flows were not modelled, which is considered acceptable

The child yield of the development confirms that all school pupil trips will be within the development. The school will be built in Phase 5 and therefore in the earlier phases children will attend the Hyde School on Hyde Crescent approximately 1km from the development.

A sensitivity test for the whole development of plus 10% has been built into the traffic modelling to allow for any fluctuations in development flows.

Traffic flows were surveyed in 2011 and 2012 to develop a base model in order to assess the development's impact. Traffic flows from current uses on the site that are being demolished were removed from the model in accordance with the phasing strategy. Trips have been distributed using existing turning movements and compared to current origin and destination data from ward Census information.

Scenarios and Transport Impact

Traffic from committed developments has been included in the modelling as background traffic growth and were agreed with LBB and TfL at pre-application stage, as follows:

- Grahame Park - Phase 1 (part of the Colindale Area Action Plan);
- Zenith House;
- Oriental City (within London Borough of Brent);
- West Hendon Lakeside and Pilot phases;
- Brent Cross Cricklewood.

The vehicle trips associated with each committed development has been taken from the Transport Assessments completed for each site.

Five scenarios have been assessed in the traffic model as follows:-

Scenario	Road Layout	Traffic Flows	Signals Optimised?
Base	Existing	2011	No
Future Base	Existing	2011 + committed development	No
Future Base with Optimisation	Existing	2011 + committed development	Yes

Interim	Existing with Cool Oak Lane improvement	2011 + committed development + 655 units	Yes
Future Year	Proposed	2011 + committed development + full development	Yes
Sensitivity Test	Proposed	2011 + committed development + 110% full development	Yes

The transport impact was modelled using industry standard network signaling software TRANSYT. The results highlighted issues with the software in modeling traffic correctly in congested networks. Following consultation with TfL and LBB it was agreed to carry out an assessment using a more detailed industry standard modeling package called VISSIM, which models the individual behavior of vehicles.

The Base Scenario showed that the network is close to capacity at present, in particular Station Road in the AM Peak and the A5 Northbound and Southbound and Station Road in the PM Peak. The Saturday Peak is under capacity except Station Road.

The Future Base (Base + Committed Development) showed high increases in queuing traffic at Herbert Road heading north on the A5, Cool Oak Lane and the A5 heading north at the junction of Cool Oak Lane in the AM Peak. Journey times are greatly increased and the network is congested and will be over saturated. The Future Base PM Peak showed high increases in queuing for the A5 southbound at Herbert Road, along Station Road and the A5 Northbound. The Saturday Peak showed high increases in queuing for the A5 Southbound,

The modeling predicts that queuing can be partly compensated for by optimising the signals which gives more green time where required at certain locations, but at some junctions queues are increased on side roads. With the development traffic from a 655 net increase in units (Interim scenario) there is generally no increases in overall queuing except on the A5 going northbound at Cool Oak Lane in the AM Peak. In the PM peak journey times are still above acceptable limits for the northbound A5 and Station Road to the A5.

With the full development traffic and highway works implemented traffic flow is greatly improved. In the AM Peak the A5 in a southbound direction shows similar queuing as experienced in the Future Base with optimisation. For the A5 Northbound similar queuing is shown compared to the Base Scenario and reduced queuing compared to the Future Base with optimisation. Station Road also shows reduced queuing in all time periods. Cool Oak Lane shows a slight increase in queuing compared to the Base Scenario but reduction compared to the Future Base Scenarios. Overall, in the AM Peak the total queuing is less than the Base Scenario.

The journey time analysis for the Full Development AM Peak shows a reduction for cars compared to the Future Base. There is a slight increase in two-way bus journey times along the A5 and significant reduction on Station Road compared to the Future Base.

In the PM Peak the A5 southbound shows reduced queuing in all scenarios. The A5 northbound shows a slight increase in queuing compared to the Base Scenario, but reduced queuing compared to the Future Base. Perryfield Way, Station Road and Cool Oak Lane

have reduced queues in all scenarios. Overall in the PM Peak the total queuing is less than the Base Scenario.

The journey time surveys in the PM Peak show a reduction for cars compared to the Future Base. There is a decrease in two-way bus journey times along the A5 and Station Road.

In the Saturday Peak the A5 southbound and northbound shows an increase in queuing compared to the Base and Future Base scenarios. Perryfield Way, Station Road and Cool Oak Lane have reduced queues in all scenarios. Overall in the Saturday Peak the total queuing is less than the Base Scenario.

The journey time surveys in the Saturday Peak show a reduction for cars compared to the Future Base. There is a slight increase in two-way bus journey times along the A5 and a slight reduction on Station Road.

In summary background traffic growth and development traffic impacts result in a network that is over capacity in the Future Base, with traffic signal optimisation and the Interim Scenarios. Remedial measures may therefore be required to mitigate any transport impacts and will be agreed following the outcome of a phase by phase transport assessment as part of a S106 agreement. A contribution cap of £600,000 has been agreed for any identified measures, which is considered acceptable.

The Full Development proposals will have a positive effect on the network, the modelled results show some imbalances in queuing but overall queuing will be reduced on the network. There are benefits to journey times for cars and although removal of the bus lane with the scheme proposals shows fluctuations in bus journey times overall there is no dis-benefit to buses. With intelligent signals that monitor queuing traffic the signal timings will be balanced to give the optimum throughput of traffic and minimum overall delays. A table summarising the development traffic flows with sensitivity test is shown below.

Road (Direction)	Future Base		Full Development + 10%	
	AM Peak	PM Peak	AM Peak	PM Peak
WHB (N) (Cool Oak Lane to Perryfield Way(S))	976	1074	1104 (+13%)	1186 (+10%)
WHB (N) (Perryfield Way (S) to Perryfield Way (N))	826	885	1104 (+34%)	1157 (+31%)
WHB (N) (Perryfield Way (N) to Garrick Road)	1170	1236	1425 (+22%)	1405 (+14%)
WHB (S) (Garrick Road to Herbert Road)	809	824	1393 (+72%)	1246 (+51%)
WHB (S) (Herbert Road to Station Road)	769	743	1644 (+114%)	1217 (+64%)
WHB (S) (Station Road to Cool Oak Lane)	1180	1170	1297 (+10%)	1079 (+9%)
Perryfield Way	534	591		

Site Access			407	215
Cool Oak Lane (E)	297	293	334 (+12%)	303 (+3%)
Cool Oak Lane (W)	598	627	629 (+5%)	650 (+4%)
Wilberforce Road (S)	676	418	179 (-74%)	96 (-77%)
Herbert Road	279	303	10 (-96%)	10 (-97%)
Station Road (E)	0	0	850 (-)	610 (-)
Station Road (W)	777	687	798 (+2.7%)	758 (+10%)

The Transport Assessment Addendum included an assessment on the wider highway network. Two junctions were modelled, the A5 Edgware Road/A406 North Circular Road junction and the A41 Watford Way/A504 junction. The results showed that the development has a minimal impact on the junctions with around a 3% increase at the A5 Edgware Road/A406 North Circular Road junction and 3% increase at the A41 Watford Way/A504 junction in the AM Peak.

LBB Highways asked the applicant to assess the potential rat-running through the Masterplan site and side roads north-east of the A5 West Hendon Broadway. Two scenarios were modelled and a summary was set out in a technical note provided in June 2013 with and without rat-running prevention measures. The scenario without prevention measures showed small amounts of rat running through the development between Cool Oak Lane and the main site access of 48 in the northbound direction and 65 in the southbound direction during the AM Peak and 52 and 97 respectively in the PM Peak. A number of vehicles were also rat-running on Garrick Road and Wilberforce Road during the AM Peak, 246 vehicles were predicted to travel through Wilberforce Road to Station Road.

Prevention measures were put in place on the development site that included one-way working roads, priority movements and road closure. For Wilberforce Road rat-running was prevented by one-way working from Station Road to Herbert Road and showed that rat running was eliminated. The above measures, both for local streets and within the development, will be assessed in detail as part of a phased Transport Assessment that is conditioned.

Car and Cycle Parking Provision

Residential Land Use

Residential Parking across the site is proposed to be provided at a ratio of 0.8 spaces per unit in a mixture of basement, undercroft, surface and on-street locations. On-street parking is provided along the main vehicular routes on East Road, West Road, North Road and South Road with bays located parallel or perpendicular to the pedestrian circulation routes. Some street level parking in Phase 3 is temporary and will be built over in Phase 5, but parking will be re-provided in undercroft and basements within building blocks.

For the detailed application in block E parking is provided in undercroft and basement levels and accessed via a ramp with secure access. In blocks G1 and G2 undercroft parking is provided with a ramped access off Perryfield Way. In undercroft areas ceiling heights are

generally 2.2 metres but this also incorporates an additional 500mm for services. The service ducting will be subject to detailed design so that the recommended height of 2.6 metres is achieved above wheelchair accessible spaces.

Under the London Plan and Barnet's Local Plan, the maximum residential car parking requirements are as shown below.

Number of Bedrooms	Maximum Parking Provision
1	1 to less than 1 per unit
2 (LBB)	1 – 1.5 per unit
2 (GLA)	1 to less than 1 per unit
3	1 – 1.5 per unit
4+	1.5 – 2 per unit

The approach to assessing residential car parking demand across the development is based on a national research project undertaken by the Department for Communities and Local Government (DCLG). The results of the research were published in May 2007 in a document titled 'Residential Car Parking Research' and is accepted as a robust assessment procedure. Data is available from the 2001 Census that cross-tabulates the number of households owning 0, 1, 2, 3 and 4+ cars/vans, against dwelling type (house or flat), dwelling size (number of rooms) and tenure (owner occupied and shared equity/rented). The most recent 2011 Census does not currently provide this cross tabulated data but a council review has been undertaken as a check and following this the 2001 data is considered acceptable.

To ensure the analysis is robust, a further assessment has been carried out using car ownership data outlined in TEMPRO, which provides growth in car ownership in line with forecast data outlined by the DfT. The car ownership growth factors between 2001 and 2026 have been taken from TEMPRO (for the whole borough of Barnet) and have been applied to the 2001 Census Data for Barnet to understand the potential percentage split of car ownership for the year 2026, as set out in the following table..

// Type	Tenure re	No. of Rooms	No. of proposed Units	Predicted Car Ownership	Parking Demand (Average)
House	Private	4	4	1.13	5
House	Private	5	6	1.29	8
House	Private	6	5	1.35	7
House	Affordable	5	4	0.89	4
House	Affordable	6	6	1.02	6
Flats	Private	2	403	0.78	315
Flats	Private	3	857	0.78	664
Flats	Private	4	228	0.94	215
Flats	Affordable	2	125	0.44	55
Flats	Affordable	4	254	0.67	170
Flats	Affordable	5	105	0.80	84
Flats	Affordable	6	3	1.02	3
Total				0.77	1534

The analysis has made a number of technical assumptions but indicates that future average car ownership by proposed tenure and unit size would result in a demand for some 1534 spaces for owned cars or a ratio of approximately 0.77 spaces per unit.

The table below shows the development breakdown compared to the LBB Maximum Parking Standards with the Lower (1466) and Upper (2738) parking levels set out. The development will provide 1,600 parking spaces and is therefore policy compliant. Although this could be considered to be on the low side given the site PTAL, in practice there is an extensive range of local bus services covering all points of the compass and the Thameslink station is close by. There are also local facilities in the West Hendon district centre, including those that will be provided as part of the development itself. This provides a reasonable level of comfort that overall, the proposed parking ratio of 0.8 can be considered appropriate. Parking is expected to be allocated separately to the individual unit leases and on a long lease to houses on the site.

Number of Bedrooms	Number of Units	LBB Maximum Parking Standard	
		Lower	Upper
1	544	0	544
2	1092	1092	1638
3	345	345	518
4	19	29	38
Total	2000	1466	2738

The average car ownership gives a good indication of the likely parking demand and it is noted that by leasing on a demand basis this will maximise the use of the spaces and reduce the need for dedicated visitor spaces.

The development does not include provision for current residents of properties on WHB and side streets who can park on the estate within the WH2 CPZ. The parking beat surveys showed that there is no spare capacity in WH2 but 4% spare in WH1. The Travel Plan strategy is intended to maximise non-car based travel and hence minimise the demand for parking. The provision of a car club will, for example, enable people to have access to a car without needing a personal parking space.

The Council will condition that to control parking levels within the site that residents will be excluded from purchasing a parking permit within the CPZ. An overall Car Parking Management Plan for the whole site will be conditioned to be submitted and approved and this will set out how parking will be constrained by limiting the number of parking spaces a property is able to lease. In addition a Phase Car Parking Strategy will be required, so that the approach to on and off street parking can be kept under review as the development rolls out. Appropriate conditions are set out elsewhere in this report and it should be noted that at reversed matters stage the number and location of parking spaces for subsequent phases will be required to be set out.

Cycle Parking will be provided in line with the London Plan which states that one space for cycles should be provided for a one or two bed unit. For those with three or more bedrooms, it is recommended that two spaces are provided. Cycle parking will be provided by a mix of secure underground parking for residents and on street facilities for visitors and for commercial premises. This is acceptable; the details of cycle parking will be agreed at Reserved Matters application stage.

For powered two wheelers, guidance has been taken from recognised (Institute of Highways Incorporated Engineers (IHIE) Guidelines for Motorcycling, in which one in 20 car parking spaces will be allocated and this is considered acceptable.

As outlined in the London Plan, electric vehicle charging points will be allocated to 20% of spaces at the site, with an additional 20% passive provision for electric vehicles in the future. Again, this is considered acceptable.

Appropriate levels of disabled parking will be provided in accordance with best practice and statutory requirements. For the detailed application accessible parking bays will be allocated to wheelchair housing standard units that will be provided at 1:1 provision. A Car Parking Management Plan will be conditioned to monitor the future provision of additional accessible parking bays.

The existing 65 Perryfield Way car park Pay by Phone spaces are being re-provided on the site. The business permit holders and short-stay Pay by Phone on-street bays are not being re-provided but there is spare capacity on street in WH1 zone, and this is therefore considered acceptable.

Other Land Uses

The additional commercial floor space as part of the proposals will be 1800m² GFA with demolition of around 1500 m² of existing commercial space along WHB, equating to a net gain of 300 m². It is proposed that no additional parking space is provided as commercial parking can be accommodated within the re-provision of the Pay by Phone spaces. It is proposed that 5% of the Pay by Phone spaces will be allocated for disabled drivers parking. These proposals are considered to be acceptable given the Conditions set out elsewhere in this report.

There are no standards for school parking and so an assessment of the likely demand has been made from other schools in north London boroughs. A parking ratio of 0.4 per staff member has been assumed that equates to 16 spaces. School parking will be provided both on and off-site with four spaces available on site for mobility impaired use, otherwise, it is proposed to provide staff parking on the Bowling Green car park that can be accessed from Goldsmiths Avenue. Access on foot from the car park to the school will then be made via the proposed Silkstream bridge across the Welsh Harp. It will be conditioned for the bridge to be in place before the school is occupied. This is considered acceptable and the details of the school parking, drop off and coach pick up will be agreed under Reserved Matters.

The community centre will not provide any additional parking as will serve the residents who will walk to the centre.

Controlled Parking Zone (CPZ) Review and Exclusions

In order to investigate if there is any impact on the public highway in the vicinity of the site it is considered necessary to secure contributions towards reviews and possible modifications to the existing West Hendon CPZs WH1 and WH2 to ensure the right parking controls are in place throughout the life of the scheme. The reviews will include all parking residential, business, dual and public spaces and loading bays. A contribution of £126,000 has been agreed to carry out a base survey and review at each phase of the development. The developer will be obliged to fund all reasonable costs for any measures required following the outcome of the review. Residents will be excluded from purchasing CPZ permits and this will be conditioned. It will be necessary to amend the Traffic Regulation Order to exclude the properties from the CPZ for each phase/sub-phase of the development and will be included as a S106 obligation.

Travel Planning

A Framework Travel Plan has been submitted as part of the TA (Appendix K) which is considered to be acceptable, subject to Condition. A Travel Plan is aimed at encouraging the use of non-car modes of travel. The site has multiple uses including residential, employment, community and educational. As each of these uses have differing requirements each will require a separate Travel Plan.

In order to ensure the objectives of the individual Travel Plans are met a 'Monitoring

Contribution' is required for the Council to undertake monitoring of the objectives and targets

of the Travel Plans. This £45,000 contribution has been agreed and will be secured through

the Section 106 Agreement, which will also include the requirement for a Travel Plan

Champion for the whole site to be appointed.

To help deliver the targets of the Residential Travel Plan, the applicant has agreed to the

provision of a Residential Travel Plan Incentives Fund to be secured via the Section 106

agreement. The fund will be aimed at incentivising the Residential Travel Plan by providing

up to £300 per dwelling (£600,000 in total) for any two of the following: purchase of Oyster

Cards, subsidised Car Club Membership or for Cycle Purchase vouchers.

As this development is to be constructed in phases over a number of years the initiatives set out in each of the Travel Plans should be updated and reviewed annually until at least five years after full occupation.

Prior to the occupation of any educational premises a School Travel Plan will be submitted to the Local Planning Authority for approval and this should be reviewed annually.

As part of the travel planning a Car Club is proposed to operate within the site, initially from two spaces. This is a scheme that provides its members with quick and easy access to a car for short term hire. Members can make use of car club vehicles as and when they need them. This scheme is aimed at reducing the need for individuals to own a car. It is envisaged that additional detail of the exact location of car club parking spaces will be provided as part of Reserved Matters and, through the Travel Plan monitoring, the possibility of increasing the number of car club spaces depending on the demand will be considered and can be incorporated at the Reserved Matters stage.

Construction Management Plan

Due to the size and location of the development a Construction Management Plan (CMP) must be submitted to and approved by the local planning authority, prior to the commencement of any works within each phase of the development. The relevant condition is set out elsewhere in this report.

The CMP should also include limits on times of operation for the lorries and identify a designated safe route for lorries to ensure minimal impact on the public highway and to demonstrate how the operation and construction can be done safely. These and other requirements are outlined in Chapter 8 of the TA, which includes a number of outline management proposals that are considered acceptable at this stage, subject to submission of a full CMP at the Reserved Matters stages.

Delivery and Servicing

Refuse/recycling vehicles will require regular access upon occupation of the dwellings and for other users that currently occupy this site and are planned to in the future. The details of the proposed turning heads will need to be provided at various points, and this will be addressed as part of detailed design at the Reserved Matters stages.

Roads that are built to adoptable standards, whether adopted or not, need to be appropriate for servicing vehicle requirements. If service vehicles are required to enter private roads, the applicants will be required to sign an indemnity agreement.

A Servicing and Delivery Strategy will be needed for WHB, employment and other relevant land uses; and a Waste Management Plan condition is also proposed in order to facilitate safe refuse/recycling collection for this development.

Transport Assessment of detailed application

There is predicted to be a maximum potential net increase of 358 residential units and no increase in commercial development as part of the detailed element of the hybrid application (Phase 3A plus the proposed 27 storey tower, block E). In accordance with the earlier discussion in this transport section of the report the major highway works will not have been implemented but traffic flows will not have increased to the same extent as those assumed for the Interim traffic assessment. A series of initial improvements are however proposed and will be implemented to address identified issues related to local pedestrian and public transport infrastructure along WHB and Station Road. These will be secured via the Section 106 Agreement and are expected to comprise an improved pedestrian route to Hendon railway station, bus stop and initial pedestrian improvements along WHB and improved operation of the existing traffic signals through an optimisation programme.

Bridges

The application has provided two pedestrian bridges to improve site accessibility and connectivity. LBB will require these bridges to be built to a required standard to be detailed as part of Reserved Matters. The bridges will also not exclude the ability to provide for cyclists and will be secured through appropriate Conditions.

The Silk Stream bridge will connect from the development to the Bowling Green car park to give access to playing fields and green space for residents and primary school children and to provide access to the staff parking for the proposed school. The design has yet to be fully explored but the current proposal allows for pedestrian only with cyclists having to dismount.

A new dedicated pedestrian and cycle bridge is proposed on Cool Oak Lane adjacent to the existing highway bridge over the Welsh Harp. This will remove the need for pedestrians and cyclists to wait at the signalised crossing and use the main carriageway to cross.

Section 106 Highways and Transport Contributions

To summarise from the above Highways and Transport section of this report the Section 106 Transport and Highways package that has been agreed is set out below:

- Residential Travel Plan Incentives Fund £600,000 (£300 per unit);
- Local Bus Service Contribution £450,000 (exact timing of payments to be confirmed);
- Bus Service Compensation Payment £450,000 (subject to modelling, exact timing of payments to be confirmed);
- Local Parking Measures Contribution for CPZ reviews £126,000;
- Traffic Regulation Order amendments to exclude residents from CPZ permits £2,500 per phase/sub-phase.
- Travel Plan Monitoring £45,000;
- Pedestrian Signage improvements to Legible London standards £37,675;
- Cycle route network improvements £96,000;
- Interim Highway improvements in Phase 3 capped at £600,000.

Total of £2,407,175

It should be noted that this does not include the costs of the major highway improvements along the A5 and Station Road, as these will be subject to approval under Section 278 of the Highways Act.

Conclusion and recommendation

It is clear that the development will result in impacts on the surrounding highway if the proposed highway measures and other elements of the proposed transport package are not implemented, but that if the package is delivered the development will be fully mitigated against.

The TA demonstrates that careful and extensive work has been undertaken to examine the existing situation and to use suitable data to build acceptable models of the area. All assessment work is in accordance with national guidance and best practice on schemes of this nature and size.

Officers consider that the impacts of the development on the transport network have been robustly assessed, and that all appropriate mitigation measures and control mechanisms are provided for, should permission be granted. The planning conditions and obligations recommended in this report are considered to provide an effective framework of control and

officers therefore recommend the scheme for approval on matters relating to highways and transport.

5.12 Energy and Sustainability

London Plan Policy 5.2 requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

1. Be lean: use less energy
2. Be clean: supply energy efficiently
3. Be green: use renewable energy

It requires major developments achieve a 25% reduction in carbon dioxide emissions reduction residential buildings based on 2010 Building Regulations.

Policy 5.3 goes on to set out the sustainable design and construction measures required in major developments. Policy 5.5 and 5.6 require developments to connect to decentralised energy networks where they are available.

London Plan Policy 5.7 *renewable energy* seeks to increase the proportion of energy generated from renewable sources, and major developments should use on-site renewables to reduce carbon dioxide emissions where feasible

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

The proposals incorporate passive design features and demand reduction measures to reduce the carbon dioxide emissions of the proposed development. These include the siting and orientation of the buildings in order to make best use of natural ventilation and sunlight and reduce adverse noise impacts.

No solar water heating will be provided. All units will be ultimately connected to the Energy Centre, which uses a combination of gas-CHP and gas-fired boilers to deliver low carbon heat and hot water across the site. This will control and centralise flue gas emissions away from residential units and facilitates accurate monitoring and action where necessary.

Since thermal arrays compete for roof space with solar PV arrays, implementing the two technologies in tandem would not be feasible for this development; therefore no solar water heating will be provided. As all dwellings will be linked to the District Heating network, solar thermal systems are not considered appropriate.

Since all blocks will achieve in excess of 25% CO₂ reductions once the CHP engine is brought on line (36% average for the site), they will be Code level 4-compliant without relying on PV. Therefore, rather than allocating PV according to the need for compliance for each

block, it is proposed that arrays are sited according to the best solar resource, i.e. roofs with less than 20% overshadowing.

It is proposed that the maximum PV provision for the scheme as a whole is 383 kWp, with 39.3 kWp distributed between blocks G2 and E3, which form part of the detailed application. This equates to a renewable contribution of 2.1% for the Detailed Application, and 4.0% for the development as a whole, including all residential and non-residential emissions, as well as all emissions from unregulated energy loads.

In order to ensure that the sufficient carbon dioxide savings are achieved for future phases of the development, a condition has been imposed requiring details of the solar panels to be submitted setting out the expected reductions that will be achieved.

5.13 Biodiversity

London Plan Policy 7.19 relates to biodiversity and access to nature, and requires that proposals plan for nature from the beginning of the development process and take opportunities for positive gains for nature.

Local Plan Policy DM16 *Biodiversity*, requires that development proposals should seek to retain and enhance, or create biodiversity. Proposals affecting a site of importance for nature conservation (SINC) will be expected to meet the requirements of London Plan Policy 7.19E.

The Application Site is located within a predominantly urban area and is bordered to the east by housing and retail premises and residential development to the south. Brent Reservoir is situated adjacent to the site to the west and south-west with open greenspace (playing fields, allotments, parkland and scattered trees) beyond. A tree-lined stream corridor (the Silk Stream) runs along the northern boundary with further retail, business and residential development and playing fields beyond. Semi-natural habitat within the site includes amenity grassland, mature trees, residential gardens and ornamental shrubberies. There are areas of open ground at the locations of demolished buildings which now support grassland, tall ruderal species and scrub.

The Brent Reservoir Site of Specific Scientific Interest (SSSI) (also known as the 'Welsh Harp') lies immediately adjacent to the western boundary of the site and is notified primarily for its breeding and wintering bird interest. The Brent Reservoir is also designated as Local Nature Reserve (LNR) and is a Site of Metropolitan Importance for Nature Conservation (SMINC). A linear belt of trees dominated by willow *Salix sp.* species along the western boundary of the Application Site creates a habitat buffer between the site and the reservoir. This tree line extends north of the site to an area of wet woodland established either side of the Silk Stream. Fryent Country Park LNR is located approximately 1.5km to the west of the site (at its closest point) and is cited as 'the largest area of countryside' in the London Borough of Brent.

Surveys of terrestrial breeding bird surveys and waterbird and wintering bird surveys were undertaken as part of the ES. This identified what birds were using the reservoir and what areas of the reservoir they utilise.

The ES concludes that there will be a direct impact on the SSSI with the construction of the Silk Stream Bridge and works close to the eastern boundary and indirect impacts on the birds using the Reservoir as a result of noise disturbance from demolition and construction activities. During the operational phase there is the potential for light pollution from the

artificial light sources, increased predation from cats and collision with windows in the tall buildings. Mitigation measures proposed to minimise the above impacts include:

- Establishing a buffer zone of at least 20m adjacent to the eastern boundary of the SSSI
- Minimise the area of disturbance in the Sensitive design of Silk Stream Bridge, which has been discussed in principle with Natural England and the Canals and Rivers Trust.

Through the consultation process Natural England raised an objection to the proposed development, their main concern being the potential disturbance from demolition activities of birds on the reservoir during the nesting season. Further noise mapping of these likely activities was prepared and submitted in an ornithological report to Natural England for information.

Natural England have withdrawn their initial objection subject to a number of conditions:

- Prepare a mitigation and monitoring plan with an ecologist, noise specialist and Natural England. This will include monitoring of the effect of noise on the breeding bird population
- The number of artificial nesting habitats to be agreed with Welsh Harp Conservation Group.
- Development of a long term management plan to offset the negative impacts from increased recreational activity.

Ecological surveys have been undertaken as part of the ES. The development is not expected to lead to any significant impacts on bats in terms of habitat loss or fragmentation as the existing mixture of buildings, trees and amenity open space will be broadly maintained throughout and at the end of the construction period.

No confirmed bat roosts were identified during the inspection of the buildings or the trees. However, the buildings on site have potential to support low numbers of common crevice dwelling bat species on an occasional basis. In addition, six trees within the site have been assessed as having the potential to support roosting bats and four trees with potential to support roosting bats will be felled. In order to ensure the felling of the trees avoids the injury or killing of bats or habitat disturbance, a bat licensed ecologist will visit the site prior to each phase of demolition and categorise the buildings/parts of buildings (as appropriate) into those that can be demolished without further inspection and those where a precautionary approach will be taken.

In order to mitigate against the loss of potential roosts, a minimum of 10 bat boxes or bat bricks will be installed directly into or on the external faces of the new buildings on site linked to suitable foraging habitat along the adjacent Brent Reservoir. A minimum of twenty further bat boxes will be installed on trees between the site and Brent Reservoir.

Each phase of construction will include provision of bird nest boxes and bricks, which will mitigate for the loss of nesting opportunities currently provided by the existing buildings. Green and brown roofs will be included within the development and will support a mixture of low-growing plant species providing both seeds and habitat for invertebrates. This in turn will create new foraging habitat for the range of bird species recorded using the site. Demolition of buildings will be undertaken outside the breeding season to ensure that the nests, eggs and young are not disturbed and the requirements of the Wildlife and Countryside Act are met.

Re-creation of herpetofauna (reptiles and amphibians) habitat including hibernation and breeding features and the eradication of potential invasive weed species will also occur.

The development proposals have had regard for the impact on the wider area's biodiversity, including the Welsh Harp SSSI, and have sought to improve biodiversity opportunities on site, where possible. This is considered to be in accordance with London Plan and Barnet local development plan policies.

A significant S106 contribution has been secured of £500,000 towards the protection and enhancement of the SSSI. Of this £300,000 will go towards securing a LWT Warden post to monitor and report on interactions between the development and the SSSI and to engage with the new residential population and estate management group. The remaining sum will be used to undertake physical enhancement of the SSSI including measures such as the provision of additional nesting or roosting sites.

5.14 Flood Risk

London Plan Policy 5.12 *Flood management* requires that development proposals comply with policies contained within PPS25 (superseded by the NPPF). Policy 5.13 sustainable drainage suggests that developments should utilise sustainable urban drainage systems (SUDS) and comply with the stated drainage hierarchy. London Plan policy 5.15 water use and supplies states that developments should minimise the use of mains water through incorporating water saving measures to meet a target of 105 litres or less per head per day. Policy DM04 environmental considerations requires that development to comply with the London Plan water hierarchy for run-off.

The Mayor's SPG Guidance for Sustainable Construction, as set out in London's Water Future – the Mayor's Water Strategy (October 2011) requires development to reduce the pre-development discharge rate by 50%, referred to in this guidance as the essential standard.

A flood risk assessment (FRA) has been submitted with the Environmental Statement. Prior to submission the scope of the FRA was agreed with the LBB, Environment Agency and Thames Water. No objection has been received from either of these statutory consultees in relation to the proposals.

The FRA has specifically considered the existing ground conditions, flood risk, the existing drainage system and the potential for the use of Sustainable Urban Drainage Systems (SUDS).

Relevant surface water features relating to the application site include two watercourses, Silk Stream and the River Brent which flow into Brent Reservoir. The site is located within Flood Zone 1 on the Environment Agency flood maps, indicating a 0.1% or less (1 in 100) probability of fluvial flooding in any one year. Residential development is classified as being acceptable within this zone and therefore the proposal satisfies the requirements for flood risk vulnerability and flood zone compatibility.

It is assumed that the proposed development will not involve works directly to Brent Reservoir or Silk Stream, except for the construction of the proposed Silk Stream footbridge (to be constructed during Phase 6) and Cool Oak Lane bridge (to be constructed during Phase 3c). Details of construction will be determined at future stages.

Consideration of ground conditions, including site investigation, identified London Clay to considerable depth and absence of groundwater. The risk of groundwater flooding is therefore considered to be low. Therefore, the FRA assumes that the London Clay remains intact and there is no anticipated interaction between surface waters and groundwaters.

The GLA recognise that infiltration is limited given groundwater conditions but have advised that a greater proportion of water should be attenuated within the site given the size of the site. A 'main' intrusive ground investigation is required to guide the detailed layout, remediation and foundation design of the remainder of the proposed development. All remediation of potentially harmful substances would be monitored and recorded to confirm the remaining ground conditions.

Over time the cumulative impact of discharges of silt pollution and hazardous substance from the site could have an impact of moderate adverse magnitude if it coincides with an extreme event; however this is considered very unlikely.

The FRA demonstrates that the proposed drainage strategy can achieve the same discharge as the existing site and reduce flooding on site to the point where it only occurs for the 1 in 100 year plus climate change. For the detailed application site constraints mean that discharges cannot be reduced as significantly, however

Due to the site's low permeability geology, infiltration SUDS are impractical and therefore attenuation SUDS will be used. These measure will include a combination of pervious pavement (lined), green roofs, swales and underground storage/ settling chambers. The SUDS measures will also provide water quality improvements, compared to the existing drainage network.

The current attenuation measures are considered to be the maximum that can reasonably be achieved given existing ground conditions and the nature of the proposals and given the projected reduction in existing flooding on site the proposals in relations to SUDs measures are considered to be acceptable and compliant with nation, regional and local policy.

5.15 Noise

As part of the ES submitted with the application an assessment in relation to the impacts of noise has been carried out for the site. The assessment considers:

- Details the existing baseline noise levels
- Presents an assessment of the site's suitability for noise-sensitive use, i.e. residential and amenity use
- Presents an assessment of the effects of the noise and vibration sources associated with the construction and operation of the development upon existing and proposed sensitive premises
- Identifies mitigation measures that will minimise any noise or vibration effect, where appropriate
- Identifies the residual effects assuming any proposed mitigation measures are in place.

The ES identifies that the site preparation and construction phases of the development will result in potentially significant noise effects during demolition and site preparation works.

The detailed construction methods are not known at this time, and therefore, the assessment presented is based on typical construction phases and activities for similar schemes, based

on previous experience. Mitigation would be required to include best practice techniques and methods to minimise and manage noise during construction including restrictions on the house of construction works, noise and vibration monitoring, considerate routing of construction vehicles and other such measures as deemed appropriate by the LBB. These will be secured through an appropriate Construction Management Plan condition on the development.

During the demolition and construction phase, the greatest noise-related impacts are likely to occur during any initial demolition, breaking out and earthworks stages when the application site is being cleared and the ground prepared/excavated. Once this is complete it is considered that the construction activities associated with the construction of new building envelopes should give rise to lower noise emissions.

The impact of the additional road traffic movements generated by the proposed development by the completion year will result in a negligible increase in noise levels for existing residents and therefore would have no significant effect. A Traffic Management Plan will provide guidance for these traffic movements.

The dominant source of noise that will affect future residents is road traffic on The Broadway. As some of the new properties will be positioned along this boundary, design measures have been recommended where necessary.

The Council's Environmental Health officer has reviewed the assessment information provided and is satisfied with the conclusions subject to the recommendation of several conditions to control noise arising from construction. In addition, conditions controlling noise from any commercial external extraction or ventilation equipment associated with the community and nursery use will be enforced, locating these high up and directed away from residential properties.

Therefore subject to the imposition of suitable conditions officers consider that the proposals will not give rise to any unacceptable adverse impacts arising from noise.

5.16 Air Quality

An assessment of the likely associated effects of the development on existing and future air quality sensitive receptors has been carried out and is detailed within the ES.

Barnet is designated as an Air Quality Management Area due to high levels of nitrogen dioxide (NO₂) and particulate matter (PM₁₀) attributable to road traffic emissions. However, this does not mean that the entire borough is at risk of having poor air quality. The areas of greatest concern are adjacent to busy roads and junctions.

In light of this, construction-phase traffic-related pollutants (NO₂ and PM₁₀) and the likely effects on air quality in relation to dust and particulates on human and residential receptors and the Welsh Harp SSSI is the focus of the assessment. However, these impacts are considered to be temporary and mitigation measures proposed within the ES (and secured through appropriate planning conditions in relation to construction management) would ensure that the impact would not be significant in EIA terms.

The implementation of construction traffic controls through a Traffic Management Plan will ensure that emissions arising from construction vehicles will not be significant.

The modelling undertaken to predict emissions related to post-construction traffic activities showed that there will be no significant residual impacts on air quality post-construction

In-design mitigation includes mechanical ventilation with heat recovery (MVHR) specified for all apartments and the installation of winter balconies where appropriate in order to minimise exposure. Commercial building exhaust vents will be positioned at a high level to minimise air quality impacts to neighbouring dwellings.

It is therefore concluded that the site is suitable for the proposed residential development from an air quality perspective.

5.17 Ground Conditions

A review of ground conditions, including groundwater has been undertaken to identify the potential for significant effects relating to land contamination and ground water from the proposed development.

The historical land use comprises of farmland until the 1880s when redevelopment for residential use occurred. The current high-rise development occurred between 1968 and 1973 replacing the lower terrace structures. There is potential for the current buildings and structures as well as and previously buried demolition rubble to contain asbestos.

The underlying geology of the study area is Made Ground; Alluvium / River Terrace Deposits; London Clay Formation of Tertiary Age; Reading Formation of Tertiary Age. A number of previous ground investigations were reviewed as part of the desk study. These confirmed the geology below the area as being Made Ground overlying the London Clay Formation.

The Environment Agency has classified the Drift deposits below and surrounding the study area as a 'Secondary A' aquifer. These are permeable layers capable of supporting water supplies at a local rather than strategic scale, and in some cases forming an important source of base flow to rivers. The higher permeability geology below the London Clay Formation are classified by the Environment Agency as aquifers. However these are expected to be protected from the downward migration of contaminants by the presence of the significant thickness of the low permeability London Clay Formation.

Given the limited identified contaminant sources and the proposed standard construction mitigation measures to be included in the Construction Environmental Management Plan (CEMP), there is not expected to be any significant pollution linkages associated with the development.

It is proposed that Ground Investigations will be undertaken for the remainder of the application site, depending on the findings of the ground investigation, it is proposed that a site specific remediation strategy and verification plan will be developed. All remediation of potentially harmful substances would be monitored and recorded according to the validation chemical testing to confirm the remaining ground conditions.

A refurbishment and Demolition asbestos survey will be prepared before any work is carried out.

Therefore subject to the imposition of suitable conditions officers consider that the proposals will not give rise to any unacceptable adverse impacts arising from ground conditions or contamination.

5.18 Cultural Heritage

An assessment of Cultural Heritage, encompassing buried archaeology, built heritage and historic town character was undertaken. There are no Conservation Areas within or adjacent to the site, Cool Oak Lane Bridge is a Grade II listed building. There are a number of non-designated built heritage assets within the site boundary:

- 181-193 St John's [Parade, The Broadway
- 229 and 231 The Broadway
- 195 The Broadway
- 234-236 The Broadway

Due to the previous wide-scale development of the site the potential for previously unknown buried archaeology is considered to be low.

The proposed footbridge that will sit adjacent to but not attached to Cool Oak Lane Bridge will affect the setting of this listed structure. Through sensitive design and construction methodology the potential impacts on the listed bridge will be minimised and considered to be minor adverse.

The demolition of the non-designated built heritage assets will result in a loss of signature buildings within the historic townscape, resulting in a small change to the historic setting of the area. This will be partially mitigated through a programme of historic building recording prior to their demolition.

The potential for buried archaeology remains and is highest in those parts of the site that have been least disturbed. A watching brief on any ground investigations and a Written Scheme of Investigation (WSI) to be agreed with English Heritage will provide mitigation. Therefore subject to the imposition of suitable conditions officers consider that the proposals will not give rise to any unacceptable adverse impacts arising on cultural heritage.

5.19 Health Impact Assessment

The Health Impact Assessment (HIA) considers health according to social and physical well-being and how these aspects of health may change as a result of the West Hendon redevelopment. The Primary Care Trust/Clinical Commissioning Group (PCT/CCG), and the CCG as the successor health organisation to the PCT), the London Health Urban Development Unit (HUDU) and the GLA were consulted by the applicant in the preparation of the HIA. The PCT has provided feedback (via the Director of Public Health) with positive comments and no suggestions for further changes to the HIA chapter. HUDU responded to say that generally the methodology and approach is sound and the scope of the assessment addresses all the key health determinants. The GLA did not comment direct to the applicant on the scope/content of the HIA and does not raise any issues in the Stage 1 Report response on the subject of health provision of the HIA.

The HIA is an acceptable assessment of the health baseline, prediction of impacts and mitigation to be provided as part of the development proposals. There are a number of health-related or social-cohesion undertakings in the HIA chapter of the ES which will be secured by way of planning condition of S106 legal agreement matters. These are as follows:

- The actual disturbance costs of the leaseholder or freeholder will be met by BMLLP, including legal, valuation and those associated with removals. 13.3.5, pg 478

- Non-secure tenants should be given enough notice, support and time to find alternative accommodation. Additional advice and support may be required for certain groups, such as elderly residents, who may be more susceptible to stress and anxiety. 13.8.1.1 pg 517
- Job advertisements and skills training opportunities should be made available to all residents wherever possible. Job opportunity advertisements for construction of the development can be posted throughout all phases, whereas retail employment opportunities are more likely to be relevant to the specific phase in which retail units are constructed. 13.9.1 pg 528 and Table 13.7 (Summary of Mitigation)
- Ensure residents are aware of sources of support for employment opportunities, such as Job Centre Plus Access to Work grants; Table 13.7 (Summary of Mitigation)
- Financial advice and assistance would help residents who need it to respond to any increases in rent prices. 13.9.1 pg 528 and Table 13.7 (Summary of Mitigation)
- Residents should be given opportunities to plan and potentially manage community activities associated with the new school and Community Centre in Phase 5. 13.9.1 pg 527 and Table 13.7 (Summary of Mitigation)

5.20 Material Resources

An assessment of the use of natural resources (such as aggregate and wood) and the generation of and management of solid waste as a result of the construction and operation of the proposed development was undertaken.

The impacts of the construction phase will be mitigated by using sustainably sourced materials, re-using and recycling waste where possible and developing a Waste Plan. The operational impacts will be mitigated by ensuring that each residential and commercial property is provided with suitable space to enable householder and businesses to effectively separate and store recyclable waste.

Therefore subject to the imposition of suitable conditions officers consider that the proposals will not give rise to any unacceptable adverse impacts arising from waste.

5.21 Wind

A wind impact assessment was undertaken for the proposed development utilising both a qualitative desktop study and a detailed quantitative analysis using Computational Fluid Dynamics (CFD). This 3D model assesses the proposed development on local wind speeds and their effect on pedestrian comfort and safety, determining the comfort criteria associated with the planned usage around the site including proposed seating areas,

There are a number of areas that are considered to have high wind speeds, however the proposed uses in these locations include leisure walking and short-term seating and the predicted maximum wind speeds are appropriate.

It is identified that the open spaces between buildings H3, H4 and G4 are not suitable for long term sitting (cafe/ restaurants) and if outdoor sitting is proposed for these areas the mitigation measures in the form of planting to optimise pedestrian comfort is recommended.

6. APPRAISAL OF DETAILED ELEMENT

Proposals

The proposed detailed layout, design, scale and appearance for two blocks have been submitted. These have been identified as Phase 3A (within wider Phase 3) and comprise Block E (E1, E2, E3 and E4) and Blocks G1 and G2. These initial sub-phases are on the Catalyst site, part of the York Park open space and the existing Perryfields Way car park and as such do not require demolition of existing state buildings. This will facilitate the first decant enabling demolition of Marriot Close and Franklin tower for subsequent phases.

The detailed proposals will provide 358 units and 131 sq m of commercial space as detailed in the table below:

Use Class	Proposed
Retail & Related Uses (Use Class A1 – A5); Office (Use Class B1)	131m ² GEA
Basement Car Parking & Plant	3,912m ² GIA / 91 spaces
Undercroft Car Parking & Plant	4,428m ² GIA / 76 spaces
Total units	358
Total affordable units (rented tenure)	74 (20.67%)
Total private mix	(21% 1b; 70% 2b; 9% 3b)
Total affordable mix (rented tenure)	(42% 1b; 41% 2b; 10% 3b; 7% 4b)
Total wheelchair units	38
Site area	1.77ha

The detailed layout and structure for Phase 3A is consistent with the indicative masterplan and the principles set out in the D&AS as outlined within the *Urban Design and Character* section of this report. The development will comprise an “interface block” adjacent to West Hendon Broadway, a perimeter “Waterfront Pavilion” (Blocks E1, E3, E4) and one of the tall buildings (Block E2). The detailed element will also deliver a substantial proportion of the reconfigured York Park, providing a consistent area of open space between Phase 2 (Lakeside) and Block E, including one of the neighbourhood play areas.

Building G1/G2 will be located on the existing Perryfield Way car park and will include 71 affordable units on 8 floors. It has been designed to run parallel with existing buildings on the Broadway, forming an enclosed block around communal space. It will form the first part of the new East Street that will replace the Perryfields Way gyratory during Phase 4. It includes a small commercial unit on the ground floor, the first of a number of commercial units that will front the new central space connecting the development to the Broadway.

Building E is located in what is currently open space between Marriots Close and Tyrrel Way directly adjacent to the SSSI and will include a total of 287 units.

Blocks E1/3/4 will comprise a lower level courtyard block with 6 to 8 floors and includes 3 affordable duplex units and 142 private units. Block E2 provides an example of a tall building along the waterside and includes 142 private units on 26 levels. The applicant has indicated that this building is likely to come forward as the last part of Phase 3A.

Scale and Design

The proposals in relation to the detailed phase are considered to be of an appropriate scale and appearance in accordance with good urban design principles considered earlier in this report.

Buildings E1, E3 and E4 consist of a group of buildings of between 6 and 8 storeys around a courtyard providing a shared amenity space. The courtyard is designed to open towards York Park to provide sufficient daylight/sunlight levels and optimise views towards the park and reservoir. This block comprises a mix of apartments, including duplex units for private sale, and social rent duplexes along West Street. The buildings around the courtyard are accessed via three cores which all extend to basement level. Cores E1 and E4 are accessed directly off West Street with fully glazed lobbies located adjacent to double height gated courtyard entrances. The third core E3 can be accessed via the courtyard or from the lower level via York Park. This core offers a visual link from the courtyard to the park and reservoir.

These buildings follow the massing principles outlined within the Masterplan, with higher elements running north to south, and lower elements west to east. This enables good daylight within the block and emphasises the grain of the development. The buildings are designed with simple facades comprising four materials: Brickwork, painted steel balconies, aluminium window frames and reconstituted stone. This approach to a simple palette is emphasised within the design guidelines for the outline scheme.

Building E2 comprises one of the four tower blocks fronting York Park and the Brent Reservoir SSSI and will be 26 floors on a footprint of 24.5x25 metres. The building has been designed to incorporate recessed balconies enabling the brick frame to be in the foreground as an ordering device for the facade. The brick frame has a vertical orientation created by deep piers to accentuate light and shade on the facade from a distance and therefore lighten the massing. The piers are punctuated by horizontal reconstituted stone courses at alternative floor levels to create a “double order” to the facade. At the top of building the brick piers rise to frame the rooftop terrace, providing a “triple order” with openness behind the frame allowing light to pass through to the top of the building.

The square between E2 and the courtyard blocks will be accessible to the public and provides views to the park and reservoir from a higher level. The entrance to E2 will have an entrance visible from West Street and the square. This entrance will be double height. The internal layout will comprise a central core with two lifts, a stair and various riser outlets, with six two-bedroom apartments on each level, four of which will be double aspect with the two others avoiding north facing single aspects. This configuration is designed to provide most residents to have a view towards the reservoir and open space beyond. At the top of E2 massing will be stepped back to provide private and communal terrace areas.

All apartments have been developed to comply with lifetime homes standards and the recommendations set out in the Mayor’s Housing Design Guide. All units have a balcony for private amenity space. The basement will include car parking (149 car parking, 14 motorcycle and 314 cycle spaces, 3 mobility scooter charging points), refuse and the main energy centre accessed via a car park ramp. The energy centre has been positioned in this location to enable flues to run to a high level and be incorporated into the fabric of the building.

Building G is designed as a linear building comprising 8 storeys along the future East Street and a shorter 5 storey element towards Perryfield Way on the north. The building is arranged

around a courtyard space which in the future phases will be enclosed by Buildings G4/5/6. The courtyard will provide a shared amenity space for all residents and is designed to be landscaped with a mix of soft landscaping and hard surfaces. The building along East Street includes duplex units on the two lower levels with private entrances and gardens spaces. All apartments have been developed to comply with Lifetime Homes Standards and are in accordance with the recommendations of the London Design Guide. All units have a balcony or terrace for private amenity space and the majority are dual aspect. Balconies will be cantilevered, while roof terraces will be aligned with a recessed brick panel over the core to divide the building into separate smaller buildings. The lower ground floor area below the courtyard includes car parking, refuse and plant areas accessed via a ramp along the north side of the building.

Buildings are designed from a concise palette of materials, predominantly brick with glass and concealed metal frames, metal balustrades and grey coloured louvres. The building elevation is designed to be broken up along the East Street frontage through the pairing of balconies and the set back of the upper two levels. The elevations towards the courtyard and facing the backs of the existing buildings on the Broadway incorporate privacy screens to the sides of the balconies to provide a coherent composition.

Impact on residential amenities

The proposals are considered to be in accordance with Local Plan policy DM01 that seeks protect the amenities of existing residents.

A range of measures are identified within the Design and Access Statement to mitigate temporary effects on residents within Block G, while the Perryfields Way gyratory remains in place and surrounding buildings are to be implemented. This includes:

- Setback from Perryfields Way by 11m on the western edge to allow for the incorporation of a landscaped buffer zone between the road and residential units to incorporate trees and plants.
- Provision of dual aspect units at ground floor level to provide aspect onto shared courtyard.
- Provision of duplex units at ground floor to avoid the need for bedrooms at street level.
- Provision of a temporary play area as part of interim landscape proposals.
- Additional PV units on the roof of Building G and temporary boilers within the retail unit are proposed to ensure that energy standards can be made prior to completion of the permanent energy centre as part of Block E2, to be constructed as part of a later sub-phase.

Consultation with LBB during the pre-application stage identified noise and air quality from the Broadway, and Perryfield Way as interim concerns relating to Block G. The following mitigation is identified to ensure effects on future residents and surrounding existing residents are mitigated through the development:

- Analysis has been undertaken to demonstrate the levels required for noise sensitive rooms, including bedrooms and living rooms. Where necessary sound reduction performance requirement for glazing has been specified and in some cases mechanical ventilation will be required to mitigate noise effects on sensitive rooms within Block G.
- Noise from fixed building series (e.g. air conditioning/commercial ventilation) must be specified so that noise from all units combined does not exceed a noise rating level at all existing and new dwellings. These levels are specified in the ES.

- In addition suitably dense walls/floors will be required between commercial and residential elements.

Air quality has been assessed for Block G1 and G2 taking into account emissions from the proposed energy centre and from adjacent roads. Emissions from Perryfield Way in the interim have also been assessed. The DAS notes that most of building G1/G2 satisfies air quality requirements without any mitigation, although the ground, first and second floor levels of building G2 are expected to be located in areas where mitigation will be required. This is proposed to comprise mechanical ventilation.

Conclusion

Officers are satisfied that the detailed submission for Phase 3a of the West Hendon Regeneration would achieve the high quality residential environment and enhanced public realm as advocated within the proposed parameters and design guidance for the proposals. It is considered that the proposal as submitted provides a good indication of the likely quality of the outline element of the scheme to be delivered in future phases.

7. COMMUNITY INFRASTRUCTURE LEVY

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 100sqm.

Mayoral CIL

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 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 proposed development is liable for charge under the Mayoral CIL. The calculation of the Mayoral CIL payment is carried out on the basis of the floor areas of the residential and commercial elements of the development. Relief from CIL for social housing floorspace would be applicable to this development. As the application is in outline form the calculation of Mayoral CIL will be carried out on a phase-by-phase basis.

Barnet CIL

Barnet Council adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development within the borough. All other uses and ancillary car parking are exempt from this charge.

The proposed development is liable for charge under the Barnet CIL. The calculation of the Barnet CIL payment will be based on the floor areas of the residential and commercial elements of the development with social housing relief applied as appropriate as phases come forward.

8. EQUALITIES AND DIVERSITY ISSUES

The 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:

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

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

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

Officers have in the preparation of 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 proposed development would provide a regenerated neighbourhood within this part of West Hendon which would result in greater levels of integration with the wider community. Physical accessibility and legibility of the site would be improved for pedestrians and cyclists with significant improvements to connectivity between the estate and open space around the Welsh Harp and improvements to West Hendon Broadway improving connections to Hendon Station.

The development includes the provision of 500 new affordable homes targeted at re-housing existing secured tenancy residents in an enhanced environment. Those residents not accommodated within the new development would be re-housed by the Council in alternative accommodation based on an assessment of their needs.

The new buildings proposed as part of the application would be required to comply with current legislative requirements in respect of equality and diversity related matters, for example access for the disabled under Part M of the Building Regulations. In addition to this the development, as controlled by the conditions recommended, would ensure that in several regards the building constructed would exceed the minimum requirements of such legislation. Examples of this would include all the proposed residential units being constructed to meet the relevant Lifetime Homes standards, the provision of level or appropriately sloping access within the site, and the provision of wheelchair accessible flats and the provision of disabled standard parking spaces.

All new dwellings would be built to 'Lifetime Homes' standards and there would be a 10% provision of wheelchair accessible/ adaptable units. 10% of parking spaces would be designated disabled car parking spaces.

With the conditions recommended the proposal is found to accord with development plan policies as they relate to the relevant equalities and diversity matters, by providing a high quality inclusive design approach which creates an environment that is accessible to all and would continue to be over the lifetime of the development. The design of the proposed development is such that the site would, as an area of land, become significantly more accessible to all members of the community. In this sense the development would have a positive effect in terms of equalities and diversity matters.

An important area identified by the Council and through the Applicant's Health Impact Assessment is the need to engage local people in the long term management of the estate. This will not only foster a sense of community and empowerment, but should provide a sustainable long-term approach to ensuring that the high quality environment is maintained once the developers leave the site.

Officers have recommended a condition is to ensure that this approach is taken by the Applicant. This seeks to embed the following elements within an Estate Management Plan with a view to community empowerment:

- Details for the establishment and operation of an Estate Management Group to ensure appropriate community engagement, including details of measures to ensure liaison, consultation and coordination on matters of estate management between interested parties, including the LB Barnet and occupiers and residents of the development;
- Details of how residents will be given opportunities to plan and potentially manage community activities associated with the new school and Community Centre in Phase 5 or earlier temporary community spaces;
- Details of how Job advertisements and skills training opportunities will be made available to all residents wherever possible, local labour will be employed whenever possible and local services will also be promoted for dry cleaning provision, convenience stores, mini cabs and professional services.

It is considered by officers that the submission adequately demonstrates that the design of the development and the approach of the applicant are acceptable with regard to equalities and diversity matters. The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and support the council in meeting its statutory equality responsibilities.

9. CONCLUSIONS

The proposals involve the comprehensive redevelopment of the West Hendon Estate which has been identified as one of the council's Priority Housing Estates for regeneration as set out in Barnet's Local Plan Core Strategy Development Plan Document (2012). The proposed redevelopment and regeneration of the West Hendon Estate is consistent with the sustainability principles advocated in the National Planning Policy Framework and the London Plan (2011).

The proposals will bring forward the much needed transformation of the area and the removal of a poor quality 1960s housing estate. It will create a balanced, mixed and inclusive community and will significantly enhance the physical environment of the estate bringing about improvements to the quality of life for existing residents and the wider community through the provision of enhanced social and environmental infrastructure.

It will support the regeneration of West Hendon Local Centre by providing new commercial units and extensive public realm enhancements. In addition the proposal seeks to provide new areas of public space the reconnect the Broadway with York Harp and the Welsh Harp SSSI.

It is considered that the proposed development would provide new residential dwellings that show a high quality design approach, relate acceptably to the surrounding area and do not cause any unacceptable harm to the amenities of the neighbouring properties and would provide their future occupiers with an acceptable standard of accommodation is considered to accord with policies that seek to optimise the use of sites such as this.

The scheme proposes an increase in density in comparison to the existing estate with the inclusion of four residential tower blocks, one of which is submitted in detail as part of the application. These is deemed to accord with Local Policy which promotes tall buildings in this location and complies with Tall Building Policies in the London Plan.

The Masterplan and Design Guidance (which will assist in the delivery of high quality future phases) are considered to ensure a coherent layout, form and appearance to the development with variation provided by height changes between blocks. The detailed element proposes a simple palette of high quality materials including brick facades that will be a significant improvement on the existing estate and proposals for the site granted in 2008.

The scheme would include the provision of 500 affordable homes along with a new primary school, community facilities and high quality open spaces including a reconfigured York Park. All new homes within the development will meet the Mayor's internal space standards, be provided with private amenity space and benefit from daylight and sunlight that accords with the BRE guidelines and good outlook.

In addition two new footbridges are proposed to provide significant access improvements to the West Hendon recreation ground and other areas of open space around the Welsh Harp.

The landscaping proposed for the site is considered to include an adequate balance of hard and soft surfaces, provides an appropriate setting for the buildings proposed and includes the planting of new trees. The development would result in the removal of existing trees from the site, However taking into account the regeneration benefits of the scheme along with the replacement planting proposed provides adequate justification and mitigation for the loss of these trees.

The proposed access arrangements and highway impact have been subject to review and assessment by the relevant statutory authorities. The resultant vehicles trips will be satisfactorily accommodated within the existing transport network. The scheme provides an appropriate level of car parking on site for the number and type of new dwellings proposed.

The scheme meets the prevailing policies regarding climate change and sustainability, achieving Code for Sustainable Homes Level 4 for the residential properties and BREEAM standards for the non-residential floorspace. The proposal provides a contribution towards renewable energy with the provision of an energy centre and Photovoltaic panels.

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 the satisfactory completion of the Section 106 Agreement, **APPROVAL** is recommended subject to conditions as set out in appendix 1 of this report.

APPENDIX 1: Conditions and Informatives

APPENDIX 2: KEY POLICY CONTEXT AND ANALYSIS

Table 1: Analysis of the proposals compliance with London Plan (July 2011) Policies

Policy	Content Summary	Extent of compliance and comment
1.1 (Delivering the strategic vision and objectives for London)	Strategic vision and objectives for London including managing growth and change in order to realise sustainable development and ensuring all Londoners are able to enjoy a good and improving quality of life.	Compliant: The proposal is considered to constitute sustainable development.
2.6 (Outer London: vision and strategy); 2.7 (Outer London economy) and 2.8 (Outer London: transport)	<p>Work to realise the full potential of outer London.</p> <p>Seek to address constraints and opportunities in the economic growth of outer London.</p> <p>Recognise and address the orbital, radial and qualitative transport needs of outer London.</p>	<p>Compliant: The proposal is considered to demonstrate the influence of these policies and would comply with their key relevant objectives.</p> <p>These include the provision of new homes and community uses that meet development plan policy and the inclusion of measures encouraging travel by non-car modes of transport.</p> <p>Redevelopment will help to improve the economic performance of the locality by creating jobs during the construction period, improving commercial provision within West Hendon town centre, links to jobs and opening up wider opportunities for the community.</p>
Policy 2.14 (Areas for regeneration)	<p>Boroughs should identify spatial areas for regeneration and spatial policies to bring together regeneration, development and transport proposals with improvements in learning and skills, health, safety, access, employment, environment and housing.</p> <p>The loss of housing, including affordable housing should be resisted in individual regeneration areas unless it is replaced by better quality accommodation, providing at least an equivalent floorspace.</p>	<p>Compliant: The proposal is considered to be consistent with the strategic objectives of this policy.</p> <p>The proposed development makes provision for a minimum proposed affordable floorspace of 28,446 sq m (NIA) which reflects the current net affordable floorspace on site. The proposed development provides 25% of all units as affordable (comprising social rented and intermediate units).</p> <p>The quality of the new accommodation will be better than the existing and there will be an overall net increase in the number of new homes provided.</p> <p>The Borough's adopted Core Strategy identifies the West Hendon estate as a priority estate for integrated community and housing regeneration. The comprehensive redevelopment of the site will improve the number and quality of new houses, and improves the physical connectivity and permeability of the estate.</p>
Policy 2.18 (Green infrastructure: the network of open and green spaces)	Development proposals should enhance London's green infrastructure.	<p>Compliant: Subject to the conditions recommended the proposal will provide appropriately designed soft landscaped areas and areas of open green amenity space. It therefore accords with this policy.</p> <p>The existing estate has a series of poorly defined low quality grassed areas that offer little amenity, recreational or ecological value. Public open space including an improved York Park, east-west open space connecting the Broadway to York Park, communal/private gardens and formal children's play areas will be provided to improve the quality and quantity of accessible open space within the</p>

Policy	Content Summary	Extent of compliance and comment
		<p>application site. In addition to on-site open space, enhanced linkages, including two footbridges across the reservoir (at Cool Oak Lane and Silk Stream) are proposed to the surrounding network of green spaces including the Brent Reservoir and SSSI.</p>
<p>Policy 3.2 (Improving health and addressing health inequalities)</p>	<p>New developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles.</p>	<p>Compliant: Subject to the conditions and obligations recommended the proposal would be designed, constructed and managed in ways that promote healthy lifestyles.</p> <p>The proposed development makes provision for enhancements to the existing York Park public open space, a new east-west open space together with communal/private gardens and formal children's play areas to improve the quality and quantity of accessible open space within the application site.</p> <p>In addition two new footbridges will be provided to improve access to sports facilities and Metropolitan Open Land around the Brent Reservoir.</p> <p>The submitted residential travel plan outlines the proposals to maximise travel by non-car modes, whilst improved pedestrian and cycle links are promoted throughout the estate and to neighbouring communities and green spaces.</p> <p>The proposed development has been subject to community engagement in order to consult with different groups within the local community, and this is demonstrated within the submitted Statement of Community Involvement.</p> <p>The proposal includes the provision of new community facilities including a co-located primary school and community centre, together with additional temporary provision along the Broadway during the construction phase. This will provide opportunities to foster social interaction between different groups within the estate and create an inclusive community.</p> <p>The design of streets, pedestrian routes and open spaces has also had regard for minimising potential for crime and anti-social behaviour. Measures to ensure community safety in the provision of the new bridges have been recommended through planning conditions.</p>
<p>3.3 (Increasing housing supply)</p>	<p>Boroughs should seek to achieve and exceed the relevant minimum borough annual average housing target. For Barnet the target is 22,550 over the next 10 years with an annual monitoring target of 2,255.</p>	<p>Compliant: The proposal would result in the construction of up to 2,000 new houses and flats that will contribute significantly towards meeting strategic housing targets for Barnet and London. This will be a net increase in 1,403 residential properties. The redevelopment of the estate achieves an increase in housing numbers within a density and form that is considered to be appropriate to the local area within the Cricklewood, Brent Cross, West Hendon regeneration area and therefore is considered to be compliant with this policy.</p>

Policy	Content Summary	Extent of compliance and comment
3.4 (Optimising housing potential)	Development should optimise housing output for different types of location taking into account local context and character, the London Plan design principles and public transport capacity. Proposals which compromise this policy should be resisted.	Compliant: The proposed housing is in accordance with the density range identified in the London Plan (Table 3.2) taking account of the local context and character and also accessibility to public transport. Development potential has been maximised at the site in order to assist with the scheme's viability.
Policy 3.5 (Quality and design of housing developments)	Housing developments should be of the highest quality internally, externally and in relation to their context and wider environment, taking account of the policies in the London Plan. The design of all new housing should incorporate the London Plan minimum space standards and enhance the quality of local places, taking account of physical context, local character, density, tenure and land use mix and relationships with and provision of spaces.	Compliant: The application is considered to demonstrate the influence of these policies and compliance with their key objectives. The master plan takes account of the site's context, including its inclusion within the Cricklewood, Brent Cross, West Hendon regeneration area, and proximity to the Brent Reservoir SSSI. The application seeks to replace a largely flatted 1960s estate with modern housing. The proposals are considered to respond directly to the local context, and deliver a successful and well-considered design for the estate redevelopment.
Policy 3.6 (Children and young people's play and informal recreation facilities)	New housing should make provision for play and informal recreation based on the child population generated by the scheme and an assessment of future needs.	Compliant: The proposal provides sufficient areas of new space on-site for play and informal recreation. There is also improved access to adjacent off-site play areas, sport facilities and parks. This is compliant with the relevant policy objectives. New areas of public open space are proposed through the redevelopment of the estate, which will provide play and recreation areas. The application makes provision for doorstep play within semi-private communal courtyards as part of each block. There are numerous local parks within 2km of the site with York Park the primary area of redeveloped open space. The estate is in close walking distance to Brent Reservoir and other open space immediately to the south and west of the site. The strategic needs of the development can be met in terms of access to playing fields and open space. In addition to the on-site play space provision, financial contributions will be agreed with the applicant through S106 that improve and enhance the existing leisure and recreation facilities (including children's play) located immediately adjacent to the site. Conditions have been recommended to ensure that the space provided is implemented in a manner that meets the objectives of this policy.
3.8 (Housing choice)	Londoners should have a genuine choice of homes that they can afford and which meet their requirements, including: <ul style="list-style-type: none"> • New developments should offer a range of housing sizes and types. • All new housing should be built to Lifetime Homes standard. • 10% of new housing is designed to 	Compliant: The proposed development is considered to provide an appropriate mix of dwelling types for this estate regeneration location. The redevelopment of the estate takes into account the requirements of different groups and sectors of the community and will provide a wider choice of additional high-quality homes to facilitate the creation of a more inclusive and mixed community.

Policy	Content Summary	Extent of compliance and comment
	<p>be wheelchair accessible, or easily adaptable for wheelchair users.</p>	<p>A range of housing sizes will be provided including 1, 2, 3 and 4 bedroom flats, 2 and 3 bedroom duplexes, 3 and 4 bedroom houses.</p> <p>Accommodate will be designed to the Lifetime Homes requirements and to comply with the Mayor's Housing Design Guide. There will be provision for 10% adaptable accessible units spread across all tenures and unit sizes.</p> <p>The proposed development will provide 75% private housing, together with 25% affordable comprising social rent and shared ownership. All secured tenants will be re-housed on site.</p> <p>Conditions have been recommended to ensure that these elements of the proposal are carried through to implementation of the development.</p>
<p>Policy 3.9 (Gypsies and Travellers); Policy 3.12 (Negotiating affordable housing on individual private residential and mixed use schemes); Policy 3.13 (Affordable housing thresholds)</p>	<p>Communities mixed and balanced by tenure and household income should be promoted across London.</p> <p>The maximum reasonable amount of affordable housing should be sought for individual schemes. Negotiations should take account of a site's specific individual circumstances, including viability, the availability of subsidy, requirements and targets for affordable housing, the need to promote mixed and balanced communities and the need to encourage residential development.</p> <p>Boroughs should normally require affordable housing provision a site which has capacity to provide 10 or more homes.</p>	<p>Compliant: The application is accompanied by a viability assessment that demonstrates that the proposed contribution of 500 affordable dwellings (including affordable rent and shared ownership) is the maximum contribution that it is deemed viable for the development to make. The viability assessment and its conclusions have been independently verified.</p> <p>The West Hendon estate is currently predominantly affordable housing (76%) of which 42% are 1 bed flats and 57% are 2 bed flats. The application proposes a rebalancing of residential tenures across the site by increasing private housing (a maximum of 75% by unit number), and providing a minimum of 25% of housing units as affordable. This will comprise intermediate tenures in the form of shared ownership, along with reprovision of a net equivalent floorspace in terms of social rented housing, enabling all secured tenants to be rehoused on site.</p> <p>The application proposes by a unit an affordable provision of 57% intermediate and 4% social rented. At present this precise housing mix is sought to be flexible to ensure the ongoing financial viability of the scheme and it is intended that the intermediate mix will be market tested prior to each reserved matters and will be related to the funding product that is available from the GLA at time of delivery. This is refined further within Table 4.4 of the Development Specification which seeks to establish a Strategic Housing Mix for the site.</p> <p>Overall, the scheme is considered to be compliant with London Plan policies in terms of maximising the amount of affordable housing provided whilst also ensuring the creation of mixed and balanced communities. The proposed strategic housing mix is supported by the GLA.</p>
<p>Policy 4.8 (Supporting a successful and diverse retail</p>	<p>Supporting district, neighbourhood and local retail areas.</p>	<p>Compliant: The proposed development makes provision for 947 sq m net additional commercial floorspace and significant public realm improvements to transform West Hendon local</p>

Policy	Content Summary	Extent of compliance and comment
sector)		centre. The applicant estimates that the new homes will generate some £8.8m of retail expenditure to support the local economy.
Policy 3.16 (Co-ordination of housing)	London requires additional and enhanced social infrastructure provision to meet the needs of its population.	<p>Compliant: The proposed development makes provision for some 3,870 sq m of social infrastructure floorspace (compared to 761 sq m at present). This will include a new 2FE primary school (3,066 sq m), community centre adjacent to the primary school (500 sq m) and provision within Block G5 on West Hendon Broadway (304 sq m).</p> <p>Obligations are sought to ensure that this provision is made, together with interim solutions that enable sufficient education and community facilities during the construction phase.</p>
Policy 5.1 (Climate change mitigation); Policy 5.2 (Minimising carbon dioxide emissions);	<p>Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy.</p> <p>The Mayor will seek to ensure that developments meet the following target for CO₂ emissions, which is expressed as year improvements on the 2010 Building Regulations:</p> <p>2010 to 2013: 25% (Code for Sustainable Homes level 4);</p> <p>Major development proposals should include a comprehensive and appropriately detailed energy assessment to demonstrate how these targets are to be met within the framework of the energy hierarchy (Be lean, be clean, be green).</p>	<p>Compliant: The proposal is accompanied by an energy statement identifying measures to mitigate climate change and reduce carbon dioxide emissions in accordance with the requirements of this policy.</p> <p>The energy statement submitted with the application demonstrates how the development will achieve Code for Sustainable Homes (CSH) 2010 Level 4 which entails a 25% reduction in regulated CO₂ emissions. The strategy is based on the Mayor's energy hierarchy included in Policy 5.2. The scheme includes proposals for a CHP plant, photovoltaic panels, together with measures including energy efficiency measures include a well-insulated building fabric, high levels of air tightness and energy efficient appliances where appropriate.</p> <p>The development as a whole will comply with Building Regulations Approved Document Part L1a 2010 from the outset, prior to connection to CHP. The CHP plant will commence operation upon completion of Phase 4, and this is in advance of the 60% completion requirement that enables all units to satisfy the energy criteria of Code for Sustainable Homes level 4 prior to first occupation.</p> <p>All dwellings and non-residential units will be connectible to the district heating network, with a network spur incorporated into the initial design, and will benefit from low-carbon 'clean' combined heat and power.</p> <p>Conditions have been recommended to ensure that these are carried through into implementation. The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p>
Policy 5.3 (Sustainable design and construction)	Development proposals should demonstrate that sustainable design standards are integral to the proposal, considered from the start of the process and meet the requirements of the relevant guidance.	<p>Compliant: The proposal includes a range of measures to achieve an appropriate level in respect of sustainable design and construction, and provides an acceptable standard of environmental performance and adapt to the effects of climate change.</p> <p>The development is considered to demonstrate the influence of this policy and compliance with its key</p>

Policy	Content Summary	Extent of compliance and comment
		objectives. Conditions have been recommended to ensure that this is carried through to implementation.
Policy 5.6 (Decentralised energy in development proposals)	<p>Development should evaluate the feasibility of combined heat and power (CHP) systems and where they are appropriate also examine the opportunities to extend the system beyond the site boundary.</p> <p>Energy systems should be selected in the following hierarchy, connection to existing heating or cooling networks; site wide CHP network; communal heating and cooling.</p>	<p>Compliant: The submission demonstrates how the development proposed would achieve acceptable reductions in carbon dioxide emissions and have good sustainability credentials.</p> <p>The energy statement submitted as part of the application identifies the provision of a single energy centre (within Block E) to service the scheme. This will include a gas fired combined heat and power plant, gas fired boilers and thermal storage tanks providing a 37% reduction in carbon emissions. In addition the Energy Statement identifies that roof mounted photovoltaic arrays will supplement renewable energy provision across the site leading to further reduction of 4% in CO2 emissions.</p> <p>The potential to expand the system beyond the site boundary is explored within the Energy Statement but is concluded to be unfeasible.</p> <p>The proposed energy strategy has been accepted by the GLA energy officer and conditions have been recommended to ensure that the suggested measures are adopted at implementation and as controlled the proposal is considered to be acceptable in this instance.</p>
Policy 5.7 (Renewable energy); Policy 5.9 (Overheating and cooling)	<p>Within the framework of the energy hierarchy proposals should provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation where feasible.</p> <p>Proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this has been achieved.</p>	<p>Compliant: The submission demonstrates how the development proposed would achieve acceptable reductions in carbon dioxide emissions, with a proposed reduction of 42% through on-site energy generation in exceedence of London Plan requirements. It also demonstrates further principles to ensure good sustainability credentials.</p> <p>The applicant, within the submitted energy statement, demonstrates that on-site energy provision will be met by a single energy centre providing gas-fired CHP and gas-fired boilers, together with photovoltaic arrays.</p> <p>The energy statement also identifies interim measures for the detailed element of the scheme ahead of the energy centre being constructed.</p> <p>The proposals include design measures to reduce the potential for overheating and reliance on air conditioning.</p>
Policy 5.10 (Urban greening); Policy 5.11 (Green roofs and development site environs)	<p>Development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening.</p> <p>Proposals should be designed to include roof, wall and site planting to deliver as wide a range of the objectives associated with such planting as possible.</p>	<p>Compliant: The submission includes an open space strategy for the site, and landscape details for the detailed phase. These propose a range of green spaces for recreation and nature, together with proposals for planting within the streetscape.</p> <p>Details of these would be controlled through the conditions recommended to ensure that they achieve as many of the objectives of this policy as are possible.</p>

Policy	Content Summary	Extent of compliance and comment
Policy 5.12 (Flood risk management); Policy 5.13 (Sustainable drainage)	<p>Proposals must comply with the flood risk assessment and management requirements of set out in PPS25.</p> <p>Proposals should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so and should aim to achieve Greenfield runoff rates and ensure that surface water runoff is managed as close to its source as possible. Drainage should be designed and implemented in ways that deliver other objectives of the London Plan.</p>	<p>Compliant: As conditioned the proposal is considered to demonstrate the influence of these policies and compliance with their key objectives.</p> <p>The proposal is accompanied by a Flood Risk Assessment. This has been submitted to the Environment Agency who have responded and not raised any objections to the proposal, subject to the conditions recommended.</p> <p>It demonstrates that due to the sites low permeability geology, infiltration SUDS are impractical and attenuation SUDS have not been used. However, it has identified SUDS measures to mitigate flood risk including pervious pavement, green roofs, swales and underground storage/settling measures. The FRA identifies that this will provide an additional advantage of improving treatment/betterment of water quality to avoid polluting the Welsh Harp.</p> <p>The FRA demonstrates that proposals will not lead to an increased risk of flooding on the site or elsewhere.</p> <p>Conditions have been recommended to ensure that the drainage provided as part of the development meets the requirements of this policy.</p>
Policy 5.14 (Water quality and wastewater infrastructure); Policy 5.15 (Water use and supplies)	<p>Proposals must ensure that adequate waste water infrastructure capacity is available in tandem with development.</p> <p>Development should minimise the use of mains water and conserve water resources.</p>	<p>Compliant: Thames Water has confirmed that there is adequate wastewater infrastructure to supply the development.</p> <p>The proposals will meet the mandatory standards set out in the Code for Sustainable Homes, which requires a reduction in water consumption to 105 litres/ person/ day, in accordance with London Plan policy 5.15. The scheme seeks to build water efficiency into the fabric and fittings of the design with water consumption reduced through the use of efficient internal sanitary fittings, rainwater harvesting for communal landscaping irrigation and green/brown roofs.</p> <p>An informative has been included to ensure that the proposal would minimise the use of mains water and conserve water.</p>
Policy 5.17 (Waste capacity)	<p>Suitable waste and recycling facilities are required in all new development.</p>	<p>Compliant: All blocks will incorporate basement refuse stores. These stores have been designed to the London Borough of Barnet Note on Waste Management (and will be required to reflect latest local authority requirements in each Reserved Matters). A series of 1,100 litre capacity bins will provide segregated handling for household waste, mixed recycling and organic waste. On collection days the on-site management team will collect the bins and truck them up to a collection area on West Street for collection.</p> <p>A separate "large item" waste storage room is proposed for removal of furniture or bulky items.</p> <p>Rear servicing to properties on West Hendon</p>

Policy	Content Summary	Extent of compliance and comment
		<p>Broadway will be retained where practical.</p> <p>Conditions are recommended which require the provision of suitable waste and recycling facilities.</p>
Policy 5.21 (Contaminated land)	Appropriate measures should be taken to ensure that contaminate land does not activate or spread contamination.	Compliant: Conditions are proposed to require the appropriate investigation and mitigation of any contamination.
6.1 (Strategic approach); 6.3 (Assessing effects of development on transport capacity)	<p>The Mayor will work with all relevant partners to encourage the closer integration of transport and development.</p> <p>Streetspace managed to take account of the different roles of roads for neighbourhoods and road users in ways that support promoting sustainable means of transport.</p> <p>Development should ensure that impacts on transport capacity and the transport network are fully assessed. Proposals should not adversely affect safety on the transport network.</p> <p>Transport assessments, travel plans, construction and logistics plans and service and delivery plans should be prepared in accordance with the relevant guidance.</p>	<p>Compliant: The application includes a range of measures to encourage access to the site by a range of modes of transport, including non-car modes. These measures include a residential travel plan seeking to encourage appropriate proportions of journeys by non-car modes of transport under the planning obligations and conditions recommended.</p> <p>The Transport Assessment submitted has assessed the impact of the scheme over an appropriate area of influence. No significant impacts on the adjacent local highway network have been identified. In addition, the proposals will retain and enhance the existing bus service that will circulate within the centre of the regeneration area and include the provision of three new bus stops, together with improvements to pedestrian and cycle links.</p> <p>The conditions and obligations recommended would ensure that the necessary transport related plans would be required and completed in accordance with the relevant guidance.</p>
6.5 (Funding Crossrail and other strategically important transport infrastructure)	Contributions will be sought from developments to Crossrail and other transport infrastructure of regional strategic importance to London's regeneration and development.	Compliant: The development would be required to make a contribution under the Mayoral Community Infrastructure Levy.
6.9 (Cycling); 6.10 (Walking)	<p>Proposals should provide secure, integrated and accessible cycle parking facilities in line with in minimum standards and provide on-site changing facilities for cyclists.</p> <p>Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.</p>	<p>Compliant: Officers consider that the scheme proposes a suitable quality of pedestrian environment and the proposal would provide appropriate levels of facilities for cycles and cyclists, including improved connections to surrounding areas and open space through the provision of two pedestrian bridges.</p> <p>Conditions have been recommended to ensure that the objectives of these policies would be carried through to implementation.</p>
6.11 (Smoothing traffic flow and tackling congestion)	Take a coordinated approach to smoothing traffic flow and tackling congestion.	<p>Compliant: The proposal includes measures to minimise impact on traffic flow and tackle congestion.</p> <p>The Transport Assessment has assessed the impact of the scheme over an appropriate area of influence. It concludes that the net impact of the development proposals, and taking account of the mitigation measures proposed, the site's impact on the neighbouring highway network will be negligible.</p>

Policy	Content Summary	Extent of compliance and comment
6.13 (Parking)	The maximum standards in the London Plan should be applied to planning applications and developments should also provide electrical charging points, parking for disabled people and cycle parking in accordance with the London Plan standards. Delivery and servicing needs should also be provided for.	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and officers consider provides an appropriate level of parking in the relevant regards.</p> <p>It is considered that the proposed residential parking ratio of 0.8 per unit is policy compliant and will provide sufficient parking to help avoid overspill parking and problems for existing residents and on the wider highway network. The proposals also provide on-site electrical charging points, parking for disabled persons and cycle parking deemed to be in compliance with London Plan policy standards.</p> <p>Conditions have been recommended to ensure appropriate parking facilities, including electrical charging points and parking for disabled people are implemented.</p>
7.1 (Building London's neighbourhoods and communities)	In their neighbourhoods people should have a good quality environment in an active and supportive local community with the best possible access to services, infrastructure and public transport to wider London. Neighbourhoods should also provide a character that is easy to understand and relate to.	<p>Compliant: The application is considered to demonstrate the influence of this policy and the design of this proposal accords with the objectives of this policy.</p> <p>The proposed development is based upon an illustrative master plan proposed by the applicant that has sought to reflect the character of the surrounding area, and the social and physical permeability and connectivity of the estate will be improved through the provision of an additional site access off the Broadway and Cool Oak Lane.</p> <p>The proposals include enhanced linkages between West Hendon Broadway and York Park the provision of a new primary school and co-located community centre that is intended to foster social interaction between different groups within the estate and create an inclusive community.</p>
7.2 (Inclusive environment)	Design and Access Statements should explain how, the principles of inclusive design, including the specific needs of older and disabled people, have been integrated into the proposed development, whether relevant best practice standards will be complied with and how inclusion will be maintained and managed.	<p>Compliant: The proposal includes a range of measures to ensure that the development would provide an inclusive environment for all members of the community.</p> <p>Through the conditions recommended it would be ensured that the development would be implemented and operated to accord with the objectives of this policy.</p>
7.3 (Designing out crime)	Development proposals should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.	<p>Compliant: The proposal includes a number of elements to meet the requirements of this policy and the Metropolitan Police Service has confirmed that they are satisfied with the proposals.</p> <p>The master plan develops a well-connected, more traditional street network that seeks to reduce crime, or the fear of crime, through clear boundaries between private and public spaces and active frontages. The design of streets and open spaces has had regard for minimising crime and anti-social behaviour. The master plan and detailed design proposals have been reviewed by Barnet Police Secure By Design officers and are deemed to be compliant with these standards</p>

Policy	Content Summary	Extent of compliance and comment
7.4 (Local character); 7.5 (Public realm); 7.6 (Architecture)	<p>Buildings, streets and spaces should provide a high quality design response.</p> <p>Public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.</p> <p>Architecture should make a positive contribution to a coherent public realm, incorporate the highest quality materials and design appropriate to its context.</p>	<p>Compliant: Officers consider that, subject to the requirements of the conditions recommended, the proposed development provides an appropriate and quality design approach to the buildings and spaces which form part of the application. The proposal is considered to demonstrate the influence of these policies and compliance with their key objectives where they are relevant.</p> <p>The submitted design and access statement outlines the design principles of the master plan, and how it has had regard to local character, including the pattern and grain of local streets. Overall, officers accept that the master plan proposes a scale and design of development that is appropriate to its surroundings.</p> <p>A condition is proposed requiring reserved matters applications to be in accordance with the Design Guidelines submitted as part of the application and revised following review by London Borough of Barnet officers.</p>
7.7 (Location and design of tall and large buildings)	Tall and large buildings should not have an unacceptably harmful impact on their surroundings.	<p>Compliant: Officers consider that the principle of accommodating tall buildings within the regeneration area is acceptable in policy terms .</p> <p>The tall buildings proposed as part of the scheme have been refined through an iterative pre-application design process involving LBB officers, local residents and stakeholders.</p> <p>The proposed towers are considered to assist in providing a distinct character and identity for the scheme, and are considered (through supporting townscape assessment by Peter Stewart Consulting) to assist in providing a strong sense of identity to the development, marking the presence in the wider townscape of an area that has no presence at all.</p> <p>The ES identifies that the provision of the buildings from urban areas such as the Broadway, the Hyde and the A406 are likely to be improved as the buildings act as landmarks for the surrounding area. However, the ES notes that negative impacts are expected on views from the Brent Reservoir and West Hendon Playing fields.</p> <p>A condition is proposed requiring reserved matters applications to be in accordance with the Design Guidelines submitted as part of the application and revised following review by London Borough of Barnet officers.</p>

Policy	Content Summary	Extent of compliance and comment
7.8 (Heritage assets and archaeology)	<p>Development should identify, value, conserve, restore, reuse and incorporate heritage assets where appropriate.</p> <p>Development affecting heritage assets and their settings should be conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.</p> <p>New development should make provision for the protection of archaeological resources, landscapes and significant memorials.</p>	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>English Heritage has responded that much of the site is unlikely to have significant archaeological remains, with the exception of Phase 3. English Heritage has no objection to the proposals provided that conditions are imposed requiring archaeological investigation within Phase 3.</p> <p>Conditions have been recommended by officers to ensure that the objectives of this policy are fully complied with.</p>
7.13 (Safety, security and resilience to emergency)	Proposals should contribute to the minimisation of potential physical risks and include measures to assist in designing out crime and terrorism.	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not raised any objections to the application.</p>
7.14 (Improving air quality)	<p>Proposals should:</p> <ul style="list-style-type: none"> - Minimise increased exposure to existing poor air quality and make provision to address existing air quality problems. - Promote sustainable design and construction to reduce emissions from the demolition and construction of buildings. - Be at least air quality neutral and not lead to further deterioration of poor air quality. - Ensure that where provision needs to be made to reduce development emissions this is usually on site. 	<p>Compliant: The environmental statement considers potential impact on air quality from the proposed development.</p> <p>It notes that some construction activities are likely to generate dust affecting nearby properties which can be addressed through proposed mitigation measures.</p> <p>The ES notes that the development is located within an Air Quality Management Area (an area of poor air quality), and indicates that emissions associated with the proposed development will have a slight adverse effect on air quality at existing properties within the vicinity of the development (on and off the site). There will be an increase in residential properties as a result of the development, introduced into an area where air quality is currently poor</p> <p>Mitigation measures, including mechanical ventilation, will be undertaken to improve air quality for residents living in these properties which will ensure that air quality meets acceptable standards.</p> <p>Conditions have been recommended to ensure that the objectives of this policy and identified mitigation measures would be carried through to implementation.</p>
7.15 (Reducing noise)	<p>Proposals should seek to reduce noise by:</p> <ul style="list-style-type: none"> - Minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of proposals. - Separate noise sensitive development from major noise sources wherever practical. - Promote new technologies and practices to reduce noise at source. 	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The environmental statement considers potential noise impact from the proposed development. Whilst it is accepted that there will be some disturbance to nearby residential receptors during construction these will be localised and temporary in nature. Best practice mitigation measures are proposed and the proposed development would not have a significant adverse impact on neighbouring</p>

Policy	Content Summary	Extent of compliance and comment
		occupiers and users and the amenities of future occupiers would be adequately protected as far as is practicable in this instance.
7.16 (Green belt)	Protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance.	Compliant: The proposals are considered to be in accordance with green belt policy. The estate is outside of the Metropolitan green belt.
7.18 (Protecting local open space and addressing local deficiency)	The loss of local protected open spaces must be resisted unless equivalent or better quality provision is made within the local catchment area. Replacement of one type of open space with another is unacceptable unless an up to date needs assessment shows that this would be appropriate	<p>Compliant: Officers consider that the proposed development is compliant with these policy objectives. The estate is not within an area of open space deficiency as identified within the Barnet Open Space, Sports and Recreational Facilities Assessment, 2009, although other surrounding areas within West Hendon are.</p> <p>The proposed development seeks to improve the quality of the existing York Park to encourage greater use and activity within it. The proposed development is in close proximity to existing playing fields to the north of the Welsh Harp, although at present there is no direct connection. The proposed Silk Stream Bridge will significantly enhance accessibility to this facility for residents of the development. In addition pedestrian linkages to open spaces accessed via Cool Oak Lane will be enhanced by the provision of a new bridge. In addition to York Park.</p> <p>A contribution will be made to enhancing off-site youth provision in the vicinity of the site.</p>
7.19 (Biodiversity and access to nature)	<p>Proposals should:</p> <ul style="list-style-type: none"> - Wherever possible make a positive contribution to the protection, enhancement, creation and management of biodiversity. - Prioritise assisting in meeting targets in biodiversity action plans and/or improve access to nature in areas deficient in accessible wildlife sites. - Be resisted where they have significant adverse impacts on the population or conservation status of a protected species, or a priority species or habitat identified in a biodiversity action plan. 	<p>Compliant: Although much of the site is urban in nature, it fronts onto the Brent Reservoir SSSI. Much of this frontage is within York Park and includes a mature tree line and grassland.</p> <p>The ES proposes a series of mitigation measures including an ecological management plan to ensure that effects on the SSSI are minimised and the potential to enhance biodiversity across the site is incorporated into development proposals.</p> <p>Conditions and obligations have been recommended to ensure that the key objectives of this policy would be carried through at implementation.</p>

Policy	Content Summary	Extent of compliance and comment
7.21 (Trees and woodlands)	<p>Existing trees of value should be retained and any loss as a result of development should be replaced. Wherever appropriate the planting of additional trees should be included in developments.</p>	<p>Compliant: The application is considered to demonstrate the influence of this policy and compliance with its key objectives. The proposal would result in the removal of trees but adequate replacement planting has been proposed.</p> <p>The existing trees on site are of variable quality with 21 category A trees, of which 2 are proposed to be removed. Existing trees are to be retained where possible, and the tree replacement strategy will reinforce the street hierarchy and provide continuity of character. In order to accommodate the regeneration of the estate and to optimise the development potential and density of the site, the removal of 82 trees on site is necessary. In mitigation, a significant number of new trees will be planted. There will be an overall replacement of two new trees for every one tree removed.</p> <p>Conditions have been recommended to ensure that the key objectives of this policy would be carried through at implementation.</p>
8.2 (Planning obligations; 8.3 (Community Infrastructure Levy)	<p>Development proposals should address strategic as well as local priorities in planning obligations.</p> <p>The supporting of Crossrail (where appropriate) and other public transport improvements should be given the highest importance, with Crossrail (where appropriate) having higher priority than other transport improvements.</p> <p>Importance should also be given to talking climate change, learning and skills, health facilities and services, childcare provisions and the provision of small shops.</p> <p>Guidance will be prepared setting out a framework for the application of the Community Infrastructure Levy to ensure the costs incurred in providing infrastructure which supports the policies in the London Plan can be funded wholly or partly by those with an interest in land benefiting from the grant of planning permission.</p>	<p>Compliant: A comprehensive set of planning obligations will be required before planning permission can be granted.</p> <p>Discussions are currently taking place as to the planning obligations for this scheme,</p>

**Table 2: Analysis of the proposals compliance with Barnet's Local Plan Policies
(September 2012)**

Policy	Content Summary	Extent of Compliance and Comment
Core Strategy		
CS NPPF (National Planning Policy Framework – presumption in favour of sustainable development)	Take a positive approach to proposals which reflect the presumption in favour of sustainable development and approve applications that accord with the Local Plan, unless material considerations indicate otherwise. Where there are no policies relevant to the proposal or the relevant policies are out of date permission should be granted, unless material considerations indicate otherwise.	Compliant: the proposal is considered to constitute a sustainable form of development which complies with the relevant policies in the Local Plan. It has therefore been recommended for approval.
CS1 (Barnet's place shaping strategy – the three strands approach)	<p>As part of its 'Three Strands Approach' the council will:</p> <ul style="list-style-type: none"> - Concentrate and consolidate growth in well located areas that provide opportunities for development, creating a high quality environment that will have positive impacts. - Focus major growth in the most suitable locations and ensure that this delivers sustainable development, while continuing to conserve and enhance the distinctiveness of Barnet as a place to live, work and visit. - Ensure that development funds infrastructure through Section 106 Agreements and other funding mechanisms. - Protect and enhance Barnet's high quality suburbs. 	<p>Compliant: the proposal is considered to show the influence of this policy and demonstrates compliance with its key objectives.</p> <p>The West Hendon estate is identified on the Core Strategy key diagram as a priority estate where regeneration involving housing and economic growth will be expected, in line with the policy's place shaping strategy. The proposed development seeks to enhance physical and visual connectivity between the site and surrounding areas through provision of enhanced linkages and visual landmarks.</p> <p>The location is considered to be appropriate for a development of the form and nature proposed. The sites position within the Cricklewood, Brent Cross, West Hendon regeneration area positions it as a suitable location for increased density and building heights, while the emphasis on high quality design seeks to provide wider benefits to the surrounding area, in particular through the enhancement of West Hendon town centre..</p> <p>Recommendations include planning obligations to secure the achievement of appropriate contributions to the provision of local infrastructure. This excludes those contributions to wider strategic infrastructure items, such as secondary education, that will be covered under the Borough's own CIL system.</p>
CS3 (Distribution of growth in meeting housing aspirations)	Outside of the areas identified specifically for growth the approach to development opportunity sites will be set within the context of the density matrix in the London Plan. This will seek to optimise housing density to reflect local context, public transport accessibility and the provision of social infrastructure.	<p>Compliant: The proposed housing is in accordance with the density range identified in the London Plan (Table 3.2) and is considered to be in full accordance with the objectives of policy CS3.</p> <p>Development potential has been maximised at the site in order to assist with the scheme's viability.</p> <p>The West Hendon estate is identified within policy as a priority estate where regeneration will be expected to provide a greater range and variety of accommodation in order to meet the Decent Homes standard. The proposals are considered to be in full</p>

		<p>accordance with policy CS3 in terms of the location of housing growth and the quantum of additional housing that is expected to be delivered by 2020/21.</p> <p>The construction of up to 2,000 new dwellings will result in a net increase in housing stock at West Hendon of 1,403. The 597 existing poor quality dwellings will be demolished and replaced ensuring that replacement units are provided to a higher quality design and specification.</p>
<p>CS4 (Providing quality homes and housing choice in Barnet)</p>	<p>Aim to create successful communities by:</p> <ul style="list-style-type: none"> - Seeking to ensure a mix of housing products that provide choice for all are available. - Ensuring that all new homes are built to the Lifetime Homes Standard and that the wider elements of schemes include the relevant inclusive design principles. - Seeking a variety of housing related support options. - Delivering 5500 new affordable homes by 2025/26 and seeking a borough wide target of 40% affordable homes on sites capable of accommodating 10 or more dwellings. - Seek an appropriate mix of affordable housing comprising 60% social rented housing and 40% intermediate housing. 	<p>Compliant: The submission is considered to demonstrate the influence of this policy and show compliance with its key objectives.</p> <p>The proposed redevelopment of the estate takes into account the requirements of different groups and sectors of the community and will provide a wider choice of additional high-quality homes, and create an inclusive and mixed community. The new dwellings will be predominantly apartments and duplexes blocks of up to nine storeys, some town houses and four tower blocks up to 29 storeys. The new dwellings will be of mixed tenure and will provide a mix of accommodation including 1, 2, 3 and 4 bedroom units.</p> <p>The proposal provides an appropriate mix of dwelling types and sizes and includes a range of measures to ensure that the development would provide an inclusive environment for all members of the community. This includes all the dwellings proposed being constructed to achieve the relevant Lifetime Homes standards.</p>
<p>CS5 (Protecting and enhancing Barnet's character to create high quality places)</p>	<p>The council will ensure that development in Barnet respects local context and distinctive local character, creating places and buildings with high quality design.</p> <p>Developments should:</p> <ul style="list-style-type: none"> - Address the principles, aims and objectives set out in the relevant national guidance. - Be safe attractive and fully accessible. - Provide vibrant, attractive and accessible public spaces. - Respect and enhance the distinctive natural landscapes of Barnet. - Protect and enhance the gardens of residential properties. - Protect important local views. - Protect and enhance the boroughs high quality suburbs and historic areas and heritage. - Maximise the opportunity for community diversity, inclusion and cohesion. - Contribute to people's sense of place, safety and security. 	<p>Compliant: The application is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The proposed development seeks to replace a largely flatted 1960s estate with modern housing.</p> <p>The Proposed Development has been through a substantial design review basis that has led to a significant reconfiguration of the site in comparison with the consented scheme.</p> <p>Officers are satisfied that this revised design approach proposed takes suitable account of its context, the character of the area, relationship with the SSSI and reservoir, the developments relationship with neighbouring buildings and spaces and provides a scheme of an appropriate design quality. The new dwellings proposed would all be of a sufficiently high quality internally, externally and in relation to their immediate context and the wider environment.</p> <p>A condition is proposed requiring reserved matters applications to be in accordance with the Design Guidelines submitted as part of the application and revised following review by London Borough of Barnet officers.</p>

<p>CS7 (Enhancing and protecting Barnet's open spaces)</p>	<p>Create a greener Barnet by:</p> <ul style="list-style-type: none"> - Meeting increased demand for access to open space and opportunities for physical activity. - Improving access to open space in areas of public open space deficiency. - Securing improvements to open spaces including provision for children's play sports facilities and better access arrangements, where opportunities arise. - Maintaining and improving greening by protecting incidental spaces, trees, hedgerows and watercourses. - Protecting existing site ecology and ensuring development makes the fullest contributions enhancing biodiversity. - Enhancing local food production. 	<p>Compliant: The proposal provides sufficient quantities of green open space, including an enhanced York Park, supplemented by communal courtyards and gardens, and private amenity space. new communal area of amenity space and other soft landscaped areas.</p> <p>In addition two new footbridges are proposed to improve accessibility to existing areas of open space, sport and recreation provision around the Welsh Harp.</p> <p>As far as is reasonable conditions have been recommended to ensure that the green spaces provided are implemented in a manner which meets the objectives of this policy.</p> <p>The proposed development will increase the area of York Park marginally, with a connection from the Broadway. The proposals will significantly improve the quality of open space provision at the site, and improve links to existing off-site facilities.</p> <p>The submission is considered to demonstrate the influence of this policy and show compliance with its key objectives.</p>
<p>CS8 (Promoting a strong and prosperous Barnet)</p>	<p>Expect major developments to provide financial contributions and to deliver employment and training initiatives.</p>	<p>Compliant: Discussions are taking place to determine the financial contributions that this scheme will provide.</p>
<p>CS9 (Providing safe, efficient and effective travel)</p>	<p>Developments should provide and allow for safe effective and efficient travel and include measures to make more efficient use of the local road network.</p> <p>Major proposals should incorporate Transport Assessments, Travel Plans, Delivery and Servicing Plans and mitigation measures and ensure that adequate capacity and high quality safe transport facilities are delivered in line with demand.</p> <p>The council will support more environmentally friendly transport networks, including the use of low emission vehicles (including electric cars), encouraging mixed use development and seeking to make cycling and walking more attractive for leisure, health and short trips.</p>	<p>Compliant: The proposal is considered to demonstrate the influence of the police and compliance with its key objectives. Where appropriate conditions and obligations have been recommended to ensure that the objectives of this policy would be carried through to implementation.</p> <p>The Transport Assessment has assessed the impact of the scheme over an appropriate area of influence. It concludes that the net impact of the development proposals, and taking account of the mitigation measures proposed, the site's impact on the neighbouring highway network will be negligible. The design of the development is considered to take full account of the safety of all road users, includes appropriate access arrangements and would not unacceptably increase conflicting movements on the road network or increase the risk to vulnerable road users.</p> <p>Controls have been recommended to ensure that the use of a range of modes of transport is encouraged. These include a residential travel plan seeking to encourage appropriate proportions of journeys by non-car modes of transport (under the planning obligations and conditions recommended).</p> <p>Officers consider that the scheme proposes suitable access arrangements and an appropriate quality of pedestrian environment. The proposal would deliver acceptable facilities for electric vehicles, pedestrians, cycles and cyclists.</p>

<p>CS10 (Enabling inclusive and integrated community facilities and uses)</p>	<p>The council will ensure that community facilities are provided for Barnet's communities and expect development that increases the demand for community facilities and services to make appropriate contributions towards new and accessible facilities.</p>	<p>Compliant: The recommendations made include planning obligations to secure the achievement of appropriate contributions to the provision of local infrastructure.</p> <p>The applicant has demonstrated that proposed development has undergone significant community engagement in order to consult with different groups within the local community. This is detailed within the Statement of Community Involvement submitted with the application.</p> <p>The proposed development makes provision for some 3,870 sq m of social infrastructure floorspace (compared to 761 sq m at present). This will include a new 2FE primary school (3,066 sq m), community centre adjacent to the primary school that may include nursery facilities (500 sq m) and provision within Block G5 on West Hendon Broadway (304 sq m).</p> <p>Obligations are sought to ensure that this provision is made, together with interim solutions that enable sufficient education and community facilities during the construction phase This is in addition to new play and recreation facilities, open spaces and cycle and pedestrian facilities.</p> <p>This excludes those contributions to wider strategic infrastructure items, such as secondary education, that will be covered under the Borough's own CIL system at the point that this formally comes into effect.</p>
<p>CS11 (Improving health and wellbeing in Barnet)</p>	<p>Will improve health and wellbeing in Barnet through a range of measures including supporting healthier neighbourhoods, ensuring increased access to green spaces and improving opportunities for higher levels of physical activity.</p>	<p>Compliant: The design of the development has been influenced by the desire to create a healthy residential environment. The proposal is found to be compliant with the objectives of this policy</p> <p>The proposals will result in the demolition of the existing poor quality blocks and re-provision of a new built form comprising houses and apartments with access to more private amenity space and good quality, safe and useable public open spaces. The improvements proposed through the quality of building design and construction and the environment and public realm will make a significant contribution towards improving health and well being, together with the provision of purpose built modern community centre and nursery school.</p> <p>Provision of new opens space and play areas combined with enhanced linkages for pedestrians and cyclists to surrounding recreational facilities such as Brent Reservoir will also provide opportunities for higher levels of physical activity in accordance with policy requirements.</p>
<p>CS12 (Making Barnet a safer place)</p>	<p>The Council will:</p> <ul style="list-style-type: none"> - Encourage appropriate security and community safety measures in developments and the transport network. - Require developers to demonstrate that they have incorporated community safety and security 	<p>Compliant: The design of the proposal is considered to demonstrate the influence of this policy and be compliant with the key elements of this policy.</p> <p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not expressed any concerns about the proposals.</p>

	<p>design principles in new development.</p> <ul style="list-style-type: none"> - Promote safer streets and public areas, including open spaces. 	<p>A condition is recommended to ensure that the detailed design of proposed bridges is designed to ensure the safety of users.</p>
<p>CS13 (Ensuring the efficient use of natural resources)</p>	<p>The council will:</p> <ul style="list-style-type: none"> - Seek to minimise Barnet's contribution to climate change and ensure that the borough develops in a way which respects environmental limits and improves quality of life. - Promote the highest environmental standards for development to mitigate and adapt to the effects of climate change. - Expect development to be energy efficient and seek to minimise any wasted heat or power. - Expect developments to comply with London Plan policy 5.2. - Maximise opportunities for implementing new district wide networks supplied by decentralised energy. - Make Barnet a water efficient borough, minimise the potential for fluvial and surface flooding and ensure developments do not harm the water environment, water quality and drainage systems. - Seek to improve air and noise quality. 	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The applicant has submitted sustainability and energy statements with the application. These explain the proposed sustainability features. The proposal includes a range of measures designed to mitigate climate change and reduce carbon dioxide emissions in accordance with the requirements of this policy.</p> <p>The energy statement demonstrates how the development would achieve acceptable reductions in carbon dioxide emissions and has good sustainability credentials more widely, incorporating the inclusion of CHP as a component of the District Heating Network.</p> <p>The development as a whole will comply with Building Regulations Approved Document Part L1a 2010 from the outset, prior to connection to CHP. The CHP plant will commence operation upon completion of Phase 4, and this is in advance of the 60% completion requirement that enables all units to satisfy the energy criteria of Code for Sustainable Homes level 4 prior to first occupation.</p> <p>Water conservation measures will be applied to all dwellings with sustainable drainage applied to manage surface water.</p> <p>Other measures include the use of recycled and sustainable manufactured construction materials for main building elements (sourced locally where possible), efficient use of construction materials to minimise waste arisings and provision of waste recycling facilities to encourage recycling of municipal wastes and landscaping to integrate development with local ecological features and provide new habitats for wildlife.</p> <p>The proposal would not have a significant adverse impact on the local noise environment. The submission assesses the impact of the local noise environment on the development. The amenities of future occupiers would be adequately protected as far as is practicable in this regard.</p> <p>The proposal would not have a significant adverse impact on air quality and the impact of local air quality on the future occupiers of the development can be adequately mitigated.</p> <p>The proposal is accompanied by a Flood Risk Assessment. This has been submitted to the Environment Agency who have responded and not raised any objections to the proposal, subject to the conditions recommended. Conditions have been recommended to ensure that the drainage provided</p>

		<p>as part of the development meets the requirements of this policy. Thames Water has confirmed that there is adequate waste water infrastructure to accommodate the development. The scheme would minimise the use of mains water and conserve water.</p> <p>Appropriate conditions have been recommended to ensure that the proposal is implemented in a way that achieves the objectives of this policy.</p>
CS14 (Dealing with our waste)	The council will encourage sustainable waste management by promoting waste prevention, re-use, recycling, composting and resource efficiency over landfill and requiring developments to provide appropriate waste and recycling facilities.	<p>Compliant: It is considered that this development demonstrates the influence of this policy and subject to the conditions recommended would achieve the requirements of this policy.</p> <p>All blocks will incorporate basement refuse stores. These stores have been designed to the London Borough of Barnet Note on Waste Management (and will be required to reflect latest local authority requirements in each Reserved Matters). A series of 1,100 litre capacity bins will provide segregated handling for household waste, mixed recycling and organic waste. On collection days the on-site management team will collect the bins and truck them up to a collection area on West Street for collection.</p> <p>A separate “large item” waste storage room is proposed for removal of furniture or bulky items.</p> <p>Rear servicing to properties on West Hendon Broadway will be retained where practical.</p>
CS15 (Delivering the Core Strategy)	The council will work with partners to deliver the vision, objectives and policies of the Core Strategy, including working with developers and using planning obligations (and other funding mechanism where appropriate) to support the delivery of infrastructure, facilities and services to meet needs generated by development and mitigate the impact of development.	Compliant: The recommendations made include planning obligations to secure the achievement of appropriate contributions to secure the achievement of appropriate contributions to the provision of local infrastructure.
Development Management Policies		
DM01 (Protecting Barnet’s character and amenity)	<p>Development should represent high quality design that contributes to climate change mitigation and adaptation.</p> <p>Proposals should be based on an understanding of local characteristics, preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.</p>	<p>Compliant: The application demonstrates the influence of this policy and compliance with its key objectives. Where appropriate conditions have been recommended to ensure that the development implemented will achieve the objectives of the policy.</p> <p>The proposed development seeks to ensure high quality design that raises the quality of the surrounding area, and provides visual and physical connections into the site from West Hendon</p>

	<p>Development should ensure attractive, safe and vibrant streets which provide visual interest. Proposal should create safe and secure environments, reduce opportunities for crime and minimise fear of crime.</p> <p>Development should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users. Lighting schemes should not have a demonstrably harmful impact on amenity or biodiversity. Proposals should retain outdoor amenity space.</p> <p>Trees should be safeguarded and when protected trees are to be felled the Council will require suitable tree replanting. Proposals will be required to include landscaping that is well laid out; considers the impact of hardstandings on character; achieves a suitable visual setting; provides an appropriate level of new habitat; makes a positive contribution to the to the surrounding area; contributes to biodiversity (including the retention of existing wildlife habitat and trees); and adequately protects existing tress and their root systems.</p>	<p>Broadway..</p> <p>The design and access statement outlines the design principles of the master plan, and how it has had regard to the local context, including the pattern and grain of local streets. The design approach proposed takes suitable account of its context, the character of the area, in close proximity to West Hendon town centre and within a regeneration area, the developments relationships with neighbouring buildings and spaces.</p> <p>Officers consider that the master plan proposes a scale and design of development that is appropriate to its surroundings. The scheme is also considered to be of a sufficiently high quality design internally, externally and in relation to its context and wider environment.</p> <p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not expressed any concerns about the proposals and the development is found to create a safe and secure environment. Conditions have been recommended to ensure that appropriate street lighting implemented as part of the scheme.</p> <p>The design of the development is such that it would fulfil the requirements of this policy in respect of the amenities of both adjoining and potential occupiers and users. The scheme would provide an acceptable level of new outdoor amenity space.</p> <p>Natural England has not raised any objections to the proposal and the application includes measures to make a positive contribution to biodiversity. The proposal would result in the removal of trees, but adequate landscaping including replacement tree planting is proposed to mitigate the loss of trees.</p>
<p>DM02 (Development standards)</p>	<p>Development will be expected to demonstrate compliance with relevant standards, supported by the guidance provided in the Council's Supplementary Planning Documents.</p>	<p>Compliant: The submission is considered to demonstrate the influence of this policy and meets relevant standards.</p> <p>The detailed phase will achieve Code for Sustainable Homes (CSH) Level 4 for the residential units. The successive phases will achieve an equivalent rating or be in compliance with the latest building regulations.</p> <p>The entire development complies with Lifetime Homes, London Plan and London Housing Design Standards.</p> <p>Policy compliant levels of outdoor amenity and play space would be provided on site and 10% of the dwellings would be constructed to be easily adaptable to wheelchair accessible standards.</p>
<p>DM03 (Accessibility and inclusive design)</p>	<p>Developments should meet the highest standards of accessible and inclusive design.</p>	<p>Compliant: The proposal includes a range of measures to ensure that the development would provide an accessible and inclusive environment for all members of the community. A summary of this is provided in the Inclusive Design Criteria, section of the Design & Access Statement.</p>

DM04 (Environmental considerations)	<p>Developments are required to demonstrate their compliance with the Mayor's targets for reductions in carbon dioxide emissions within the framework of the energy hierarchy.</p> <p>Where decentralised energy is feasible or planned development will provide either suitable connection; the ability for future connection; a feasibility study or a contribution to a feasibility study.</p> <p>Proposals should be should be designed and sited to reduce exposure to air pollutants and ensure that development is not contributing to poor air quality. Locating development that is likely to generate unacceptable noise levels close to noise sensitive uses will not normally be permitted. Proposals to locate noise sensitive development in areas with existing high levels of noise not normally be permitted. Mitigation of noise impacts through design, layout and insulation will be expected where appropriate.</p> <p>Development on land which may be contaminated should be accompanied by an investigation to establish the level of contamination. Proposals which could adversely affect ground water quality will not be permitted.</p> <p>Development should demonstrate compliance with the London Plan water hierarchy for runoff, especially in areas prone to flooding.</p>	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>An energy centre will be incorporated within the development and will provide a CHP system.</p> <p>The design and energy strategies have been future proofed to ensure that they are fit for purpose and adaptable. In order to future-proof the development and enable connection to any emerging low-carbon heat source, the development will incorporate proposals to safeguard and simplify any future connection.</p> <p>An environmental statement has been submitted which demonstrates how the development has sought to mitigate any potential adverse environmental impact. This includes a number of technical reports, such as an air quality assessment, a noise assessment and a transport assessment, that demonstrate that the proposed scheme will not have a detrimental impact on the local environmental considerations. An energy statement has been submitted which demonstrates how the scheme will comply with the Mayor's energy hierarchy.</p> <p>The submitted environmental statement and technical appendices provide detailed information on contamination and ground conditions in accordance with the requirements of Policy DM04.</p> <p>A Flood Risk Assessment accompanies the application. This has been submitted to the Environment Agency who have responded and not raised any objections to the proposal, subject to the conditions recommended.</p> <p>Appropriate conditions have been recommended to ensure that the proposal is implemented in a way that achieves all of the objectives of this policy.</p>
DM05 (Tall buildings)	Tall buildings outside the strategic locations identified in the Core Strategy will not be considered acceptable.	Compliant: West Hendon is identified within the Local Plan as a strategic location where tall buildings are considered acceptable. The approach to tall buildings is supported by the GLA which considers the approach to taller elements along the reservoir as adding to the legibility of the area and marking the park.
DM06 (Barnet's heritage and conservation)	<p>All development to have regard to the local historic context and protect heritage assets in line with their significance.</p> <p>Development proposals to preserve or enhance the character and appearance of conservation areas and protect archaeological remains.</p>	Compliant: The Environmental Statement includes a Heritage Assessment, and no adverse effects were found.
DM08 (Ensuring a variety of sizes of new homes to meet housing need)	<p>Development should provide, where appropriate a mix of dwelling types and sizes in order to provide choice.</p> <p>Barnet's dwelling size priorities are 3</p>	Compliant: The submission is considered to demonstrate the influence of this policy and provides an appropriate mix of dwelling types and sizes.

	<p>bedroom properties the highest priority for social rented dwellings, 3 and 4 bedroom properties the highest priority for intermediate affordable dwellings and 4 bedroom properties the highest priority for market housing, with three bedroom properties a medium priority.</p>	<p>The West Hendon Estate is currently not a mixed and balanced community, being currently heavily balanced towards affordable housing. The proposals will deliver a mixed and balanced community through introducing private housing and a new range of intermediate tenancies.</p> <p>At present the illustrative masterplan provides an indication of how the housing mix might come forward. The strategic social rent mix is based on the known housing needs of the existing secure tenants on the estate. The intermediate mix is based on an assumed mix that will be market tested prior to each reserved matters planning application and will relate to the funding product that is available from the GLA at the time each phase is delivered.</p> <p>This has been refined further within Table 4.4 of the Development Specification document which seeks to establish a Strategic Housing Mix for the site.</p> <p>When taking into account the decant requirement of this development, and in particular those of the Barnet secure tenancies, the proposed strategic mix is considered to meet the strategic aspirations of Core Strategy Policy CS4 and DPD Policy DM08 and the financial and housing requirements bespoke to this estate renewal. In terms of social rent, the proposals will increase provision of 3-bed units from 0.33% (2 units) across the site to an illustrative 34 units comprising flats, duplexes and houses. With regards intermediate housing, whilst a maximum range of up to 30% intermediate three-bed provision is proposed, the reality of meeting affordability criteria West Hendon Planning Policy Addendum means that a large number of 3-beds is unrealistic. This is also true for 4-bed intermediate accommodation.</p>
<p>DM10 (Affordable housing contributions)</p>	<p>The maximum reasonable amount of affordable housing will be required on site, subject to viability, from new sites, having regard to the target that 40% of housing provision borough wide should be affordable.</p>	<p>Compliant: The proposal will replace all the affordable housing on site.</p> <p>Of the new housing a total 25% affordable housing will be provided.</p> <p>This affordable provision will be split 43% rented and 57% intermediated (by unit) as justified by the viability assessment submitted with this planning application. The affordable housing will be secured by way of S.106 agreement.</p>
<p>DM15 (Green belt and open spaces)</p>	<p>In areas which are identified as deficient in public open space, where the development site is appropriate or the opportunity arises the council will expect the onsite provision of public open space.</p>	<p>Compliant: the development proposals constitute the following:-</p> <ul style="list-style-type: none"> • Public amenity space (York Park, Broadway Place & The Green) – 16,494m² (1,684m² increase on existing) • Communal courtyard gardens – 13,162m² (3,378m² increase on existing) • Private amenity garden space – 5,224m²

		<p>(5,224m² increase on existing)</p> <ul style="list-style-type: none"> • Private/community amenity rooftop space - 5320m² (5,320m² increase on existing) • Balconies – 10,866m² (uplift on existing unknown) • Front gardens / privacy planning – 1,655m² <p>In addition the two pedestrian bridges proposed will increase accessibility to existing recreation and sports provision adjacent to the Welsh Harp.</p> <p>The proposed development provides an increase in existing open space in quantitative terms and proposes a significant improvement in qualitative terms with improved facilities and landscaping to provide residential amenity and enhance biodiversity.</p>
DM16 (Biodiversity)	The Council will seek the retention and enhancement, or the creation of biodiversity.	<p>Compliant: Natural England has not raised any objections to the proposal and the application is considered to demonstrate the influence of this policy and includes measures to make a positive contribution to biodiversity.</p> <p>Although much of the site is urban in nature, it fronts onto the Brent Reservoir SSSI. Much of this frontage is within York Park and includes a mature tree line and grassland.</p> <p>The ES proposes a series of mitigation measures including an ecological management plan to ensure that effects on the SSSI are minimised and the potential to enhance biodiversity across the site is incorporated into development proposals.</p> <p>Conditions and obligations have been recommended to ensure that the key objectives of this policy would be carried through at implementation.</p>
DM17 (Travel impact and parking standards)	<p>The Council will :</p> <ul style="list-style-type: none"> - Ensure that the safety of all road users is taken into account when considering development proposals. - Ensure that roads within the borough are used appropriately according to their status. - Expect major development proposals with the potential for significant trip generation to be in locations which are (or will be) highly accessible by a range of transport modes. Developments should be located and designed to make the use of public transport more attractive. - Require a full Transport Assessment where the proposed development is anticipated to have significant transport implications. - Require the occupier to develop, implement and maintain a satisfactory Travel Plan to minimise increases in road traffic and meet mode split targets. - Expect development to provide safe 	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. Conditions and obligations have been recommended to ensure that the objectives of this policy would be carried through to implementation.</p> <p>A Transport Assessment has been submitted which demonstrates that the residual cumulative impacts of the proposed development are minor considering the addition of new dwellings compared to those already present. Based on the net impact of the development proposals and taking into account the mitigation measures proposed it has been shown that the site's impact on the neighbouring highway network will be negligible.</p> <p>The level of proposed parking provision is considered to be appropriate for the estate based on its location. This is sufficient to comply with the Local Plan parking standards.</p> <p>The development has an appropriate degree of accessibility for the level of trip generation that the proposal would result in and controls have been</p>

	<p>and suitable access arrangements for all road users.</p> <ul style="list-style-type: none"> - Require appropriate measures to control vehicle movements, servicing and delivery arrangements. - Require, where appropriate, improvements to cycle and pedestrian facilities. - Parking will be expected to be provided in accordance with the following per unit maximum standards: <ul style="list-style-type: none"> i. 2 to 1.5 spaces for detached and semi-detached houses and flats (4 or more bedrooms). ii. 1.5 to 1 spaces for terraced houses and flats (2 to 3 bedrooms). iii. 1 to less than 1 space for developments consisting mainly of flats (1 bedroom). - Residential development may be acceptable with limited or no parking outside a Controlled Parking Zone only where it can be demonstrated that there is sufficient on street parking capacity. 	<p>recommended to ensure that the use of a range of modes of transport is encouraged.</p> <p>The design of the development is considered to take full account of the safety of all road users, includes appropriate access arrangements and would not unacceptably increase conflicting movements on the road network or increase the risk to vulnerable road users.</p> <p>Officers consider that the scheme proposes suitable access arrangements and an appropriate quality of pedestrian environment. The proposal would deliver acceptable facilities for pedestrians, cycles and cyclists.</p>
Adopted UDP (May 2006) Saved Policies (May 2009)		
<p>GCrick Cricklewood, Brent Cross and West Hendon Regeneration Area</p>	<ul style="list-style-type: none"> - The Council seeks integrated regeneration in the Cricklewood, Brent Cross and West Hendon Regeneration Area. - All development to the highest environmental and design standards - Aim to develop a new town centre over the plan period. 	<p>Compliant: the application delivers regeneration through investment in housing and high standards of design and sustainability. The proposal builds upon the area's strategic location and proximity to the railway station. West Hendon Broadway, the local shopping centre is also providing enhanced retail facilities available for the new residential uses. This provides for integrated regeneration.</p>
<p>C1 Comprehensive Development</p>	<ul style="list-style-type: none"> - The Council seeks the comprehensive development of the regeneration area in accordance with the area framework and delivery strategy. - Development proposals will need to meet policies of the UDP and their more detailed elaboration in the development framework. 	<p>Compliant: The West Hendon Estate comprises the north west sector of the regeneration area and therefore much of the document is focussed on the main Brent Cross site. It is recognised in paragraph 7.2.12 of the Local Plan Core Strategy that The redevelopment of West Hendon is being taken forward in parallel, but independently of the regeneration of Brent Cross – Cricklewood.</p> <p>However the proposals follow the policy principles to provide for good quality sustainable development that delivers an enhanced quality of life for present and future residents.</p> <p>An improved York Park is proposed to provide better open space suited to residents' needs, and with links through a new civic square and the Broadway, which is an integral part of this application. The poor quality of the existing housing is also recognised.</p>
<p>C1(A) West Hendon</p>	<p>This represents the specific site allocation for West Hendon.</p> <p>The mixed-use regeneration of the area</p>	<p>Compliant: The application provides high density housing, through re-providing 28,445sqm of affordable housing. The development ensures design quality, it provides a range of 1, 2, 3 and 4</p>

	<p>should comprise:</p> <ul style="list-style-type: none"> -high quality design, high density housing, a mix of unit sizes and affordability. Lifetime homes, and wheel chair accessibility. -a new local centre to include a mix of uses - Protection of the Welsh Harp SSSI and its integration with the development and open space. -Increased capacity on the A5 to assist buses -Improvement of transport links to and facilities at Hendon Railway Station. 	<p>bedroom dwellings, of which 25% are affordable.</p> <p>The development does not propose the fully comprehensive redevelopment of the local centre as identified in the Policy (and existing planning consent) although it will provide an improved retail offer with new purpose built units. In addition the new homes will generate £8.8m of spending demand to support the local centre.</p> <p>The application also includes improved access to the local centre. It will also return vacant areas within the Broadway to active use. There will be an improved public realm through the creation of a new civic area in the vicinity of the development.</p> <p>The development also includes enhanced community facilities through the provision of a new primary school and additional community floorspace adjacent to the primary school and on West Hendon Broadway.</p> <p>The measures to protect the Welsh Harp SSSI have been set out in the Environmental Statement and will be controlled through an Ecological Management Plan recommended to be secured through planning condition. The interface of the reservoir and upgraded York Park is a priority and is set out in detail within the Landscape chapter of the DAS.</p> <p>The proposed development makes provision for the removal of the Perryfield Way Gyratory allowing improvements to traffic flow and bus movements along West Hendon Broadway and Station Road. This will also increase the residential amenity for estate residents. This is set out in the Transport Assessment.</p> <p>A condition is proposed requiring reserved matters applications to be in accordance with the Design Guidelines submitted as part of the application and revised following review by London Borough of Barnet officers. This seeks to ensure design quality consistency across all phases of development.</p>
<p>C2 Urban Design & Quality</p>	<p>-The Council will seek to achieve the standards of urban design for the Regeneration Area to result in a development of landmark quality.</p>	<p>Compliant: The strategic design principles provide a clear strategy with which the future detailed planning application and future reserved matters will be based.</p> <p>A condition is proposed requiring reserved matters applications to be in accordance with the Design Guidelines submitted as part of the application and revised following review by London Borough of Barnet officers. This seeks to ensure design quality consistency across all phases of development.</p>
<p>C3 Urban Design – Amenity</p>	<p>-The development should protect and improve the existing amenities of existing residents.</p>	<p>Complaint: The strategic phasing strategy has been devised to ensure that the demolition will involve minimal disruption to residents while facilitating a logical decant facility enabling secured tenants to continue to live on site.</p> <p>The long term benefits of the development are</p>

		significant and considered to outweigh the disruption caused by construction in the short term.
C4 Sustainable Design	The Council will seek to ensure that the Regeneration Area pursues the highest standards of environmental design, including: -an integrated network of public open spaces -Ensure the restoration and enhancement of the River Brent, without detrimental impact to the Brent Reservoir SSSI. -There must be a buffer zone, appropriate protection of legally protected species, and opportunities taken to enhance the biodiversity of the area.	Compliant: Natural England has not raised any objections to the proposal and the application is considered to demonstrate the influence of this policy and includes measures to make a positive contribution to biodiversity and the protection of the Brent Reservoir. Although much of the site is urban in nature, it fronts onto the Brent Reservoir SSSI. Much of this frontage is within York Park and includes a mature tree line and grassland. The ES proposes a series of mitigation measures including an ecological management plan to ensure that effects on the SSSI are minimised and the potential to enhance biodiversity across the site is incorporated into development proposals. Conditions and obligations have been recommended to ensure that the key objectives of this policy would be carried through at implementation.
C5 West Hendon and Cricklewood Town Centres	-The Council will aim to maintain and enhance the viability & vitality of the West Hendon & Cricklewood town Centres.	Compliant: It is considered that the viability and vitality of the West Hendon local centre will be enhanced by this development through the provision of new commercial units, and an increase in local population to support the centre. Further details are set out in the Retail Impact Assessment.
C6 Brent Cross New Town Centre	n/a	n/a
C7 Transport Improvements	n/a	n/a
C8 Parking Standards	This sets out maximum parking standards of 1 space per residential unit within the Regeneration Area, with retail parking provision to accord to London Plan standards.	0.8 spaces per residential unit is proposed to be adopted across the scheme in accordance with this policy.
C9 Housing and Community Development	This policy deals with housing and community development within the Cricklewood and Brent Cross Areas However, it notes that in West Hendon an additional 2,200 homes will come forward.	Compliant: the proposed development contributes will contribute 2,000 units on top of the 192 units already built within West Hendon towards this target.
C10 Employment	n/a	n/a
C11 Implementation	The Council will require developers to provide on-site and off-site infrastructure, facilities and services to support the regeneration of the area.	Compliant: the applicant is in discussion over the Mayoral CIL charges and section 106 contributions.
Cricklewood, Brent Cross, West Hendon Regeneration Area Development Framework SPD 2005.		
The SPD notes that West Hendon will provide approximately 2,200 units and with regards to affordable housing, the existing affordable housing must be replaced with an equivalent amount. The document recognises that to do this, the density will need to increased having regards to the sensitivity of the site adjacent to the Welsh Harp Reservoir.	Compliant: Compliance is dealt with under UDP Policy C1 above in additional to the response here. In summary the principles set out in the SPG have been followed through in the proposals. Existing	

<p>The following specific objectives are also contained within the SPG:</p> <ul style="list-style-type: none"> - An existing SSSI that will require a management plan to be formulated as part of any proposals for redevelopment at West Hendon to protect the natural character and encourage bio-diversity. It is important that human disturbance of natural habitats is minimised, but education and enjoyment of this unique resource is stimulated. - A new and remodelled open space to form a buffer between a redeveloped West Hendon Estate and the Welsh Harp Reservoir. - A new Square at the heart of the revitalised West Hendon local centre. - Capacity restraints will be relieved in West Hendon town centre by the widening of the A5 and junction improvements. - A new residential quarter will be created around the Welsh Harp Reservoir. There will be improved access for pedestrians and cyclists between the new local centre, the new homes, the Welsh Harp and Hendon Station. 	<p>housing needs have evolved since the document was adopted, and these needs are reflected in the submission. The Proposed Development has also responded to changing economic conditions since the preparation and adoption of the SPG.</p> <p>An equivalent quantum of affordable housing as present is included as part of the proposals.</p> <p>The objectives set out in the SPG have been followed through in the proposals.</p>
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Key relevant local and strategic supplementary planning documents

Local Supplementary Planning Documents and Guidance:

- Infrastructure Delivery Plan (2011)
- Residential Design Guide (2013)
- Sustainable Design and Construction (2013)
- Affordable Housing (February 2007)
- Planning Obligations (Section 106) (April 2013)

Strategic Supplementary Planning Documents and Guidance:

- Accessible London: Achieving an Inclusive Environment (April 2004)
- Housing Supplementary Planning Guidance (November 2012)
- Sustainable Design and Construction (May 2006)
- Shaping Neighbourhoods: Play and Informal Recreation (September 2012)
- Providing for Children and Young People's Play and Informal Recreation SPG (2008)
- Land for Transport Functions SPG (September 2012)
- London's Foundations SPG (March 2012)

APPENDIX 3: Red Line Plan, Illustrative Masterplan

Appendix 4 – Summary of Consultation Responses

SITE LOCATION PLAN:

[TO ADD]

Appendix 1 - Conditions

Hybrid Boundary	
1.	The development shall be implemented in accordance with the hybrid planning application boundary drawing 716_00_07_001 which defines the area to which detailed planning permission and outline permission applies pursuant to this planning permission. Reason: For the avoidance of doubt and to ensure that the development accords with the outline and detailed planning permissions.
Outline application - implementation timescale	
2.	The development to which the outline planning permission relates shall be begun either before the expiration of 5 years from the date of this grant of planning permission or before the expiration of two years from the date of the approval of the last reserved matter, whichever is the later. Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.
Reserved Matters - implementation timescale	
3	Applications for the approval of reserved matters (being layout, scale, appearance, access and landscaping) pursuant to the first phase of the outline planning permission shall be made to the Local Planning Authority before the expiration of 5 years from the date of this permission. Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.
Environmental Statement	
4	The development shall be carried out in accordance with the mitigation measures as set out in Table 19.1 and 19.2 of the Environmental Statement unless justification for the lack of this mitigation and continued compliance with the Environmental Statement is demonstrated to and agreed in writing by the Local Planning Authority. Reason: to ensure that the development takes place in accordance with the principles and parameters assessed within the Environmental Statement.
Reserved Matters - in accordance with masterplan, parameter plans and design guidance	
5	Reserved matters pursuant to this permission shall be made in accordance with the following plans and documentation <ol style="list-style-type: none"> a. Development Specification Rev 01 b. Design Guidelines Rev 01 c. Parameter plans: <ul style="list-style-type: none"> • Parameter Plan Buildings to be Demolished 716_00_07_002 Revision P2 • Parameter Plan Development Area 716_00_07_003 Revision P2 • Parameter Plan Building Heights 716_00_07_004 Revision P2 • Parameter Plan Open Space 716_00_07_005

	<p>Revision P2</p> <ul style="list-style-type: none"> • Parameter Plan Ground Floor Frontage Uses 716_00_07_006 Revision P2 • Parameter Plan Typical Above Ground Frontage Uses 716_00_07_007 Rev 02 Revision P2 • Parameter Plan Car Park 716_00_07_008 Rev 02 Revision P2 • Parameter Plan Strategic Phasing 716_00_07_009 Rev 02 Revision P2 • Parameter Plan Vehicular and Pedestrian Circulation 716_00_07_010 Rev 02 Revision P2 • Parameter Plan Silk Stream Bridge Alignment 716_00_07_011 Revision P2 • Parameter Plan Silk Stream Bridge Levels 716_00_07_012 Revision P2 • Parameter Plan Cool Oak Lane Bridge 716_00_07_013 Revision P2 <p>Each reserved matters submission should include a statement of compliance against each of the Parameter Plans, the individual sections of the Design Guidelines and the Development Specification. The development shall be implemented in accordance with such details as approved. No variations to the parameter plans shall take place save where the applicant can demonstrate that it is unlikely to give rise to any new or significant environmental effects in comparison with the development as approved and as assessed in the Environmental Statement or the application is accompanied by environmental information the scope of which has previously been agreed with the Local Planning Authority to assess the likely significant effects of the development having regard to the proposed variation.</p> <p>Reason: For the avoidance of doubt and to ensure that the development accords with the Outline Planning Permission.</p>
Reserved Matters - submission	
6.	<p>No development shall take place within a phase of the outline permission until reserved matters for that phase have been submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the approved details.</p> <p>Reason: To ensure that the development is carried out in an appropriate sequence in accordance with the range and scale of impacts measured and assessed in the Environmental Statement.</p>
Site Wide Phasing Plan	
7	<p>No variations to the Strategic Phasing Plan (reference 716_00_07_008 Rev 02) shall take place save where the applicant can demonstrate that it is unlikely to give rise to any new or significant environmental effects in comparison with the development as approved and as assessed in the Environmental</p>

	<p>Statement or the application is accompanied by environmental information the scope of which has previously been agreed by the Local Planning Authority to assess the likely significant effects of the development having regard to the proposed variation.</p> <p>Reason: To ensure that the development is carried out in an appropriate sequence in accordance with the range and scale of impacts measured and assessed in the Environmental Statement.</p>
Site Wide Construction Environmental Management Plan (CEMP)	
8	<p>Prior to the commencement of development of any phase, a site wide Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the local planning authority. The CEMP shall accord with and give effect to the principles for such a Statement proposed in the Environmental Statement submitted with the application and shall include, but not be limited to, the consideration of the following aspects of construction:</p> <ol style="list-style-type: none"> 1. Site wide construction programme. 2. Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures, along with location of parking for contractors and construction workers. 3. Construction and demolition hours, which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation. 4. Prior notice and agreement procedures for works outside agreed limits and hours. 5. Delivery and collection times for construction purposes. 6. Noise and Vibration (including piling) impact / prediction assessment, monitoring, recording protocols and consideration of mitigation measures in accordance with BS 5528, 2009 - Code of Practice for Noise and Vibration Control on Construction and Open Sites Parts 1 - Noise and 2 -Vibration (or as superseded) including the use of best practical means to minimise noise and vibration disturbance from construction works. 7. Confirmation on whether a concrete crusher will be used 8. Dust suppression management and wheel washing measures, including the deposition of all debris on the highway 9. Site lighting details. 10. Drainage control measures including the use of settling tanks, oil interceptors and bunds. 11. Screening and hoarding details. 12. Access and protection arrangements around the site for pedestrians, cyclists and other road users. 13. Procedures for interference with public highways, (including public rights of way), permanent and temporary

	<p>realignment, diversions and road closures.</p> <ol style="list-style-type: none"> 14. External safety and information signing and notices. 15. Liaison, consultation and publicity arrangements including dedicated points of contact. 16. Consideration of the SSSI, ecological and other sensitive receptors in accordance with the Ecological Management Plan (Condition 35).- 17. Membership of the Considerate Contractors Scheme. 18. Complaints procedures, including complaints response procedures. 19. Location of Contractors compound and method of moving materials, plant and equipment around the site. 20. Mitigation measures to maintain water quality. 21. Details of contractors compound and car parking arrangements; 22. Details of interim car parking management arrangements for the duration of the construction. 23. Details of a community liason contact for the duration of all works associated with the development. 24. Details of temporary pedestrian routes through the site. <p>Reason: To ensure the proposed development does not prejudice the amenities of occupiers of adjoining residential properties, the adjacent SSSI and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13, CS14, DM01, DM04 and DM17 of the Barnet Local Plan and policies 5.3, 5.18, 7.14 and 7.15 of the London Plan.</p>
Construction Method Statement	
9	<p>Prior to the commencement of development of any reserved matters approval for each phase, a Construction Method Statement (CMS) shall be submitted to and approved in writing by the local planning authority. The CMS shall demonstrate how the construction of the reserved matters approval accords with the details of the Construction Environmental Management Plan (CEMP). In addition, the CMS shall also provide a specific construction programme and a plan identifying: the contractor site storage area/compound; screening and hoarding locations; site lighting; wheel washing and dust suppression measures; the need or otherwise for a concrete crushing machine on site; access arrangements for vehicles, plant and personnel; building material, plant and equipment storage areas; contractor parking arrangements for construction and personnel vehicles; and the location of contractor offices. Thereafter the development shall be undertaken in accordance with the agreed details.</p> <p>Reason: To ensure the proposed development does not prejudice the amenities of occupiers of adjoining residential properties, the SSSI and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13, CS14, DM01, DM04 and DM17 of the Barnet Local Plan and policies 5.3, 5.18, 7.14 and 7.15 of the London Plan.</p>
Maximum number of residential units	

10	<p>The maximum number of residential units to be developed on the application site comprising the land which is subject to both the detailed and outline planning permission shall not exceed 2,000.</p> <p>Reason: to ensure the development is carried out in accordance with the approved plans and other submitted details and to ensure that the quantum of floorspace keeps within the parameters assessed pursuant to the Environmental Statement.</p>
Maximum Floorspace	
11	<p>The total quantum of built floorspace for the Development across the site shall not exceed the GEA for individual land uses comprising:</p> <p>202,000sqm residential (Use Class C3) 3,870sqm Community Facilities (Use Class D1) 1,766sqm Retail and related uses (Use Class A1-A5); Office (Use Class B1) 52,000sqm Basement and Undercroft Car Parking</p> <p>There shall be no transfer of floorspace across use classes, with the exception of Block G5 where D1 community use could be transferred to Retail Use A1-A5 or Office Use B1. In the circumstances stipulated in Condition [12].</p> <p>Reason: to ensure the development is carried out in accordance with the approved plans and other submitted details and to ensure that the quantum of floorspace keeps within the parameters assessed pursuant to the Environmental Statement.</p>
Maximum Building Height	
12	<p>No building within the outline scheme as approved shall exceed 28 floors in height.</p> <p>Reason: to ensure the development is carried out in accordance with the approved plans and design guidelines.</p>
Lifetime Homes	
13	<p>All 2,000 of the new residential units (use class C3) within the development hereby approved shall be constructed to meet and achieve the 'Lifetime Homes' standard and maintained for the life of the development.</p> <p>Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.8 and 7.2 of the London Plan.</p>
Code Level 4	
14	<p>All residential units (use class C3) within the development hereby permitted shall all be constructed to achieve not less than Code Level 4 in accordance with the Code for Sustainable Homes (or the equivalent standard in such measure of sustainability for house design which may replace that scheme). Prior to occupation of the first residential unit within each phase formal certification shall be issued confirming that not less than Code</p>

	<p>Level 4 has been achieved and this certification has been submitted to and approved by the Local Planning Authority.</p> <p>Reason: To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 5.2 and 5.3 of the London Plan.</p>
Breeam	
15	<p>All non residential hereby approved shall achieve BREEAM 'Good' level of environmental performance. Before the development is first occupied the developer shall submit certification of the selected generic environmental standard.</p> <p>Reason: To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 5.2 and 5.3 of the London Plan</p>
Space Standards	
16	<p>All residential units (use class C3) within the development hereby permitted shall all be constructed to achieve the minimum internal space standards set out in Table 3.3 of the London Plan (2011).</p> <p>Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.5 of the London Plan (2011).</p>
Wheelchair Housing Standards	
17	<p>A minimum of 10% of the residential dwellings within the development hereby approved shall be built to wheelchair housing standards or easily adaptable for residents who are wheelchair users.</p> <p>Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.8 and 7.2 of the London Plan (2011).</p>
Community Use in Block G5	
18	<p>The D1 Community Use in Block G5 shall remain in community use unless it can be demonstrated to the satisfaction of the Local Planning Authority that there is not sufficient viable demand to support such a use. In which case the use may transfer to Retail Use A1-A5 or Office B1.</p> <p>To satisfactorily demonstrate to the council that such demand does not exist in the area:</p> <ol style="list-style-type: none"> 1. Prior to marketing the unit details of the terms and conditions of the leasing of the property including appropriate rent levels and manner and frequency of such marketing must be submitted to and agreed in writing by the local planning Authority.

	<p>2. The unit must be marketed for a period of no less than three years (one year of which can be prior to completion of the unit).</p> <p>3. Following the minimum period of 3 years marketing details must be submitted to and approved in writing by the local Planning Authority which reasonably demonstrate that no viable demand for the continued use of the unit as a D1 Community building exists in the area.</p> <p>Reason: In order to ensure that the development is accessible and available to the community and to ensure that the amenities of occupiers of neighbouring residential properties are not prejudiced.</p>
<p>Materials for External Surfaces of Buildings</p>	
<p>19</p>	<p>Prior to the commencement of each phase within the Outline element of the permission, other than for ground works, site preparation or remediation, appropriate samples of the materials to be used for the external surfaces of the buildings and hard surfaced areas within the relevant phase shall have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with such details as so approved and maintained for the lifetime of the development.</p> <p>Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with policies CS5 and DM01 of the Barnet Local Plan and policies 1.1, 7.4, 7.5 and 7.6 of the London Plan.</p>
<p>Levels</p>	
<p>20</p>	<p>Prior to the commencement of each phase within the Outline element of the permission details of the final floor levels of the proposed buildings, and levels of roads, footpaths and other landscaped areas relative to adjoining land shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with such details Too wordy</p> <p>Reason: To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the amenities of the area and neighbouring occupiers and the health of any trees or vegetation in accordance with policies DM01, DM04 and DM17 of the Barnet Local Plan and policies 7.2, 7.3, 7.4, 7.5, 7.6, 7.13 and 7.21 of the London Plan</p>
<p>Scheme of Hard and Soft Landscaping Details</p>	
<p>21</p>	<p>Prior to the commencement of each phase within the Outline phase of the permission other than for ground works, site preparation or remediation, a detailed scheme of hard and soft landscaping to serve the relevant phase shall be submitted to and approved in writing by the Local Planning Authority. The details of landscaping submitted shall include but not be limited to the following:</p>

	<ol style="list-style-type: none"> 1. the position of any existing trees and hedges to be retained or removed and the crown spread of each retained tree; duplication with tree conditions? 2. details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the site; duplication with tree conditions? 3. existing site contours and details of any proposed alterations in existing ground levels, and of the position of any proposed excavation within the recommended protective distance referred to in BS5837: 2012. duplication with levels conditions? 4. details of all tree, hedge, shrub and other planting proposed as part of the scheme and all planting and substrates proposed for green and brown roofs, green walls and other soft landscaped structures, including proposed species, plant sizes and planting densities. Such planting to be UK native unless satisfactory justification can be made to the Local Planning Authority; 5. means of planting, staking and tying of trees, including tree guards, and a detailed landscape maintenance schedule for regular pruning, watering and fertiliser use; duplication with tree conditions? 6. Details and specifications of all play features to be included within the landscaped areas. 7. details of all proposed hard landscape works, including proposed materials, samples and details of special techniques to minimise damage to retained trees and details of techniques to be used to provide conditions appropriate for new plantings; 8. timing of planting; 9. details of all proposed boundary treatments, fencing, gates or other means of enclosure to be erected at the site with particular focus on the boundary to the SSSI. 10. Details of any lighting <p>The approved hard and soft landscaping scheme shall be carried out before the end of the first planting and seeding season following the first occupation of any part of the buildings or completion of the construction of the Detailed element of the permission, whichever is sooner save where the applicant can demonstrate that the construction process will not reasonably allow such timescales due to incremental completion of the development and an acceptable phasing of landscaping is agreed in writing by the Local Planning Authority.</p> <p>Reason: To ensure a satisfactory appearance to the development and protect the amenities of the area and future and neighbouring occupiers in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 3.6 and 7.21 of the London Plan.</p>
Plan	
22	Prior to the occupation of Phase 3a and with the reserved matters of any outline application, other than for ground works,

	<p>site preparation or remediation, details a Landscape Management Plan shall be submitted to and approved by the Local Planning Authority, which should include long- term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens). Such details shall address all features as approved under condition 18 (Hard and Soft Landscaping Details).</p> <p>The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.</p> <p>Reason: To ensure a satisfactory appearance to the development and protect the amenities of the area and future neighbouring occupiers in accordance with Policies DM01 and DM02 of the Barnet Local Plan and policies 3.6 and 7.21 of the London Plan.</p>
Invasive Species	
23	<p>Prior to the occupation of Phase 3a and with the reserved matters of any outline application an invasive non-native plants survey shall be submitted. No development shall take place in any phase where invasive non-native species, including Japanese Knotweed and Giant Hogweed, are found until a detailed method statement for the removal or long-term management/control on the site shall be submitted to and approved in writing by the local planning authority.</p> <p>The method statement shall include measures that will be used to prevent the spread of invasive non-native plants during any operations e.g. mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant listed under the Wildlife and Countryside Act 1981, as amended. Development shall proceed in accordance with the approved method statement.</p> <p>Reason: To prevent the spread of non-native plants, and in particular Japanese knotweed and Giant hogweed, which are invasive species, and avoid damage caused to the nature conservation value of the site contrary to national planning policy as set out in the National Planning Policy Framework paragraph 109, which requires the planning system to aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible.</p>
Detailed Surface Water Drainage Scheme	
24	<p>Reserved matters applications for each phase shall include a detailed surface water drainage scheme for that phase in accordance with the principles of the Site Wide Drainage Strategy (SWDS) (reference: GWHPAS-C-RPT-00020; dated: 14</p>

	<p>Feb 2013; produced by: Halcrow) and Flood Risk Assessment (reference: GWHPAS-C-RPT-00030; dated: 14 Feb 2013; produced by: Halcrow).</p> <p>Each surface water drainage scheme shall include:</p> <ul style="list-style-type: none"> • a reduction in runoff as identified in table 4.5 of the SWDS; • implementation of a full range of SuDS or alternative measures subject to Environment Agency approval, as detailed in paragraph 4.2.4 of the SWDS; • design to 1 in 100 year standard with an appropriate allowance for climate change; • the attenuation requirement for that development phase and detailed plans of how this will be provided in relation to the wider site, including provision within or outside that development phase; • detailed plans of new swales being retained provided; - details of adoption and future maintenance proposals for the scheme. <p>The scheme shall be implemented as approved. Reason: To prevent the increased risk of flooding, both on and off site, and to secure water quality enhancements from the SuDS system.</p>
Flood Risk Assessment	
25	<p>Reserved matters applications for each phase or sub-phase shall include a statement setting out how the development permitted by this planning permission is in accordance with the approved Flood Risk Assessment (FRA) (reference: GWHPAS-C-RPT-00030; dated 14 Feb 2013; produced by Halcrow) for that phase or sub-phase and the following mitigation measures detailed within the FRA: - Finished floor levels are set no lower than 300mm above the 1 in 100 year plus climate change flood level, as set out in section 2.3 of the FRA.</p> <p>The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.</p> <p>Reason: To prevent the increased risk of flooding, both on and off site.</p>
Cool Oak Lane Bridge Design	
26	<p>The Cool Oak Bridge shall not be constructed until such time as a scheme to design and implement the river crossing has been submitted to, and approved in writing by, the local planning authority. The bridge should be designed with soffit set no lower than 600mm above the 1 in 100 year plus climate change flood event level and abutments set as far back as possible. The bridge should be of a clear span design, where this cannot be achieved this should be clearly justified by the applicant The scheme shall be fully implemented and subsequently</p>

	<p>maintained, in accordance with the timing / phasing /management arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.</p> <p>The scheme should address the setting of the Bridge in relation to the adjacent Listed Structure in line with English Heritage Guidance, its setting over the SSSI and secure by design principles.</p> <p>A method statement detailing the construction method and operational mitigation measures to protect the SSSI will be submitted to the Local Planning Authority for consideration by Natural England and Canals Rivers Trust for approval.</p> <p>Reason: To prevent the increased risk of flooding, to minimise impacts on the SSSI and listed bridge structure, to ensure public safety and to ensure adequate public access is provided throughout the development.</p>
Silk Stream Bridge Design	
27	<p>The Silk Stream Bridge shall not be constructed until such time as a scheme to design and implement the river crossing has been submitted to, and approved in writing by, the local planning authority. The bridge should be designed with soffit set no lower than 600mm above the 1 in 100 year plus climate change flood event level and abutments set as far back as possible. The bridge should be of a clear span design over the watercourse, where this cannot be achieved this should be clearly justified by the applicant.</p> <p>The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing and management arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority, Natural England and Canals Rivers Trust:</p> <p>The submission will be accompanied by a method statement detailing the following:</p> <ol style="list-style-type: none"> a. The long term management and maintenance of the bridge; b. Integration of secure by design principles into bridge design and management regimes to ensure the safety of users; c. Construction and operation mitigation measures to protect the SSSI. d. Mitigation for the impact of the bridge on the Silk Stream. <p>Reason: To prevent the increased risk of flooding, to minimise impacts on the SSSI and listed bridge structure, to ensure public safety and to ensure adequate public access is provided throughout the development.</p>
Contamination	
28	No development of any phase approved by this planning

	<p>permission, shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:</p> <ol style="list-style-type: none"> a. A site investigation scheme, based on the submitted Phase 1 Geo-environmental Desk Study (prepared by Halcrow for Barratt Metropolitan LLP; dated: 21 January 2013) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. b. The results of the site investigation and detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. c. 3) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved. <p>A detailed UXO risk assessment will need to be undertaken prior to intrusive ground works and carrying out recommended control measures.</p> <p>Reason: To ensure that development can be implemented and occupied with adequate regard for environmental and public safety to comply with policy DM04 of the Barnet Local Plan.</p>
Verification Report	
29	<p>No occupation of each phase or sub-phase or identified part thereof shall take place until a verification report demonstrating completion of works set out for such phase or identified part thereof in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.</p> <p>Reason: To ensure that development can be implemented and occupied with adequate regard for environmental and public safety to comply with policy DM04 of the Barnet Local Plan.</p>
Unsuspected Contamination	
30	<p>If, during development, contamination not previously identified in the remediation strategy is found to be present at the site then no further development within that phase of development (as</p>

	<p>defined in the CEMP) shall be carried out until the developer has submitted a remediation strategy to the local planning authority unless otherwise agreed in writing. This shall detail how this unsuspected contamination shall be dealt with and have obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.</p> <p>Reason: To ensure that development can be implemented and occupied with adequate regard for environmental and public safety to comply with policy DM04 of the Barnet Local Plan</p>
Impact Piling Method Statement	
31	<p>No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any impact piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.</p>
Archaeology	
32	<p>A) No development shall take place within each phase until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.</p> <p>B) If heritage assets of archaeological interest are identified by the evaluation under Part A, then before development commences the applicant (or their heirs and successors in title) shall secured the implementation of a programme of archaeological mitigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.</p> <p>C) No development or demolition shall take place within each Phase or sub-phase other that in accordance with the Written Scheme of Investigations approved under Part (B).</p> <p>D) This phase shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (B), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.</p> <p>The applicant should submit detailed proposals in the form of an archaeological project design. The project design should be in</p>

	<p>accordance with English Heritage Greater London Archaeological Advisory Service guidelines.</p> <p>Reason: Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with recommendations given by the borough and in the NPPF.</p>
Interim Works	
33	<p>Prior to the commencement of interim works for each phase, a statement shall be submitted to the Local Planning Authority providing the details of those works and programme for how they will be brought forward.</p> <p>Reason: To ensure the proposed development does not prejudice the amenities of occupiers of adjoining residential properties, the SSSI and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13, CS14, DM01, DM04 and DM17 of the Barnet Local Plan and policies 5.3, 5.18, 7.14 and 7.15 of the London Plan.</p>
Acoustic performance of School	
34	<p>As part of the reserved matters application for the School pursuant to this approval a noise attenuation / insulation scheme (having regard to the building fabric, glazing and mechanical ventilation requirements), to protect occupants from Edgware Road and the Broadway and internal site traffic noise, shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The noise insulation scheme shall demonstrate that the “good” external and internal noise levels recommended in British Standard 8233:1999 “Sound Insulation and noise reduction for buildings-Code of Practice” shall be reasonably achieved and shall include a timescale for phased implementation, as necessary. At the location of the proposed school, recommended noise targets for playground areas will be met, and internal design goals can be met with suitable specified glazing</p> <p>The scheme as approved shall be fully implemented before the School use hereby permitted is commenced / prior to occupation of the School and shall be retained thereafter and not altered without prior approval.</p> <p>Reason: To ensure the proposed development does not prejudice future occupants of the school and to protect the amenities of occupiers of adjoining residential properties</p>
Site Wide Construction Waste Management Plan	
35	<p>Prior to the commencement of development, a Site Wide Construction Waste Management Plan shall be submitted to and approved by the Local Planning Authority. This Plan should include the proposed monitoring and timing of submission of monitoring reports, the proposed timing of submission of a Waste Management Closure Report to demonstrate the effective</p>

	<p>implementation, management and monitoring of construction waste during the construction lifetime of the development.</p> <p>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;</p> <p>Reason: To ensure a satisfactory structure for refuse and recycling facilities across the whole site is implemented in accordance with policies CS5, CS9, CS14, DM01, DM04 and DM17 of the Barnet Local Plan.</p>
Detailed Site Waste Management Plan	
36	<p>As part of each Phase Reserved Matters Application, a Detailed Site Waste Management Plan (DWMP) shall be submitted to and approved in writing by the local planning authority. The DWMP shall include details of:</p> <p>Storage and collection of refuse within the site and adjoining residential properties on West Hendon Broadway.</p> <p>the anticipated nature and volumes of waste.</p> <p>Measures to ensure the maximisation of the reuse of waste.</p> <p>measures to ensure effective segregation of waste at source including waste sorting, storage, recovery and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site.</p> <p>the location and timing of provision of facilities pursuant to criteria b/c/d.</p> <p>Reason: To ensure satisfactory refuse and recycling facilities are provided at the development in accordance with policies CS5, CS9, CS14, DM01, DM04 and DM17 of the Barnet Local Plan.</p>
Energy Centre Emissions	
37	<p>Prior to the commencement of development on the Energy Centre, details of the means to control air pollution for the energy centre or temporary provision in that phase or part thereof shall have been submitted to an approved in writing by the LPA. The details shall include the height and location of any flue(s). The measures shall be provided prior to the occupation of the relevant phase or sub-phase and thereafter be operational and maintained for the lifetime of the development (unless temporary).</p> <p>Reason: To ensure that the proposed development does not prejudice the enjoyment or amenities of occupiers of adjoining residential properties in accordance with policies DM04 of the Barnet Local Plan and 7.15 of the London Plan.</p>
Air Quality Emissions	
38	<p>Prior to commencement of each phase or sub-phase details of all extraction and ventilation equipment and any other plant to be installed within the relevant phase or sub-phase shall be</p>

	<p>submitted to and approved by the Local Planning Authority. The approved details shall be implemented in accordance with the approved details before the first occupation of the site.</p> <p>Reason: To ensure that the proposed development does not prejudice the enjoyment or amenities of occupiers of adjoining residential properties in accordance with policies DM04 of the Barnet Local Plan and 7.15 of the London Plan.</p>
<p>Ecological Management Plan</p>	
<p>39</p>	<p>No part of the development shall commence unless and until an Ecological Management Plan, has been submitted to and approved by the Local Planning Authority. The Plan should be in accordance with the recommendations laid out in the Environmental Statement and approved as part of this planning permission, and shall be implemented in full and shall thereafter be so maintained.</p> <p>The plan should include Phase surveys for protected species, which should be undertaken and evidence supplied to the Local Planning Authority that any necessary European Protected Species Licences have been applied for and secured.</p> <p>Reason: To ensure the proposed development does not prejudice the adjacent SSSI and that onsite ecological features are protected, enhanced, created and managed in accordance with policies DM16 of the Barnet Local Plan and 7.19 of the London Plan. And to ensure the proposed development does not prejudice existing protected species and that onsite ecological features are protected, enhanced, created and managed in accordance with policies DM16 of the Barnet Local Plan and 7.19 of the London Plan</p>
<p>SSSI Building Activates- Noise</p>	
<p>40</p>	<p>Noise modelling shall be undertaken of the building activities associated with the development to ensure that the noise level will not significantly disturb breeding or wintering birds. Literature as to the effect of noise on birds will be referenced. A Mitigation and Monitoring Plan will be drawn up by an ecologist in association with input from a noise specialist to develop suitable mitigation scheme in terms of demolition/construction schedules, noise attenuation, additional breeding and roosting sites and a monitoring schedule to ensure that there are no significant effects on bird populations using the SSSI.</p> <p>This document will be written in liaison with Natural England and upon completion shall be submitted to and approved in writing by the local Planning Authority. Following written approval by the Local planning Authority all building activities associated with the scheme shall be undertaken in accordance with this scheme.</p> <p>Reason: To ensure that there are no significant impacts from the demolition and building works and other construction noises upon</p>

	<p>the breeding or wintering birds within the SSSI and that onsite ecological features are protected, enhanced, created and managed in accordance with policies DM16 of the Barnet Local Plan and 7.19 of the London Plan</p>
<p>SSSI – Additional Nesting/roosting sites</p>	
41	<p>Prior to the Commencement of any Demolition or construction work to any phase details of artificial nesting islands or other habitat enhancements will be submitted to and approved in writing by the Local Planning Authority.</p> <p>Such details will be submitted to and agreed in writing by the Local Planning Authority in consultation with Natural England and with input requested from the Welsh Harp Conservation Group the agreed measures shall be implemented prior to any demolition or construction activities excepting ground works, site preparation or remediation.</p> <p>Reason: To ensure the proposed development does not prejudice the adjacent SSSI and that onsite ecological features are protected, enhanced, created and managed in accordance with policies DM16 of the Barnet Local Plan and 7.19 of the London Plan</p>
<p>SSSI- Operational Recreational Activity</p>	
42	<p>Prior to occupation of any phase a framework for the assessment of the impacts to the SSSI from increased recreation associated with the new population will be undertaken in consultation with Natural England. This shall include a timescale for the undertaking of a survey of such impacts following occupation.</p> <p>The survey shall take place in accordance with the agreed framework to must consider appropriate avoidance/mitigation measures from any identified impacts of the increase in recreational activity with comment and undertakings on how they will be secured in the long-term.</p> <p>Such the Framework and Survey findings shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure the proposed development does not prejudice the adjacent SSSI and that onsite ecological features are protected, enhanced, created and managed in accordance with policies DM16 of the Barnet Local Plan and 7.19 of the London Plan</p>
<p>Tree Protection and Details</p>	
43	<p>Within any reserved matters application for landscaping details pursuant to this approval, a land survey, tree and hedge survey and arboriculture implications assessment, applicable to the associated phase, in accordance with the relevant British Standard(s), shall be submitted to and approved in writing by the local planning authority: The surveys shall include:</p> <ol style="list-style-type: none"> a. Plans showing the location of all existing trees, shrub masses and hedges, categorizing the trees or groups of

	<p>trees for their quality and value in accordance with the British Standard(s).</p> <ol style="list-style-type: none"> b. Plans showing trees to be removed identified by number. c. Plans showing trees to be retained identified by number, with canopies accurately plotted d. A tree constraints plan that identifies root protection areas of retained trees within, adjacent to, or which overhang the development site. e. The precise location and design details for the erection of protective tree barriers and any other physical protection measures. f. The location of buildings and other structures, boundary features and services. g. Spot heights of ground level throughout the site. h. A method statement in relation to construction operations in accordance with paragraph 7.2 of the British Standard. <p>The phase shall be implemented in accordance with the agreed details and prior to the commencement of any works on site tree protection measures approved shall be implemented and maintained until completion of the works.</p> <p>Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with policies DM01, CS5 and CS7 of the Barnet Local Plan and 7.21 of the London Plan</p>
Ecological Features	
44	<p>Each reserved matters application should include details of the proposed bird bricks, boxes or other appropriate features according to the nesting preferences of the species already associated with the site, or targeted priority species will be incorporated in new buildings as identified within the Environmental Statement.</p> <p>Bat bricks and boxes in the fabric of new buildings and trees will be specified to meet the roosting preferences of species of bat recorded during the baseline surveys and those known to be present in the local area. These will be installed as an inherent component of new buildings to provide new and replacement roosting opportunities as soon as the first phase of development becomes operational.</p> <p>Reason: To ensure the proposed development does not prejudice the adjacent SSSI and that onsite ecological features are protected, enhanced, created and managed in accordance with policies DM16 of the Barnet Local Plan and 7.19 of the London Plan</p>
Lighting Effects on Ecology	
45	<p>Lighting of and within buildings (including balconies) will be implemented to minimise light spill so as not to exceed 0.5lux within the SSSI woodland buffer or the wet woodland, including up to 20m above the woodland canopy.</p>

	<p>Lighting of and within the Linear Park and adjacent public realm will be implemented to minimise light spill from the development so as not to exceed [0.5lux] within the SSSI woodland buffer or the wet woodland, including up to 20m above the woodland canopy.</p> <p>Reason: To ensure the proposed development does not prejudice the adjacent SSSI and that onsite ecological features are protected, enhanced, created and managed in accordance with policies DM16 of the Barnet Local Plan and 7.19 of the London Plan</p>
Waterside Risk Assessment and Method Statement	
46	<p>Prior to the commencement of any phase of development including works adjacent to the water of the Brent Reservoir a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust.</p> <p>Reason: To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the reservoir.</p>
Waterside Landscaping Works	
47	<p>Prior to the commencement of any phase of the development including works to the waterside area full details of the proposed hard and soft landscaping scheme for the waterside area have been submitted to and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. The landscaping shall be carried out in accordance with the approved details.</p> <p>Reason: To improve the appearance of the site when viewed from the waterside and to enhance the biodiversity of the area. Earthworks and associated landscaping also have the potential to impact on the integrity of the waterway and it is necessary to assess this and determine future maintenance responsibilities for any planting.”</p>
Surface Water Run-off	
48	<p>If surface water run-off and ground water is proposed to drain into the waterway, details shall be submitted to and agreed in writing by the Local Planning Authority in consultation with the Canal & River Trust prior to the commencement of development, and thereafter implemented in accordance with the agreed details unless otherwise agreed in writing.</p> <p>Reason: To determine the potential for pollution of the waterway and likely volume of water. Potential contamination of the waterway and ground water from wind blow, seepage or spillage at the site, and high volumes of water should be avoided to safeguard the waterway environment and integrity of the waterway infrastructure.</p>
CCTV	
49	Prior to the commencement of the development hereby

	<p>permitted, full details of any proposed lighting and CCTV scheme shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. The approved lighting and CCTV scheme should be implemented prior to first occupation of the development. Reason: In the interest of crime prevention, ecology, visual amenity and the waterway setting.</p>
Estate Management	
50	<p>Prior to commencement of the development hereby permitted, an Estate Management Plan shall be submitted to and approved in writing by the local planning authority. The Estate Management Plan shall include (but not be limited to) the following details:</p> <ul style="list-style-type: none"> • Details of the operational structure options for the future management and maintenance of the development; • Details of how future contract and sub-contractual arrangements entered into in relation to the management and maintenance of the common areas will be in accordance with the Estate Management Plan; • Details of the proposed funding options for the future management and maintenance of the Common Areas; • Management and maintenance principles for the Common Areas to include (but not be limited to): maintaining a well designed and accessible environment for residents, businesses and visitors, including communal areas and open space; to provide and maintain a safe and secure environment for residents, businesses and visitors; establish maintenance specifications that provide consistency across the estate; ensure long term planning and costing of works; and, an appreciation of the need to respect the status of the Welsh Harp SSSI in the management and maintenance of the estate; • Details of how the public and communal areas of the development shall be maintained by the applicant or nominated management company, • Details for the establishment and operation of an Estate Management Group to ensure appropriate community engagement, including details of measures to ensure liaison, consultation and coordination on matters of estate management between interested parties, including the LB Barnet and occupiers and residents of the development; • Details of how residents will be given opportunities to plan and potentially manage community activities associated with the new school and Community Centre in Phase 5 or earlier temporary community spaces; • The roles and responsibilities of the Development Manager and the levels of service to be provided by the permanent site based management team (including yardmen, refuse managers, dedicated handyman, direct employed cleaners or contract cleaners, contract gardener(s) and contracted window cleaners; • Details of how the Development Manager will engage with the SSSI Warden and ensure their involvement and advice

	<p>in discharging the management and maintenance principles for the Common Areas;</p> <ul style="list-style-type: none"> • Details of how Job advertisements and skills training opportunities will be made available to all residents wherever possible, local labour will be employed whenever possible and local services will also be promoted for dry cleaning provision, convenience stores, mini cabs and professional services. <p>The plan shall be implemented before the building hereby permitted is occupied and maintained thereafter.</p> <p>Reason: To ensure the satisfactory management and appearance of the development.</p>
Design Review Panel	
51	<p>Prior to submission of reserved matters for the first phase or sub-phase of the outline scheme details of the proposed design review panel will be submitted to and approved by the Local Planning Authority:</p> <p>Reason: In accordance with the design guidance and Local Plan Policies CS4, CS5, CS7, DM01, DM02, DM03, DM06, Saved UDP Policy C1(A), C2 and C3</p>
Approved Plans - Detailed Permission	
52	<p>The development to which the detailed planning permission relates as shown on the hybrid planning application boundary drawing 716_00_07_001 shall be carried out in accordance with the following approved plans:</p> <p>765_01_07_098 Basement Plan 765_01_07_099 Lower Ground Floor Plan 765_01_07_100 Ground Floor Plan 765_01_07_101 First Floor Plan 765_01_07_102 Second Floor Plan 765_01_07_103 Third Floor Plan 765_01_07_104 Fourth Floor Plan 765_01_07_105 Fifth Floor Plan 765_01_07_106 Sixth Floor Plan 765_01_07_107 Seventh to Eight Floor Plan 765_01_07_108 Ninth to Twenty Second Floor Plan 765_01_07_109 Twenty-Third to Twenty Sixth Floor Plan 765_01_07_110 Ground Floor Plan in Existing Context 765_01_07_149 Lower Ground Floor Plan – Refuse Strategy 765_01_07_150 Ground Floor Plan – Refuse Strategy 765_01_07_200 West Elevation 765_01_07_201 South Elevation E2 765_01_07_202 East Elevation 765_01_07_203 North Elevation E3 and E4 765_01_07_204 South Section Elevation E1, E3 and E4 765_01_07_205 North Section Elevation E1 and E4 765_01_07_206 Courtyard South Elevation E1 765_01_07_207 Courtyard North Elevation E2 765_01_07_208 North and South Illustrative Context Elevations</p>

765_01_07_209	East and West Illustrative Context Elevations
765_01_07_300	Cross Section A-A
765_01_07_301	Long Section B-B
765_01_07_302	East West Cross Section Elevation E1, E3 and E4
765_01_07_303	Long Section DD – Block E2
765_01_07_400	Bay Study Ground Floor – Block E2
765_01_07_401	Typical Bay Study – Block E2
765_01_07_402	Bay Study – Top of Block E2
765_01_07_403	Bay Study Entrance – Block E1, E3 and E4
765_01_07_404	Bay Study Courtyard Colonnade – Block E1, E3 and E4
765_01_07_700	Typical Unit Layout: Private 1 bed 3 Person
765_01_07_701	Typical Unit Layout: Private 2 bed 3 Person
765_01_07_702	Typical Unit Layout: Private 3 bed 5 Person
765_01_07_703	Typical Unit Layout E2: Private 2 Bed 3 Person
765_01_07_704	Typ. Unit Layout: Priv. 3 Bed 3 Person WHCH
765_01_07_705	Typ. Unit Layout: Priv. 3 Bed 5 Person WHCH
765_01_07_706	Typ. Unit Layout: Priv. 2 Bed Duplex 4 Person
765_01_07_707	Typ. Unit Layout: Priv. 2 Bed Duplex 3 Person
765_01_07_708	Typ. Unit Layout: Aff. 4 Bed Duplex 6 Person
765_01_07_800	Detailed Bay Study – Block E2
765_01_07_801	Detailed Bay Study – Block E1, E3 and E4
765_01_07_802	Detailed Bay Study – Block E1, E3 and D4
765_02_07_099	Lower Ground Floor Plan
765_02_07_100	Ground Floor Plan
765_02_07_101	First Floor Plan
765_02_07_102	Second Floor Plan
765_02_07_103	Third Floor Plan
765_02_07_104	Fourth Floor Plan
765_02_07_105	Fifth Floor Plan
765_02_07_106	Sixth Floor Plan
765_02_07_107	Roof Plan
765_02_07_110	Lower Ground Floor Plan in Existing Context
765_02_07_149	Lower Ground Floor Plan Refuse Strategy
765_02_07_200	South Elevation
765_02_07_201	North Elevation
765_02_07_203	East Elevation
765_02_07_206	North and South Context Elevation
765_02_07_207	East Context Elevation
765_02_07_300	Cross Section AA
765_02_07_301	Longitudinal Section BB
765_02_07_302	Longitudinal Section CC
765_02_07_303	Cross Section DD
765_02_07_400	Typical Bay Study – South Elevation
765_02_07_401	Typical Bay Study – North Elevation
765_02_07_700	Unit Layout: Affordable 2 Bed Duplex 4 Person Lower Ground
765_02_07_701	Unit Layout: Affordable 2 Bed Duplex 4 Person Ground Floor
765_02_07_702	Unit Layout: Affordable 2 Bed 4 Person
765_02_07_703	Unit Layout: Affordable 3 Bed 5 Person
765_02_07_704	Unit Layout: Affordable 1 Bed 2 Person

	<p>765_02_07_705 Unit Layout: Affordable 2 Bed Wheelchair 4 Person</p> <p>765_02_07_800 Detailed Bay Study – South Elevation</p> <p>765_02_07_801 Detailed Bay Study – North Elevation</p> <p>765_02_07_802 Detailed Bay Study – South Elevation</p> <p>765_02_07_803 Detailed Bay Study – South Elevation</p> <p>Reason: For the avoidance of doubt and to ensure that the development accords with the Detailed Planning Permission.</p>
Detailed Application Implementation	
53	<p>The development to which the detailed planning permission relates shall be begun before the expiration of 3 years from the date of the grant of this planning permission.</p> <p>Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.</p>
Materials	
54	<p>Notwithstanding the details shown on the plans otherwise hereby approved, no development shall commence, other than ground works, site preparation or remediation, within the Detailed element of the permission, unless and until details and appropriate samples of the materials to be used for the external surfaces of the buildings and hard surfaced areas shall have been submitted to and approved in writing by the Local Planning Authority. The Development shall thereafter be implemented in accordance with such details as so approved before the dwellings approved are occupied.</p> <p>Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with policies CS5 and DM01 of the Barnet Local Plan and policies 1.1, 7.4, 7.5 and 7.6 of the London Plan.</p>
Levels	
55	<p>The Detailed element of the permission hereby approved, shall not commence, unless and until details of the final floor levels of the proposed and levels of roads, footpaths and other landscaped areas relative to adjoining land and any other changes proposed in the levels of the site associated with the works permitted by this permission have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with such details as so approved before the dwellings approved are occupied.</p> <p>Reason: To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the amenities of the area and neighbouring occupiers and the health of any trees or vegetation in accordance with policies DM01, DM04 and DM17 of the Barnet Local Plan and policies 7.2, 7.3, 7.4, 7.5, 7.6, 7.13 and 7.21 of</p>

	the London Plan.
Architectural Details	
56	<p>Notwithstanding the details shown on the plans otherwise hereby approved, no development shall commence, other than ground works, site preparation or remediation, within the Detailed element of the permission as shown on plan entitled, unless and until details of the following architectural elements shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented in accordance with the details as approved.</p> <p>balconies and balustrades; roof parapet; location and design of rainwater goods Photovoltaic panels Green/brown roofs (or separate condition) Reason: To ensure the delivery of high quality development and to safeguard the visual amenities of the locality in accordance with policies CS5 and DM01 of the Barnet Local Plan and policies 1.1, 7.4, 7.5 and 7.6 of the London Plan.</p>
Hard and Soft Landscaping Scheme	
57	<p>Prior to the commencement of the Detailed element of the permission hereby approved, other than ground works, site preparation or remediation, a detailed scheme of hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. The details of landscaping submitted shall include but not be limited to the following:</p> <ol style="list-style-type: none"> a. the position of any existing trees and hedges to be retained or removed and the crown spread of each retained tree; b. details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the site; c. existing site contours and details of any proposed alterations in existing ground levels, and of the position of any proposed excavation within the recommended protective distance referred to in BS5837: 2012. d. details of all tree, hedge, shrub and other planting proposed as part of the scheme and all planting and substrates proposed for green and brown roofs, green walls and other soft landscaped structures, including proposed species, plant sizes and planting densities. Such planting to be UK native unless satisfactory justification can be made to the Local Planning Authority; e. means of planting, staking and tying of trees, including tree guards, and a detailed landscape maintenance schedule for regular pruning, watering and fertiliser use; f. Details and specifications of all play features to be included within the landscaped areas. g. details of all proposed hard landscape works, including proposed materials, samples and details of special

	<p>techniques to minimise damage to retained trees and details of techniques to be used to provide conditions appropriate for new plantings;</p> <p>h. timing of planting;</p> <p>i. details of all proposed boundary treatments, fencing, gates or other means of enclosure to be erected at the site with particular focus on the boundary to the SSSI.</p> <p>j. Details of any lighting</p> <p>Reason: To ensure a satisfactory appearance to the development and protect the amenities of the area and future and neighbouring occupiers in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 3.6 and 7.21 of the London Plan.</p>
Landscaping Implementation	
58	<p>All work comprised in the approved scheme of hard and soft landscaping for the Detailed element of the permission (as submitted under condition XX) shall be carried out before the end of the first planting and seeding season following the first occupation of any part of the buildings or completion of the construction of the Detailed element of the permission, whichever is sooner save where the applicant can demonstrate that the construction process will not reasonably allow such timescales due to incremental completion of the development and an acceptable phasing of landscaping is agreed in writing by the Local Planning Authority.</p> <p>Reason: To ensure a satisfactory appearance to the development and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.</p>
Landscaping Retention	
59	<p>Any existing tree or hedge shown to be retained or trees, hedges or shrubs to be planted as part of the approved landscaping scheme for the Detailed element of the permission (submitted under condition 50) which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.</p> <p>Reason: To ensure a satisfactory appearance to the development and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.</p>
Trees Method Statement	
60	<p>Prior to the commencement of the Detailed element of the permission hereby approved, a method statement detailing precautions to minimise damage to trees to be retained in accordance with Section 7 of British Standard BS5837: 2005</p>

	<p>Trees in relation to construction - Recommendations shall be submitted to and approved in writing by the LPA and the development shall be carried out in accordance with such approval.</p> <p>Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with policies CS5 and CS7 of the Barnet Local Plan and 7.21 of the London Plan 2011.</p>
Tree Protection	
61	<p>Prior to the commencement of the Detailed element of the permission hereby approved, temporary fencing shall be erected around existing trees which are to be retained in accordance with details to be submitted agreed in writing by the Local Planning Authority. These details shall include protection to any retained tree outside of the site boundary that may be affected by construction access and associated works. The details shall conform to BS 5837:2005 Trees in Relation to Construction. This fencing shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas.</p> <p>Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with policies DM01 CS5 and CS7 of the Barnet Local Plan (2012) and 7.21 of the London Plan 2011.</p>
Services in relation to Trees	
62	<p>Prior to the commencement of the Detailed element of the permission hereby approved, details of the location, extent and depth of all excavations for drainage and other services in relation to trees within that phase or sub-phase shall be submitted and approved by the Local Planning Authority and the development carried out in accordance with such approval.</p> <p>Reason: To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with policies DM01 CS5 and CS7 of the Barnet Local Plan (2012) and 7.21 of the London Plan 2011.</p>
Maintenance of Street Trees	
63	<p>Prior to the occupation of the Detailed element of the permission hereby approved, as shown on plan entitled 'Existing Site Plan – Application Boundary' drawing no. 2346_A_101 dated 25.01.2013, a strategy for the maintenance of the new street trees forming part of the development shall be submitted to and approved in writing by the Local Planning Authority. The street trees shall be maintained in accordance with the approved details.</p> <p>Reason: To ensure a satisfactory appearance to the development and protect the amenities of the area and future and neighbouring occupiers in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 3.6 and 7.21 of</p>

	the London Plan.
Tree Works	
64	<p>No tree works shall commence on site in connection with the demolition and development hereby approved until a detailed tree felling / pruning specification has been submitted to and approved in writing by the local planning authority and all tree felling and pruning works shall be carried out in full accordance with the approved specification and the British Standard 3998: 2010 Recommendation for Tree Works (or as amended).</p> <p>Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.</p>
Temporary car parking - Phase 2a	
65	<p>Prior to the removal of the existing temporary 73 car parking spaces for Phase 2a Lakeside a plan showing their re-provision within the development must be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To maintain the approved 1:1 parking provision for Phase 2a Lakeside as stated in Condition 9 of the approved Application No: W13937/04</p>
Car Parking Ramps	
66	<p>Prior to the commencement within the Outline element of the permission details of the layout, gradient and design of the access ramp to the basement car parking areas and vertical clearances along the ramps and within the parking areas shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out nor shall it be subsequently operated otherwise than in accordance with the approved details.</p> <p>Reason: In the interests 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.</p>
Commercial car parking	
67	<p>Prior to the commencement (within the Outline element of the permission) of the phase that removes the Warner Close Car Park the details of the 65 pay by phone car parking bays either being provided temporarily or permanently shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure commercial parking levels are kept at a level so as to maintain the viability of West Hendon Local Centre in accordance with London Borough of Barnet's Local Plan Policy CS6 of Core Strategy (Adopted) September 2012 and Policy DM12 of Development Management Policies (Adopted) September 2012.</p>

Car Parking	
68	<p>Prior to the commencement of a phase (within the Outline element of the permission) details of the car parking spaces for that phase shall be provided to the Highway Authority prior to submitting to Local Planning Authority for written approval and shall not be used for any purpose other than parking of vehicles in connection with the approved development. Parking to be provided for each phase at a minimum of 0.8 spaces per residential unit.</p> <p>Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.</p>
Electric vehicle charging points	
69	<p>Before the development hereby permitted is occupied full details of the electric vehicle charging points for each phase/sub-phase 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 20% of the approved parking spaces to be provided with electric vehicle charging facilities and 20% of spaces to have passive provision for possible future use. The development shall be implemented in full accordance with the approved details prior to first occupation and thereafter be maintained as such.</p> <p>Reason: To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with policy 6.13 of the London Plan.</p>
CPZ exclusion	
70	<p>Residents of the proposed development will be excluded from obtaining resident and visitor parking permits from existing West Hendon Controlled Parking Zones.</p> <p>Reason: To ensure that the free flow of traffic and highway and pedestrian safety on the adjoining highway is not prejudiced 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.</p>
Car Parking Management Strategy	
71	<p>Prior to the occupation of each phase hereby approved, a Car Parking Management Strategy for that phase detailing the following shall be submitted to and approved in writing by the Local Planning Authority:</p> <ul style="list-style-type: none"> i. Location and layout of car parking spaces; ii. The allocation of car parking spaces; iii. On site parking controls and charges; iv. The enforcement of unauthorised parking;

	<p>v. Disabled driver parking spaces; vi. Electrical Vehicle Charging Points; vii Monitoring of parking in the development including electrical vehicle charging points and disabled spaces viii. Compatibility and consistency with the overall Car Parking Management Plan; and</p> <p>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 Strategy shall be implemented in accordance with the approved details before the buildings hereby permitted are occupied and maintained thereafter.</p> <p>Reason: To ensure that parking is provided and managed in line with the council's standards in the interests of highway and pedestrian safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.</p>
Car Parking Management Plan	
72	<p>Prior to the commencement of development (within the Outline element of the permission) a Car Parking Management Plan for the whole development shall be submitted to and approved in writing by the Local Planning Authority. This will set out the overall approach to all elements of vehicular parking associated with the site wide development, including proposals for each phase.</p> <p>Reason: To ensure that parking is provided and managed in line with the council's standards in the interests of highway and pedestrian safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.</p>
Cycle Parking	
73	<p>The approved development shall make provision for cycle parking and cycle storage facilities for each phase in accordance with a scheme that shall be submitted to and approved in writing by the Local Planning Authority. Such spaces shall be permanently retained thereafter. Cycle Parking is to be provided in accordance with the London Plan.</p> <p>Reason: In the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.</p>
Silk Stream Bridge	
74	<p>Before the occupation of the School the Silk Stream bridge must be completed and operational in accordance with details to be</p>

	<p>submitted and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure that school pupils have access to leisure facilities and access for staff car parking at the Bowling Green Car Park and to allow residents access to open space.</p>
Bus Lane removal	
75	<p>Prior to removal of the bus lanes on the A5 West Hendon Broadway and A504 Station Road detailed transport modelling to show the impact on the bus journey times shall be submitted to and approved in writing by the Local Plan Authority.</p> <p>Reason: To confirm if buses are adversely delayed or not due to the removal of the A5 and A504 bus lanes and in the interests of promoting buses as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.</p>
Bus stand re-provision	
76	<p>Prior to the commencement (within the Outline element of the permission) of the phase that will remove the existing bus stand on Perryfield Way, either temporarily or permanently, details are to be approved by the Highway Authority in consultation with TfL for replacement of the existing bus stand within the development and prior to submitting to and approved by the Local Planning Authority in writing. These works shall be carried out either under S38 or S278 of the Highways Act.</p> <p>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.</p>
Temporary bus routes/stops	
77	<p>Before any works are commenced on bus routes the applicant shall consult with TfL to agree any temporary routing of bus services and the location of any temporary bus stops affected for each phase of the development prior to submitting details to the Local Planning Authority for approval in writing.</p> <p>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.</p>
Pedestrian access ramps	
78	<p>Prior to the commencement of development (within the Outline element of the permission) details of the gradient for the pedestrian access ramps leading to the building entrances shall be submitted to and approved in writing by the Local Planning Authority. The ramp gradient preferably should be 5% (1:20) but in any case should not exceed 8% (1:12). The development shall not be carried out nor shall it be subsequently operated otherwise than in accordance with the approved details.</p>

	Reason: In the interests of pedestrian safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.
Visibility splay	
79	<p>Before the development hereby permitted is first brought into use the vehicular access shall allow for 2.4 metre by 2.4 metre pedestrian visibility splays to the left and to the right of the access from 2m setback from the back of footway and shall thereafter be maintained free of any visibility obstructions including fencing of planting of shrubs to provide clear visibility between heights of 0.6 metre and 1 metre above the level of the adjoining highway.</p> <p>Reason: In the interests of highway and pedestrian safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.</p>
Delivery and Servicing Plan	
8	<p>Before the development hereby permitted is occupied a full Delivery and Servicing Plan (DSP) for each phase and sub-phase shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>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.</p>
Phased Transport Assessment	
81	<p>Prior to the commencement of development (within the Outline element of the permission) a Transport Assessment (TA) for each phase shall be submitted to the Highway Authority (including reasonable monitoring information on the impacts of the development to date), identifying scheme impacts and providing details of proposed mitigation measures for that phase. . The phase TA shall be submitted to and approved in writ by the Local Planning Authority..</p> <p>Reason: To ensure that the impact of the development is monitored and adequate mitigation measures are provided in the interests of highway and pedestrian safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.</p>
Framework Travel Plan	
82	<p>Within 3 months of approval a strategic level Framework Travel Plan that meets the most recent Transport for London criteria as detailed in the document 'Travel Planning for new development in London incorporating deliveries and servicing' and addresses the comments made on the submission Travel Plan by the Council Travel Plan Coordinator shall be submitted to and approved in writing by the Local Planning Authority. The Framework Travel Plan shall include site-wide objectives, targets</p>

	<p>and measures as well as specific targets and measures to be incorporated into forthcoming Residential, Community Centre, Commercial and School Travel Plans.</p> <p>Reason: To encourage the use of sustainable forms of transport to the site in accordance with policies Core Strategy (adopted) 2012 CS9 and Development Management Policies (adopted) 2012 DM17</p>
Residential Travel Plan	
<p>83</p>	<p>Three months prior to occupation a strategic level Residential Travel Plan that meets the most recent Transport for London criteria as detailed in the document 'Travel Planning for new development in London incorporating deliveries and servicing' and accords with the agreed Framework Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be TRAVL and ATTrBuTE compliant. The document shall set out the development's transport policy to incorporate measures to reduce trips by the private car especially single occupancy and single passenger journeys and encourage non car modes such as walking, cycling and public transport and to reduce, consolidate or eliminate delivery trips. The Travel Plan should include the appointment of a suitably qualified and experienced Site-wide Travel Plan Champion, SMART targets and a clear action plan for implementing the measures. The Travel Plan should be updated and resubmitted for approval 3 months prior to occupation of each phase and then from first occupation of the final unit reviewed in years 1, 3, and 5 in accordance with the targets set out in the Plan.</p> <p>Reason: To encourage the use of sustainable forms of transport to the site in accordance with policies Core Strategy (adopted) 2012 CS9 and Development Management Policies (adopted) 2012 DM17</p>
Community Centre Travel Plan	
<p>84</p>	<p>Within 6 months of occupation a local level Community Centre Travel Plan that meets the most recent Transport for London criteria as detailed in the document 'Travel Planning for new development in London incorporating deliveries and servicing' and accords with the agreed Framework Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be ATTrBuTE compliant. The document shall set out the centre's transport policy to incorporate measures to reduce trips by the private car especially single occupancy and single passenger journeys and encourage non car modes such as walking, cycling and public transport and to reduce, consolidate or eliminate delivery trips. The Travel Plan should include the appointment of a Travel Plan Champion, SMART targets and a clear action plan for implementing the measures. The Travel Plan should be reviewed, updated and resubmitted for approval in years 1, 3, and 5 in accordance with the targets set out in the Plan.</p>

	<p>Reason: To encourage the use of sustainable forms of transport to the site in accordance with policies Core Strategy (adopted) 2012 CS9 and Development Management Policies (adopted) 2012 DM17.</p>
<p>Commercial Travel Plan</p>	
<p>85</p>	<p>Within 6 months of occupation a strategic level Commercial Travel Plan that meets the most recent Transport for London criteria as detailed in the document 'Travel Planning for new development in London incorporating deliveries and servicing' and accords with the agreed Framework Travel Plan and is ATTrBuTE and TRAVL compliant shall be submitted and approved in writing by the Local Planning Authority. The document shall set out the transport policy to incorporate measures to reduce trips by the private car especially single occupancy and single passenger journeys and encourage non car modes such as walking, cycling and public transport and to reduce, consolidate or eliminate delivery trips. The Travel Plan should include the appointment of a Travel Plan Champion, SMART targets and a clear action plan for implementing the measures. The Travel Plan should be reviewed, updated and resubmitted for approval in years 1, 3, and 5 in accordance with the targets set out in the Plan.</p> <p>Reason: To encourage the use of sustainable forms of transport to the site 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.</p>
<p>School Travel Plan</p>	
<p>86</p>	<p>Within 6 months of occupation a School Travel Plan that meets the Transport for London criteria as detailed in the document 'What a school travel plan should contain' and accords with the agreed Framework Travel Plan shall be submitted and approved in writing by the Local Planning Authority. The document shall set out the transport policy to incorporate measures to reduce trips by the private car especially single occupancy and single passenger journeys and encourage non car modes such as walking, cycling and public transport and to reduce, consolidate or eliminate delivery trips. The Travel Plan should include the appointment of a School Travel Plan Champion, SMART targets and a clear action plan for implementing the measures. The Travel Plan should be reviewed, updated and resubmitted for approval annually in accordance with the targets set out in the Plan.</p> <p>Reason: To encourage the use of sustainable forms of transport to the site 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.</p>

Car Club	
87	<p>Prior to the occupancy of any residential unit a site-wide Car Club including a minimum of 2 dedicated car club parking spaces details must be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To reduce the need for site users to travel by private car and to encourage the use of sustainable forms of transport to the site in accordance with policies Core Strategy (adopted) 2012 CS9 and Development Management Policies (adopted) 2012 DM17.</p>
Refuse Idemnity Waiver	
88	<p>Prior to the occupation of the development in a phase a Waiver of liability and indemnity agreement in relation to the non-adopted roads in that phase must be signed by the developer and be submitted to and approved in writing by the Local Planning Authority. This is to indemnify the Council against any claims for consequential damage caused to private roads arising from and / or in connection with the collection of waste by the Council from the premises.</p> <p>Reason: To ensure that the access is satisfactory in terms of highway safety development and to protect the amenity of the area 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.</p>
Street Lighting	
89	<p>Before the permitted development commences details of the street lighting provision for each phase shall be submitted to and agreed in writing by the Local Planning Authority.</p> <p>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.</p>
Highway Works	
90	<p>Prior to the commencement (within the Outline element of the permission) of the highway works details of the proposed Highway works at junctions outlined on Drawing. No. GIB006_000-102-01/02 as approved and any other existing public highway linkages with the development roads shall be submitted to and agreed by the Highway Authority prior to submission and approval in writing by the Local Planning Authority. The approved works shall be completed at the applicant's expense under S278 of the Highways Act before the development is occupied.</p> <p>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.</p>
Highway Works	
91	<p>Prior to commencement of the Highway Works as detailed on Drawing. No. GIB006_000-102-01/02 as approved an</p>

	<p>assessment of 'rat-running' on side streets between the A5 West Hendon Broadway and Station Road and through the development and details of any subsequent remedial measures shall be submitted to the Highway Authority prior to the submission and approval in writing by the Local Planning Authority.</p> <p>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.</p>
PERS Audit works	
92	<p>Before the development hereby permitted is occupied the details of the highway works identified in the Pedestrian Environment Review System (PERS) audit shall be submitted to and approved in writing by the Local Planning Authority and the improvements works shall be carried out at the applicant's expense under S278 of the Highways Act 1980.</p> <p>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.</p>
Stopping Up	
93	<p>Prior to the commencement of development (within the Outline element of the permission) details of any highways within each phase/sub-phase which require to be stopped up to facilitate the development shall be agreed and processed through the Highway Authority under Section 247 of the Town and Country Planning Act prior to submitting the details for Local Planning Authority approval in writing.</p> <p>Reason: To ensure that adequate public access is provided throughout the development.</p>
Turning space	
94	<p>Prior to the commencement of development (within the Outline element of the permission) in any phase/sub-phase details showing turning space within that phase/sub-phase are to be submitted to and agreed by the Highway Authority prior to submitting to the Local Planning Authority for approval in writing.</p> <p>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.</p>
Adopted Highway	
95	<p>The roads and footways within the development which are proposed for adoption as public highway shall be constructed in accordance with the Council's adopted design standards.</p> <p>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</p>

	Development Management Policies (Adopted) September 2012.
Internal Access Roads	
96	<p>No dwelling shall be occupied within any phase of the development unless and until the highway which is intended to serve that dwelling is constructed and in place, in accordance with a scheme which will have been previously submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.</p>
Existing Adopted Highway	
97	<p>Prior to the commencement of development within any phase, the works to be undertaken to existing public highways within that phase shall have been approved in writing by the Local Planning Authority and implemented prior to the occupation of any of the residential units located within that phase. The development shall be implemented in accordance with such details as approved.</p> <p>Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.</p>

Appendix 2 - Key Policy Context and Analysis

Table 1: Analysis of the proposals compliance with London Plan (July 2011) Policies

Policy	Content Summary	Extent of compliance and comment
1.1 (Delivering the strategic vision and objectives for London)	Strategic vision and objectives for London including managing growth and change in order to realise sustainable development and ensuring all Londoners are able to enjoy a good and improving quality of life.	Compliant: The proposal is considered to constitute sustainable development.
2.6 (Outer London: vision and strategy); 2.7 (Outer London economy) and 2.8 (Outer London: transport)	<p>Work to realise the full potential of outer London.</p> <p>Seek to address constraints and opportunities in the economic growth of outer London.</p> <p>Recognise and address the orbital, radial and qualitative transport needs of outer London.</p>	<p>Compliant: The proposal is considered to demonstrate the influence of these policies and would comply with their key relevant objectives.</p> <p>These include the provision of new homes and community uses that meet development plan policy and the inclusion of measures encouraging travel by non-car modes of transport.</p> <p>Redevelopment will help to improve the economic performance of the locality by creating jobs during the construction period, improving commercial provision within West Hendon town centre, links to jobs and opening up wider opportunities for the community.</p>
Policy 2.14 (Areas for regeneration)	<p>Boroughs should identify spatial areas for regeneration and spatial policies to bring together regeneration, development and transport proposals with improvements in learning and skills, health, safety, access, employment, environment and housing.</p> <p>The loss of housing, including affordable housing should be resisted in individual regeneration areas unless it is replaced by better quality accommodation, providing at least an equivalent floorspace.</p>	<p>Compliant: The proposal is considered to be consistent with the strategic objectives of this policy.</p> <p>The proposed development makes provision for a minimum proposed affordable floorspace of 28,446 sq m (NIA) which reflects the current net affordable floorspace on site. The proposed development provides 25% of all units as affordable (comprising social rented and intermediate units).</p> <p>The quality of the new accommodation will be better than the existing and there will be an overall net increase in the number of new homes provided.</p> <p>The Borough's adopted Core Strategy identifies the West Hendon estate as a priority estate for integrated community and housing regeneration. The comprehensive redevelopment of the site will improve the number and quality of new houses, and improves the physical connectivity and permeability of the estate.</p>
Policy 2.18 (Green infrastructure: the network of open and green spaces)	Development proposals should enhance London's green infrastructure.	<p>Compliant: Subject to the conditions recommended the proposal will provide appropriately designed soft landscaped areas and areas of open green amenity space. It therefore accords with this policy.</p> <p>The existing estate has a series of poorly defined low quality grassed areas that offer little amenity, recreational or ecological value. Public open space including an improved York Park, east-west open space connecting the Broadway to York Park, communal/private gardens and formal children's play areas will be provided to improve the quality and quantity of accessible open space within the</p>

Policy	Content Summary	Extent of compliance and comment
		<p>application site. In addition to on-site open space, enhanced linkages, including two footbridges across the reservoir (at Cool Oak Lane and Silk Stream) are proposed to the surrounding network of green spaces including the Brent Reservoir and SSSI.</p>
<p>Policy 3.2 (Improving health and addressing health inequalities)</p>	<p>New developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles.</p>	<p>Compliant: Subject to the conditions and obligations recommended the proposal would be designed, constructed and managed in ways that promote healthy lifestyles.</p> <p>The proposed development makes provision for enhancements to the existing York Park public open space, a new east-west open space together with communal/private gardens and formal children's play areas to improve the quality and quantity of accessible open space within the application site.</p> <p>In addition two new footbridges will be provided to improve access to sports facilities and Metropolitan Open Land around the Brent Reservoir.</p> <p>The submitted residential travel plan outlines the proposals to maximise travel by non-car modes, whilst improved pedestrian and cycle links are promoted throughout the estate and to neighbouring communities and green spaces.</p> <p>The proposed development has been subject to community engagement in order to consult with different groups within the local community, and this is demonstrated within the submitted Statement of Community Involvement.</p> <p>The proposal includes the provision of new community facilities including a co-located primary school and community centre, together with additional temporary provision along the Broadway during the construction phase. This will provide opportunities to foster social interaction between different groups within the estate and create an inclusive community.</p> <p>The design of streets, pedestrian routes and open spaces has also had regard for minimising potential for crime and anti-social behaviour. Measures to ensure community safety in the provision of the new bridges have been recommended through planning conditions.</p>
<p>3.3 (Increasing housing supply)</p>	<p>Boroughs should seek to achieve and exceed the relevant minimum borough annual average housing target. For Barnet the target is 22,550 over the next 10 years with an annual monitoring target of 2,255.</p>	<p>Compliant: The proposal would result in the construction of up to 2,000 new houses and flats that will contribute significantly towards meeting strategic housing targets for Barnet and London. This will be a net increase in 1,403 residential properties. The redevelopment of the estate achieves an increase in housing numbers within a density and form that is considered to be appropriate to the local area within the Cricklewood, Brent Cross, West Hendon regeneration area and therefore is considered to be compliant with this policy.</p>

Policy	Content Summary	Extent of compliance and comment
3.4 (Optimising housing potential)	Development should optimise housing output for different types of location taking into account local context and character, the London Plan design principles and public transport capacity. Proposals which compromise this policy should be resisted.	Compliant: The proposed housing is in accordance with the density range identified in the London Plan (Table 3.2) taking account of the local context and character and also accessibility to public transport. Development potential has been maximised at the site in order to assist with the scheme's viability.
Policy 3.5 (Quality and design of housing developments)	Housing developments should be of the highest quality internally, externally and in relation to their context and wider environment, taking account of the policies in the London Plan. The design of all new housing should incorporate the London Plan minimum space standards and enhance the quality of local places, taking account of physical context, local character, density, tenure and land use mix and relationships with and provision of spaces.	Compliant: The application is considered to demonstrate the influence of these policies and compliance with their key objectives. The master plan takes account of the site's context, including its inclusion within the Cricklewood, Brent Cross, West Hendon regeneration area, and proximity to the Brent Reservoir SSSI. The application seeks to replace a largely flatted 1960s estate with modern housing. The proposals are considered to respond directly to the local context, and deliver a successful and well-considered design for the estate redevelopment.
Policy 3.6 (Children and young people's play and informal recreation facilities)	New housing should make provision for play and informal recreation based on the child population generated by the scheme and an assessment of future needs.	Compliant: The proposal provides sufficient areas of new space on-site for play and informal recreation. There is also improved access to adjacent off-site play areas, sport facilities and parks. This is compliant with the relevant policy objectives. New areas of public open space are proposed through the redevelopment of the estate, which will provide play and recreation areas. The application makes provision for doorstep play within semi-private communal courtyards as part of each block. There are numerous local parks within 2km of the site with York Park the primary area of redeveloped open space. The estate is in close walking distance to Brent Reservoir and other open space immediately to the south and west of the site. The strategic needs of the development can be met in terms of access to playing fields and open space. In addition to the on-site play space provision, financial contributions will be agreed with the applicant through S106 that improve and enhance the existing leisure and recreation facilities (including children's play) located immediately adjacent to the site. Conditions have been recommended to ensure that the space provided is implemented in a manner that meets the objectives of this policy.
3.8 (Housing choice)	Londoners should have a genuine choice of homes that they can afford and which meet their requirements, including: <ul style="list-style-type: none"> • New developments should offer a range of housing sizes and types. • All new housing should be built to Lifetime Homes standard. • 10% of new housing is designed to 	Compliant: The proposed development is considered to provide an appropriate mix of dwelling types for this estate regeneration location. The redevelopment of the estate takes into account the requirements of different groups and sectors of the community and will provide a wider choice of additional high-quality homes to facilitate the creation of a more inclusive and mixed community.

Policy	Content Summary	Extent of compliance and comment
	<p>be wheelchair accessible, or easily adaptable for wheelchair users.</p>	<p>A range of housing sizes will be provided including 1, 2, 3 and 4 bedroom flats, 2 and 3 bedroom duplexes, 3 and 4 bedroom houses.</p> <p>Accommodate will be designed to the Lifetime Homes requirements and to comply with the Mayor's Housing Design Guide. There will be provision for 10% adaptable accessible units spread across all tenures and unit sizes.</p> <p>The proposed development will provide 75% private housing, together with 25% affordable comprising social rent and shared ownership. All secured tenants will be re-housed on site.</p> <p>Conditions have been recommended to ensure that these elements of the proposal are carried through to implementation of the development.</p>
<p>Policy 3.9 (Gypsies and Travellers); Policy 3.12 (Negotiating affordable housing on individual private residential and mixed use schemes); Policy 3.13 (Affordable housing thresholds)</p>	<p>Communities mixed and balanced by tenure and household income should be promoted across London.</p> <p>The maximum reasonable amount of affordable housing should be sought for individual schemes. Negotiations should take account of a site's specific individual circumstances, including viability, the availability of subsidy, requirements and targets for affordable housing, the need to promote mixed and balanced communities and the need to encourage residential development.</p> <p>Boroughs should normally require affordable housing provision a site which has capacity to provide 10 or more homes.</p>	<p>Compliant: The application is accompanied by a viability assessment that demonstrates that the proposed contribution of 500 affordable dwellings (including affordable rent and shared ownership) is the maximum contribution that it is deemed viable for the development to make. The viability assessment and its conclusions have been independently verified.</p> <p>The West Hendon estate is currently predominantly affordable housing (76%) of which 42% are 1 bed flats and 57% are 2 bed flats. The application proposes a rebalancing of residential tenures across the site by increasing private housing (a maximum of 75% by unit number), and providing a minimum of 25% of housing units as affordable. This will comprise intermediate tenures in the form of shared ownership, along with reprovision of a net equivalent floorspace in terms of social rented housing, enabling all secured tenants to be rehoused on site.</p> <p>The application proposes by a unit an affordable provision of 57% intermediate and 4% social rented. At present this precise housing mix is sought to be flexible to ensure the ongoing financial viability of the scheme and it is intended that the intermediate mix will be market tested prior to each reserved matters and will be related to the funding product that is available from the GLA at time of delivery. This is refined further within Table 4.4 of the Development Specification which seeks to establish a Strategic Housing Mix for the site.</p> <p>Overall, the scheme is considered to be compliant with London Plan policies in terms of maximising the amount of affordable housing provided whilst also ensuring the creation of mixed and balanced communities. The proposed strategic housing mix is supported by the GLA.</p>
<p>Policy 4.8 (Supporting a successful and diverse retail</p>	<p>Supporting district, neighbourhood and local retail areas.</p>	<p>Compliant: The proposed development makes provision for 947 sq m net additional commercial floorspace and significant public realm improvements to transform West Hendon local</p>

Policy	Content Summary	Extent of compliance and comment
sector)		centre. The applicant estimates that the new homes will generate some £8.8m of retail expenditure to support the local economy.
Policy 3.16 (Co-ordination of housing)	London requires additional and enhanced social infrastructure provision to meet the needs of its population.	<p>Compliant: The proposed development makes provision for some 3,870 sq m of social infrastructure floorspace (compared to 761 sq m at present). This will include a new 2FE primary school (3,066 sq m), community centre adjacent to the primary school (500 sq m) and provision within Block G5 on West Hendon Broadway (304 sq m).</p> <p>Obligations are sought to ensure that this provision is made, together with interim solutions that enable sufficient education and community facilities during the construction phase.</p>
Policy 5.1 (Climate change mitigation); Policy 5.2 (Minimising carbon dioxide emissions);	<p>Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy.</p> <p>The Mayor will seek to ensure that developments meet the following target for CO₂ emissions, which is expressed as year improvements on the 2010 Building Regulations:</p> <p>2010 to 2013: 25% (Code for Sustainable Homes level 4);</p> <p>Major development proposals should include a comprehensive and appropriately detailed energy assessment to demonstrate how these targets are to be met within the framework of the energy hierarchy (Be lean, be clean, be green).</p>	<p>Compliant: The proposal is accompanied by an energy statement identifying measures to mitigate climate change and reduce carbon dioxide emissions in accordance with the requirements of this policy.</p> <p>The energy statement submitted with the application demonstrates how the development will achieve Code for Sustainable Homes (CSH) 2010 Level 4 which entails a 25% reduction in regulated CO₂ emissions. The strategy is based on the Mayor's energy hierarchy included in Policy 5.2. The scheme includes proposals for a CHP plant, photovoltaic panels, together with measures including energy efficiency measures include a well-insulated building fabric, high levels of air tightness and energy efficient appliances where appropriate.</p> <p>The development as a whole will comply with Building Regulations Approved Document Part L1a 2010 from the outset, prior to connection to CHP. The CHP plant will commence operation upon completion of Phase 4, and this is in advance of the 60% completion requirement that enables all units to satisfy the energy criteria of Code for Sustainable Homes level 4 prior to first occupation.</p> <p>All dwellings and non-residential units will be connectible to the district heating network, with a network spur incorporated into the initial design, and will benefit from low-carbon 'clean' combined heat and power.</p> <p>Conditions have been recommended to ensure that these are carried through into implementation. The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p>
Policy 5.3 (Sustainable design and construction)	Development proposals should demonstrate that sustainable design standards are integral to the proposal, considered from the start of the process and meet the requirements of the relevant guidance.	<p>Compliant: The proposal includes a range of measures to achieve an appropriate level in respect of sustainable design and construction, and provides an acceptable standard of environmental performance and adapt to the effects of climate change.</p> <p>The development is considered to demonstrate the influence of this policy and compliance with its key</p>

Policy	Content Summary	Extent of compliance and comment
		objectives. Conditions have been recommended to ensure that this is carried through to implementation.
Policy 5.6 (Decentralised energy in development proposals)	<p>Development should evaluate the feasibility of combined heat and power (CHP) systems and where they are appropriate also examine the opportunities to extend the system beyond the site boundary.</p> <p>Energy systems should be selected in the following hierarchy, connection to existing heating or cooling networks; site wide CHP network; communal heating and cooling.</p>	<p>Compliant: The submission demonstrates how the development proposed would achieve acceptable reductions in carbon dioxide emissions and have good sustainability credentials.</p> <p>The energy statement submitted as part of the application identifies the provision of a single energy centre (within Block E) to service the scheme. This will include a gas fired combined heat and power plant, gas fired boilers and thermal storage tanks providing a 37% reduction in carbon emissions. In addition the Energy Statement identifies that roof mounted photovoltaic arrays will supplement renewable energy provision across the site leading to further reduction of 4% in CO2 emissions.</p> <p>The potential to expand the system beyond the site boundary is explored within the Energy Statement but is concluded to be unfeasible.</p> <p>The proposed energy strategy has been accepted by the GLA energy officer and conditions have been recommended to ensure that the suggested measures are adopted at implementation and as controlled the proposal is considered to be acceptable in this instance.</p>
Policy 5.7 (Renewable energy); Policy 5.9 (Overheating and cooling)	<p>Within the framework of the energy hierarchy proposals should provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation where feasible.</p> <p>Proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this has been achieved.</p>	<p>Compliant: The submission demonstrates how the development proposed would achieve acceptable reductions in carbon dioxide emissions, with a proposed reduction of 42% through on-site energy generation in exceedence of London Plan requirements. It also demonstrates further principles to ensure good sustainability credentials.</p> <p>The applicant, within the submitted energy statement, demonstrates that on-site energy provision will be met by a single energy centre providing gas-fired CHP and gas-fired boilers, together with photovoltaic arrays.</p> <p>The energy statement also identifies interim measures for the detailed element of the scheme ahead of the energy centre being constructed.</p> <p>The proposals include design measures to reduce the potential for overheating and reliance on air conditioning.</p>
Policy 5.10 (Urban greening); Policy 5.11 (Green roofs and development site environs)	<p>Development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening.</p> <p>Proposals should be designed to include roof, wall and site planting to deliver as wide a range of the objectives associated with such planting as possible.</p>	<p>Compliant: The submission includes an open space strategy for the site, and landscape details for the detailed phase. These propose a range of green spaces for recreation and nature, together with proposals for planting within the streetscape.</p> <p>Details of these would be controlled through the conditions recommended to ensure that they achieve as many of the objectives of this policy as are possible.</p>

Policy	Content Summary	Extent of compliance and comment
Policy 5.12 (Flood risk management); Policy 5.13 (Sustainable drainage)	<p>Proposals must comply with the flood risk assessment and management requirements of set out in PPS25.</p> <p>Proposals should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so and should aim to achieve Greenfield runoff rates and ensure that surface water runoff is managed as close to its source as possible. Drainage should be designed and implemented in ways that deliver other objectives of the London Plan.</p>	<p>Compliant: As conditioned the proposal is considered to demonstrate the influence of these policies and compliance with their key objectives.</p> <p>The proposal is accompanied by a Flood Risk Assessment. This has been submitted to the Environment Agency who have responded and not raised any objections to the proposal, subject to the conditions recommended.</p> <p>It demonstrates that due to the sites low permeability geology, infiltration SUDS are impractical and attenuation SUDS have not been used. However, it has identified SUDS measures to mitigate flood risk including pervious pavement, green roofs, swales and underground storage/settling measures. The FRA identifies that this will provide an additional advantage of improving treatment/betterment of water quality to avoid polluting the Welsh Harp.</p> <p>The FRA demonstrates that proposals will not lead to an increased risk of flooding on the site or elsewhere.</p> <p>Conditions have been recommended to ensure that the drainage provided as part of the development meets the requirements of this policy.</p>
Policy 5.14 (Water quality and wastewater infrastructure); Policy 5.15 (Water use and supplies)	<p>Proposals must ensure that adequate waste water infrastructure capacity is available in tandem with development.</p> <p>Development should minimise the use of mains water and conserve water resources.</p>	<p>Compliant: Thames Water has confirmed that there is adequate wastewater infrastructure to supply the development.</p> <p>The proposals will meet the mandatory standards set out in the Code for Sustainable Homes, which requires a reduction in water consumption to 105 litres/ person/ day, in accordance with London Plan policy 5.15. The scheme seeks to build water efficiency into the fabric and fittings of the design with water consumption reduced through the use of efficient internal sanitary fittings, rainwater harvesting for communal landscaping irrigation and green/brown roofs.</p> <p>An informative has been included to ensure that the proposal would minimise the use of mains water and conserve water.</p>
Policy 5.17 (Waste capacity)	<p>Suitable waste and recycling facilities are required in all new development.</p>	<p>Compliant: All blocks will incorporate basement refuse stores. These stores have been designed to the London Borough of Barnet Note on Waste Management (and will be required to reflect latest local authority requirements in each Reserved Matters). A series of 1,100 litre capacity bins will provide segregated handling for household waste, mixed recycling and organic waste. On collection days the on-site management team will collect the bins and truck them up to a collection area on West Street for collection.</p> <p>A separate "large item" waste storage room is proposed for removal of furniture or bulky items.</p> <p>Rear servicing to properties on West Hendon</p>

Policy	Content Summary	Extent of compliance and comment
		<p>Broadway will be retained where practical.</p> <p>Conditions are recommended which require the provision of suitable waste and recycling facilities.</p>
Policy 5.21 (Contaminated land)	Appropriate measures should be taken to ensure that contaminate land does not activate or spread contamination.	Compliant: Conditions are proposed to require the appropriate investigation and mitigation of any contamination.
6.1 (Strategic approach); 6.3 (Assessing effects of development on transport capacity)	<p>The Mayor will work with all relevant partners to encourage the closer integration of transport and development.</p> <p>Streetspace managed to take account of the different roles of roads for neighbourhoods and road users in ways that support promoting sustainable means of transport.</p> <p>Development should ensure that impacts on transport capacity and the transport network are fully assessed. Proposals should not adversely affect safety on the transport network.</p> <p>Transport assessments, travel plans, construction and logistics plans and service and delivery plans should be prepared in accordance with the relevant guidance.</p>	<p>Compliant: The application includes a range of measures to encourage access to the site by a range of modes of transport, including non-car modes. These measures include a residential travel plan seeking to encourage appropriate proportions of journeys by non-car modes of transport under the planning obligations and conditions recommended.</p> <p>The Transport Assessment submitted has assessed the impact of the scheme over an appropriate area of influence. No significant impacts on the adjacent local highway network have been identified. In addition, the proposals will retain and enhance the existing bus service that will circulate within the centre of the regeneration area and include the provision of three new bus stops, together with improvements to pedestrian and cycle links.</p> <p>The conditions and obligations recommended would ensure that the necessary transport related plans would be required and completed in accordance with the relevant guidance.</p>
6.5 (Funding Crossrail and other strategically important transport infrastructure)	Contributions will be sought from developments to Crossrail and other transport infrastructure of regional strategic importance to London's regeneration and development.	Compliant: The development would be required to make a contribution under the Mayoral Community Infrastructure Levy.
6.9 (Cycling); 6.10 (Walking)	<p>Proposals should provide secure, integrated and accessible cycle parking facilities in line with in minimum standards and provide on-site changing facilities for cyclists.</p> <p>Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.</p>	<p>Compliant: Officers consider that the scheme proposes a suitable quality of pedestrian environment and the proposal would provide appropriate levels of facilities for cycles and cyclists, including improved connections to surrounding areas and open space through the provision of two pedestrian bridges.</p> <p>Conditions have been recommended to ensure that the objectives of these policies would be carried through to implementation.</p>
6.11 (Smoothing traffic flow and tackling congestion)	Take a coordinated approach to smoothing traffic flow and tackling congestion.	<p>Compliant: The proposal includes measures to minimise impact on traffic flow and tackle congestion.</p> <p>The Transport Assessment has assessed the impact of the scheme over an appropriate area of influence. It concludes that the net impact of the development proposals, and taking account of the mitigation measures proposed, the site's impact on the neighbouring highway network will be negligible.</p>

Policy	Content Summary	Extent of compliance and comment
6.13 (Parking)	The maximum standards in the London Plan should be applied to planning applications and developments should also provide electrical charging points, parking for disabled people and cycle parking in accordance with the London Plan standards. Delivery and servicing needs should also be provided for.	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and officers consider provides an appropriate level of parking in the relevant regards.</p> <p>It is considered that the proposed residential parking ratio of 0.8 per unit is policy compliant and will provide sufficient parking to help avoid overspill parking and problems for existing residents and on the wider highway network. The proposals also provide on-site electrical charging points, parking for disabled persons and cycle parking deemed to be in compliance with London Plan policy standards.</p> <p>Conditions have been recommended to ensure appropriate parking facilities, including electrical charging points and parking for disabled people are implemented.</p>
7.1 (Building London's neighbourhoods and communities)	In their neighbourhoods people should have a good quality environment in an active and supportive local community with the best possible access to services, infrastructure and public transport to wider London. Neighbourhoods should also provide a character that is easy to understand and relate to.	<p>Compliant: The application is considered to demonstrate the influence of this policy and the design of this proposal accords with the objectives of this policy.</p> <p>The proposed development is based upon an illustrative master plan proposed by the applicant that has sought to reflect the character of the surrounding area, and the social and physical permeability and connectivity of the estate will be improved through the provision of an additional site access off the Broadway and Cool Oak Lane.</p> <p>The proposals include enhanced linkages between West Hendon Broadway and York Park the provision of a new primary school and co-located community centre that is intended to foster social interaction between different groups within the estate and create an inclusive community.</p>
7.2 (Inclusive environment)	Design and Access Statements should explain how, the principles of inclusive design, including the specific needs of older and disabled people, have been integrated into the proposed development, whether relevant best practice standards will be complied with and how inclusion will be maintained and managed.	<p>Compliant: The proposal includes a range of measures to ensure that the development would provide an inclusive environment for all members of the community.</p> <p>Through the conditions recommended it would be ensured that the development would be implemented and operated to accord with the objectives of this policy.</p>
7.3 (Designing out crime)	Development proposals should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.	<p>Compliant: The proposal includes a number of elements to meet the requirements of this policy and the Metropolitan Police Service has confirmed that they are satisfied with the proposals.</p> <p>The master plan develops a well-connected, more traditional street network that seeks to reduce crime, or the fear of crime, through clear boundaries between private and public spaces and active frontages. The design of streets and open spaces has had regard for minimising crime and anti-social behaviour. The master plan and detailed design proposals have been reviewed by Barnet Police Secure By Design officers and are deemed to be compliant with these standards</p>

Policy	Content Summary	Extent of compliance and comment
7.4 (Local character); 7.5 (Public realm); 7.6 (Architecture)	<p>Buildings, streets and spaces should provide a high quality design response.</p> <p>Public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.</p> <p>Architecture should make a positive contribution to a coherent public realm, incorporate the highest quality materials and design appropriate to its context.</p>	<p>Compliant: Officers consider that, subject to the requirements of the conditions recommended, the proposed development provides an appropriate and quality design approach to the buildings and spaces which form part of the application. The proposal is considered to demonstrate the influence of these policies and compliance with their key objectives where they are relevant.</p> <p>The submitted design and access statement outlines the design principles of the master plan, and how it has had regard to local character, including the pattern and grain of local streets. Overall, officers accept that the master plan proposes a scale and design of development that is appropriate to its surroundings.</p> <p>A condition is proposed requiring reserved matters applications to be in accordance with the Design Guidelines submitted as part of the application and revised following review by London Borough of Barnet officers.</p>
7.7 (Location and design of tall and large buildings)	<p>Tall and large buildings should not have an unacceptably harmful impact on their surroundings.</p>	<p>Compliant: Officers consider that the principle of accommodating tall buildings within the regeneration area is acceptable in policy terms .</p> <p>The tall buildings proposed as part of the scheme have been refined through an iterative pre-application design process involving LBB officers, local residents and stakeholders.</p> <p>The proposed towers are considered to assist in providing a distinct character and identity for the scheme, and are considered (through supporting townscape assessment by Peter Stewart Consulting) to assist in providing a strong sense of identity to the development, marking the presence in the wider townscape of an area that has no presence at all.</p> <p>The ES identifies that the provision of the buildings from urban areas such as the Broadway, the Hyde and the A406 are likely to be improved as the buildings act as landmarks for the surrounding area. However, the ES notes that negative impacts are expected on views from the Brent Reservoir and West Hendon Playing fields.</p> <p>A condition is proposed requiring reserved matters applications to be in accordance with the Design Guidelines submitted as part of the application and revised following review by London Borough of Barnet officers.</p>

Policy	Content Summary	Extent of compliance and comment
7.8 (Heritage assets and archaeology)	<p>Development should identify, value, conserve, restore, reuse and incorporate heritage assets where appropriate.</p> <p>Development affecting heritage assets and their settings should be conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.</p> <p>New development should make provision for the protection of archaeological resources, landscapes and significant memorials.</p>	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>English Heritage has responded that much of the site is unlikely to have significant archaeological remains, with the exception of Phase 3. English Heritage has no objection to the proposals provided that conditions are imposed requiring archaeological investigation within Phase 3.</p> <p>Conditions have been recommended by officers to ensure that the objectives of this policy are fully complied with.</p>
7.13 (Safety, security and resilience to emergency)	Proposals should contribute to the minimisation of potential physical risks and include measures to assist in designing out crime and terrorism.	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not raised any objections to the application.</p>
7.14 (Improving air quality)	<p>Proposals should:</p> <ul style="list-style-type: none"> - Minimise increased exposure to existing poor air quality and make provision to address existing air quality problems. - Promote sustainable design and construction to reduce emissions from the demolition and construction of buildings. - Be at least air quality neutral and not lead to further deterioration of poor air quality. - Ensure that where provision needs to be made to reduce development emissions this is usually on site. 	<p>Compliant: The environmental statement considers potential impact on air quality from the proposed development.</p> <p>It notes that some construction activities are likely to generate dust affecting nearby properties which can be addressed through proposed mitigation measures.</p> <p>The ES notes that the development is located within an Air Quality Management Area (an area of poor air quality), and indicates that emissions associated with the proposed development will have a slight adverse effect on air quality at existing properties within the vicinity of the development (on and off the site). There will be an increase in residential properties as a result of the development, introduced into an area where air quality is currently poor</p> <p>Mitigation measures, including mechanical ventilation, will be undertaken to improve air quality for residents living in these properties which will ensure that air quality meets acceptable standards.</p> <p>Conditions have been recommended to ensure that the objectives of this policy and identified mitigation measures would be carried through to implementation.</p>
7.15 (Reducing noise)	<p>Proposals should seek to reduce noise by:</p> <ul style="list-style-type: none"> - Minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of proposals. - Separate noise sensitive development from major noise sources wherever practical. - Promote new technologies and practices to reduce noise at source. 	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The environmental statement considers potential noise impact from the proposed development. Whilst it is accepted that there will be some disturbance to nearby residential receptors during construction these will be localised and temporary in nature. Best practice mitigation measures are proposed and the proposed development would not have a significant adverse impact on neighbouring</p>

Policy	Content Summary	Extent of compliance and comment
		occupiers and users and the amenities of future occupiers would be adequately protected as far as is practicable in this instance.
7.16 (Green belt)	Protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance.	Compliant: The proposals are considered to be in accordance with green belt policy. The estate is outside of the Metropolitan green belt.
7.18 (Protecting local open space and addressing local deficiency)	The loss of local protected open spaces must be resisted unless equivalent or better quality provision is made within the local catchment area. Replacement of one type of open space with another is unacceptable unless an up to date needs assessment shows that this would be appropriate	<p>Compliant: Officers consider that the proposed development is compliant with these policy objectives. The estate is not within an area of open space deficiency as identified within the Barnet Open Space, Sports and Recreational Facilities Assessment, 2009, although other surrounding areas within West Hendon are.</p> <p>The proposed development seeks to improve the quality of the existing York Park to encourage greater use and activity within it. The proposed development is in close proximity to existing playing fields to the north of the Welsh Harp, although at present there is no direct connection. The proposed Silk Stream Bridge will significantly enhance accessibility to this facility for residents of the development. In addition pedestrian linkages to open spaces accessed via Cool Oak Lane will be enhanced by the provision of a new bridge. In addition to York Park.</p> <p>A contribution will be made to enhancing off-site youth provision in the vicinity of the site.</p>
7.19 (Biodiversity and access to nature)	<p>Proposals should:</p> <ul style="list-style-type: none"> - Wherever possible make a positive contribution to the protection, enhancement, creation and management of biodiversity. - Prioritise assisting in meeting targets in biodiversity action plans and/or improve access to nature in areas deficient in accessible wildlife sites. - Be resisted where they have significant adverse impacts on the population or conservation status of a protected species, or a priority species or habitat identified in a biodiversity action plan. 	<p>Compliant: Although much of the site is urban in nature, it fronts onto the Brent Reservoir SSSI. Much of this frontage is within York Park and includes a mature tree line and grassland.</p> <p>The ES proposes a series of mitigation measures including an ecological management plan to ensure that effects on the SSSI are minimised and the potential to enhance biodiversity across the site is incorporated into development proposals.</p> <p>Conditions and obligations have been recommended to ensure that the key objectives of this policy would be carried through at implementation.</p>

Policy	Content Summary	Extent of compliance and comment
7.21 (Trees and woodlands)	<p>Existing trees of value should be retained and any loss as a result of development should be replaced. Wherever appropriate the planting of additional trees should be included in developments.</p>	<p>Compliant: The application is considered to demonstrate the influence of this policy and compliance with its key objectives. The proposal would result in the removal of trees but adequate replacement planting has been proposed.</p> <p>The existing trees on site are of variable quality with 21 category A trees, of which 2 are proposed to be removed. Existing trees are to be retained where possible, and the tree replacement strategy will reinforce the street hierarchy and provide continuity of character. In order to accommodate the regeneration of the estate and to optimise the development potential and density of the site, the removal of 82 trees on site is necessary. In mitigation, a significant number of new trees will be planted. There will be an overall replacement of two new trees for every one tree removed.</p> <p>Conditions have been recommended to ensure that the key objectives of this policy would be carried through at implementation.</p>
8.2 (Planning obligations; 8.3 (Community Infrastructure Levy)	<p>Development proposals should address strategic as well as local priorities in planning obligations.</p> <p>The supporting of Crossrail (where appropriate) and other public transport improvements should be given the highest importance, with Crossrail (where appropriate) having higher priority than other transport improvements.</p> <p>Importance should also be given to talking climate change, learning and skills, health facilities and services, childcare provisions and the provision of small shops.</p> <p>Guidance will be prepared setting out a framework for the application of the Community Infrastructure Levy to ensure the costs incurred in providing infrastructure which supports the policies in the London Plan can be funded wholly or partly by those with an interest in land benefiting from the grant of planning permission.</p>	<p>Compliant: A comprehensive set of planning obligations will be required before planning permission can be granted.</p> <p>Discussions are currently taking place as to the planning obligations for this scheme,</p>

**Table 2: Analysis of the proposals compliance with Barnet's Local Plan Policies
(September 2012)**

Policy	Content Summary	Extent of Compliance and Comment
Core Strategy		
CS NPPF (National Planning Policy Framework – presumption in favour of sustainable development)	Take a positive approach to proposals which reflect the presumption in favour of sustainable development and approve applications that accord with the Local Plan, unless material considerations indicate otherwise. Where there are no policies relevant to the proposal or the relevant policies are out of date permission should be granted, unless material considerations indicate otherwise.	Compliant: the proposal is considered to constitute a sustainable form of development which complies with the relevant policies in the Local Plan. It has therefore been recommended for approval.
CS1 (Barnet's place shaping strategy – the three strands approach)	<p>As part of its 'Three Strands Approach' the council will:</p> <ul style="list-style-type: none"> - Concentrate and consolidate growth in well located areas that provide opportunities for development, creating a high quality environment that will have positive impacts. - Focus major growth in the most suitable locations and ensure that this delivers sustainable development, while continuing to conserve and enhance the distinctiveness of Barnet as a place to live, work and visit. - Ensure that development funds infrastructure through Section 106 Agreements and other funding mechanisms. - Protect and enhance Barnet's high quality suburbs. 	<p>Compliant: the proposal is considered to show the influence of this policy and demonstrates compliance with its key objectives.</p> <p>The West Hendon estate is identified on the Core Strategy key diagram as a priority estate where regeneration involving housing and economic growth will be expected, in line with the policy's place shaping strategy. The proposed development seeks to enhance physical and visual connectivity between the site and surrounding areas through provision of enhanced linkages and visual landmarks.</p> <p>The location is considered to be appropriate for a development of the form and nature proposed. The sites position within the Cricklewood, Brent Cross, West Hendon regeneration area positions it as a suitable location for increased density and building heights, while the emphasis on high quality design seeks to provide wider benefits to the surrounding area, in particular through the enhancement of West Hendon town centre..</p> <p>Recommendations include planning obligations to secure the achievement of appropriate contributions to the provision of local infrastructure. This excludes those contributions to wider strategic infrastructure items, such as secondary education, that will be covered under the Borough's own CIL system.</p>
CS3 (Distribution of growth in meeting housing aspirations)	Outside of the areas identified specifically for growth the approach to development opportunity sites will be set within the context of the density matrix in the London Plan. This will seek to optimise housing density to reflect local context, public transport accessibility and the provision of social infrastructure.	<p>Compliant: The proposed housing is in accordance with the density range identified in the London Plan (Table 3.2) and is considered to be in full accordance with the objectives of policy CS3.</p> <p>Development potential has been maximised at the site in order to assist with the scheme's viability.</p> <p>The West Hendon estate is identified within policy as a priority estate where regeneration will be expected to provide a greater range and variety of accommodation in order to meet the Decent Homes standard. The proposals are considered to be in full</p>

		<p>accordance with policy CS3 in terms of the location of housing growth and the quantum of additional housing that is expected to be delivered by 2020/21.</p> <p>The construction of up to 2,000 new dwellings will result in a net increase in housing stock at West Hendon of 1,403. The 597 existing poor quality dwellings will be demolished and replaced ensuring that replacement units are provided to a higher quality design and specification.</p>
<p>CS4 (Providing quality homes and housing choice in Barnet)</p>	<p>Aim to create successful communities by:</p> <ul style="list-style-type: none"> - Seeking to ensure a mix of housing products that provide choice for all are available. - Ensuring that all new homes are built to the Lifetime Homes Standard and that the wider elements of schemes include the relevant inclusive design principles. - Seeking a variety of housing related support options. - Delivering 5500 new affordable homes by 2025/26 and seeking a borough wide target of 40% affordable homes on sites capable of accommodating 10 or more dwellings. - Seek an appropriate mix of affordable housing comprising 60% social rented housing and 40% intermediate housing. 	<p>Compliant: The submission is considered to demonstrate the influence of this policy and show compliance with its key objectives.</p> <p>The proposed redevelopment of the estate takes into account the requirements of different groups and sectors of the community and will provide a wider choice of additional high-quality homes, and create an inclusive and mixed community. The new dwellings will be predominantly apartments and duplexes blocks of up to nine storeys, some town houses and four tower blocks up to 29 storeys. The new dwellings will be of mixed tenure and will provide a mix of accommodation including 1, 2, 3 and 4 bedroom units.</p> <p>The proposal provides an appropriate mix of dwelling types and sizes and includes a range of measures to ensure that the development would provide an inclusive environment for all members of the community. This includes all the dwellings proposed being constructed to achieve the relevant Lifetime Homes standards.</p>
<p>CS5 (Protecting and enhancing Barnet's character to create high quality places)</p>	<p>The council will ensure that development in Barnet respects local context and distinctive local character, creating places and buildings with high quality design.</p> <p>Developments should:</p> <ul style="list-style-type: none"> - Address the principles, aims and objectives set out in the relevant national guidance. - Be safe attractive and fully accessible. - Provide vibrant, attractive and accessible public spaces. - Respect and enhance the distinctive natural landscapes of Barnet. - Protect and enhance the gardens of residential properties. - Protect important local views. - Protect and enhance the boroughs high quality suburbs and historic areas and heritage. - Maximise the opportunity for community diversity, inclusion and cohesion. - Contribute to people's sense of place, safety and security. 	<p>Compliant: The application is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The proposed development seeks to replace a largely flatted 1960s estate with modern housing.</p> <p>The Proposed Development has been through a substantial design review basis that has led to a significant reconfiguration of the site in comparison with the consented scheme.</p> <p>Officers are satisfied that this revised design approach proposed takes suitable account of its context, the character of the area, relationship with the SSSI and reservoir, the developments relationship with neighbouring buildings and spaces and provides a scheme of an appropriate design quality. The new dwellings proposed would all be of a sufficiently high quality internally, externally and in relation to their immediate context and the wider environment.</p> <p>A condition is proposed requiring reserved matters applications to be in accordance with the Design Guidelines submitted as part of the application and revised following review by London Borough of Barnet officers.</p>

<p>CS7 (Enhancing and protecting Barnet's open spaces)</p>	<p>Create a greener Barnet by:</p> <ul style="list-style-type: none"> - Meeting increased demand for access to open space and opportunities for physical activity. - Improving access to open space in areas of public open space deficiency. - Securing improvements to open spaces including provision for children's play sports facilities and better access arrangements, where opportunities arise. - Maintaining and improving greening by protecting incidental spaces, trees, hedgerows and watercourses. - Protecting existing site ecology and ensuring development makes the fullest contributions enhancing biodiversity. - Enhancing local food production. 	<p>Compliant: The proposal provides sufficient quantities of green open space, including an enhanced York Park, supplemented by communal courtyards and gardens, and private amenity space. new communal area of amenity space and other soft landscaped areas.</p> <p>In addition two new footbridges are proposed to improve accessibility to existing areas of open space, sport and recreation provision around the Welsh Harp.</p> <p>As far as is reasonable conditions have been recommended to ensure that the green spaces provided are implemented in a manner which meets the objectives of this policy.</p> <p>The proposed development will increase the area of York Park marginally, with a connection from the Broadway. The proposals will significantly improve the quality of open space provision at the site, and improve links to existing off-site facilities.</p> <p>The submission is considered to demonstrate the influence of this policy and show compliance with its key objectives.</p>
<p>CS8 (Promoting a strong and prosperous Barnet)</p>	<p>Expect major developments to provide financial contributions and to deliver employment and training initiatives.</p>	<p>Compliant: Discussions are taking place to determine the financial contributions that this scheme will provide.</p>
<p>CS9 (Providing safe, efficient and effective travel)</p>	<p>Developments should provide and allow for safe effective and efficient travel and include measures to make more efficient use of the local road network.</p> <p>Major proposals should incorporate Transport Assessments, Travel Plans, Delivery and Servicing Plans and mitigation measures and ensure that adequate capacity and high quality safe transport facilities are delivered in line with demand.</p> <p>The council will support more environmentally friendly transport networks, including the use of low emission vehicles (including electric cars), encouraging mixed use development and seeking to make cycling and walking more attractive for leisure, health and short trips.</p>	<p>Compliant: The proposal is considered to demonstrate the influence of the police and compliance with its key objectives. Where appropriate conditions and obligations have been recommended to ensure that the objectives of this policy would be carried through to implementation.</p> <p>The Transport Assessment has assessed the impact of the scheme over an appropriate area of influence. It concludes that the net impact of the development proposals, and taking account of the mitigation measures proposed, the site's impact on the neighbouring highway network will be negligible. The design of the development is considered to take full account of the safety of all road users, includes appropriate access arrangements and would not unacceptably increase conflicting movements on the road network or increase the risk to vulnerable road users.</p> <p>Controls have been recommended to ensure that the use of a range of modes of transport is encouraged. These include a residential travel plan seeking to encourage appropriate proportions of journeys by non-car modes of transport (under the planning obligations and conditions recommended).</p> <p>Officers consider that the scheme proposes suitable access arrangements and an appropriate quality of pedestrian environment. The proposal would deliver acceptable facilities for electric vehicles, pedestrians, cycles and cyclists.</p>

<p>CS10 (Enabling inclusive and integrated community facilities and uses)</p>	<p>The council will ensure that community facilities are provided for Barnet's communities and expect development that increases the demand for community facilities and services to make appropriate contributions towards new and accessible facilities.</p>	<p>Compliant: The recommendations made include planning obligations to secure the achievement of appropriate contributions to the provision of local infrastructure.</p> <p>The applicant has demonstrated that proposed development has undergone significant community engagement in order to consult with different groups within the local community. This is detailed within the Statement of Community Involvement submitted with the application.</p> <p>The proposed development makes provision for some 3,870 sq m of social infrastructure floorspace (compared to 761 sq m at present). This will include a new 2FE primary school (3,066 sq m), community centre adjacent to the primary school that may include nursery facilities (500 sq m) and provision within Block G5 on West Hendon Broadway (304 sq m).</p> <p>Obligations are sought to ensure that this provision is made, together with interim solutions that enable sufficient education and community facilities during the construction phase This is in addition to new play and recreation facilities, open spaces and cycle and pedestrian facilities.</p> <p>This excludes those contributions to wider strategic infrastructure items, such as secondary education, that will be covered under the Borough's own CIL system at the point that this formally comes into effect.</p>
<p>CS11 (Improving health and wellbeing in Barnet)</p>	<p>Will improve health and wellbeing in Barnet through a range of measures including supporting healthier neighbourhoods, ensuring increased access to green spaces and improving opportunities for higher levels of physical activity.</p>	<p>Compliant: The design of the development has been influenced by the desire to create a healthy residential environment. The proposal is found to be compliant with the objectives of this policy</p> <p>The proposals will result in the demolition of the existing poor quality blocks and re-provision of a new built form comprising houses and apartments with access to more private amenity space and good quality, safe and useable public open spaces. The improvements proposed through the quality of building design and construction and the environment and public realm will make a significant contribution towards improving health and well being, together with the provision of purpose built modern community centre and nursery school.</p> <p>Provision of new opens space and play areas combined with enhanced linkages for pedestrians and cyclists to surrounding recreational facilities such as Brent Reservoir will also provide opportunities for higher levels of physical activity in accordance with policy requirements.</p>
<p>CS12 (Making Barnet a safer place)</p>	<p>The Council will:</p> <ul style="list-style-type: none"> - Encourage appropriate security and community safety measures in developments and the transport network. - Require developers to demonstrate that they have incorporated community safety and security 	<p>Compliant: The design of the proposal is considered to demonstrate the influence of this policy and be compliant with the key elements of this policy.</p> <p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not expressed any concerns about the proposals.</p>

	<p>design principles in new development.</p> <ul style="list-style-type: none"> - Promote safer streets and public areas, including open spaces. 	<p>A condition is recommended to ensure that the detailed design of proposed bridges is designed to ensure the safety of users.</p>
<p>CS13 (Ensuring the efficient use of natural resources)</p>	<p>The council will:</p> <ul style="list-style-type: none"> - Seek to minimise Barnet's contribution to climate change and ensure that the borough develops in a way which respects environmental limits and improves quality of life. - Promote the highest environmental standards for development to mitigate and adapt to the effects of climate change. - Expect development to be energy efficient and seek to minimise any wasted heat or power. - Expect developments to comply with London Plan policy 5.2. - Maximise opportunities for implementing new district wide networks supplied by decentralised energy. - Make Barnet a water efficient borough, minimise the potential for fluvial and surface flooding and ensure developments do not harm the water environment, water quality and drainage systems. - Seek to improve air and noise quality. 	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The applicant has submitted sustainability and energy statements with the application. These explain the proposed sustainability features. The proposal includes a range of measures designed to mitigate climate change and reduce carbon dioxide emissions in accordance with the requirements of this policy.</p> <p>The energy statement demonstrates how the development would achieve acceptable reductions in carbon dioxide emissions and has good sustainability credentials more widely, incorporating the inclusion of CHP as a component of the District Heating Network.</p> <p>The development as a whole will comply with Building Regulations Approved Document Part L1a 2010 from the outset, prior to connection to CHP. The CHP plant will commence operation upon completion of Phase 4, and this is in advance of the 60% completion requirement that enables all units to satisfy the energy criteria of Code for Sustainable Homes level 4 prior to first occupation.</p> <p>Water conservation measures will be applied to all dwellings with sustainable drainage applied to manage surface water.</p> <p>Other measures include the use of recycled and sustainable manufactured construction materials for main building elements (sourced locally where possible), efficient use of construction materials to minimise waste arisings and provision of waste recycling facilities to encourage recycling of municipal wastes and landscaping to integrate development with local ecological features and provide new habitats for wildlife.</p> <p>The proposal would not have a significant adverse impact on the local noise environment. The submission assesses the impact of the local noise environment on the development. The amenities of future occupiers would be adequately protected as far as is practicable in this regard.</p> <p>The proposal would not have a significant adverse impact on air quality and the impact of local air quality on the future occupiers of the development can be adequately mitigated.</p> <p>The proposal is accompanied by a Flood Risk Assessment. This has been submitted to the Environment Agency who have responded and not raised any objections to the proposal, subject to the conditions recommended. Conditions have been recommended to ensure that the drainage provided</p>

		<p>as part of the development meets the requirements of this policy. Thames Water has confirmed that there is adequate waste water infrastructure to accommodate the development. The scheme would minimise the use of mains water and conserve water.</p> <p>Appropriate conditions have been recommended to ensure that the proposal is implemented in a way that achieves the objectives of this policy.</p>
CS14 (Dealing with our waste)	The council will encourage sustainable waste management by promoting waste prevention, re-use, recycling, composting and resource efficiency over landfill and requiring developments to provide appropriate waste and recycling facilities.	<p>Compliant: It is considered that this development demonstrates the influence of this policy and subject to the conditions recommended would achieve the requirements of this policy.</p> <p>All blocks will incorporate basement refuse stores. These stores have been designed to the London Borough of Barnet Note on Waste Management (and will be required to reflect latest local authority requirements in each Reserved Matters). A series of 1,100 litre capacity bins will provide segregated handling for household waste, mixed recycling and organic waste. On collection days the on-site management team will collect the bins and truck them up to a collection area on West Street for collection.</p> <p>A separate “large item” waste storage room is proposed for removal of furniture or bulky items.</p> <p>Rear servicing to properties on West Hendon Broadway will be retained where practical.</p>
CS15 (Delivering the Core Strategy)	The council will work with partners to deliver the vision, objectives and policies of the Core Strategy, including working with developers and using planning obligations (and other funding mechanism where appropriate) to support the delivery of infrastructure, facilities and services to meet needs generated by development and mitigate the impact of development.	Compliant: The recommendations made include planning obligations to secure the achievement of appropriate contributions to secure the achievement of appropriate contributions to the provision of local infrastructure.
Development Management Policies		
DM01 (Protecting Barnet’s character and amenity)	<p>Development should represent high quality design that contributes to climate change mitigation and adaptation.</p> <p>Proposals should be based on an understanding of local characteristics, preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.</p>	<p>Compliant: The application demonstrates the influence of this policy and compliance with its key objectives. Where appropriate conditions have been recommended to ensure that the development implemented will achieve the objectives of the policy.</p> <p>The proposed development seeks to ensure high quality design that raises the quality of the surrounding area, and provides visual and physical connections into the site from West Hendon</p>

	<p>Development should ensure attractive, safe and vibrant streets which provide visual interest. Proposal should create safe and secure environments, reduce opportunities for crime and minimise fear of crime.</p> <p>Development should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users. Lighting schemes should not have a demonstrably harmful impact on amenity or biodiversity. Proposals should retain outdoor amenity space.</p> <p>Trees should be safeguarded and when protected trees are to be felled the Council will require suitable tree replanting. Proposals will be required to include landscaping that is well laid out; considers the impact of hardstandings on character; achieves a suitable visual setting; provides an appropriate level of new habitat; makes a positive contribution to the to the surrounding area; contributes to biodiversity (including the retention of existing wildlife habitat and trees); and adequately protects existing tress and their root systems.</p>	<p>Broadway..</p> <p>The design and access statement outlines the design principles of the master plan, and how it has had regard to the local context, including the pattern and grain of local streets. The design approach proposed takes suitable account of its context, the character of the area, in close proximity to West Hendon town centre and within a regeneration area, the developments relationships with neighbouring buildings and spaces.</p> <p>Officers consider that the master plan proposes a scale and design of development that is appropriate to its surroundings. The scheme is also considered to be of a sufficiently high quality design internally, externally and in relation to its context and wider environment.</p> <p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not expressed any concerns about the proposals and the development is found to create a safe and secure environment. Conditions have been recommended to ensure that appropriate street lighting implemented as part of the scheme.</p> <p>The design of the development is such that it would fulfil the requirements of this policy in respect of the amenities of both adjoining and potential occupiers and users. The scheme would provide an acceptable level of new outdoor amenity space.</p> <p>Natural England has not raised any objections to the proposal and the application includes measures to make a positive contribution to biodiversity. The proposal would result in the removal of trees, but adequate landscaping including replacement tree planting is proposed to mitigate the loss of trees.</p>
<p>DM02 (Development standards)</p>	<p>Development will be expected to demonstrate compliance with relevant standards, supported by the guidance provided in the Council's Supplementary Planning Documents.</p>	<p>Compliant: The submission is considered to demonstrate the influence of this policy and meets relevant standards.</p> <p>The detailed phase will achieve Code for Sustainable Homes (CSH) Level 4 for the residential units. The successive phases will achieve an equivalent rating or be in compliance with the latest building regulations.</p> <p>The entire development complies with Lifetime Homes, London Plan and London Housing Design Standards.</p> <p>Policy compliant levels of outdoor amenity and play space would be provided on site and 10% of the dwellings would be constructed to be easily adaptable to wheelchair accessible standards.</p>
<p>DM03 (Accessibility and inclusive design)</p>	<p>Developments should meet the highest standards of accessible and inclusive design.</p>	<p>Compliant: The proposal includes a range of measures to ensure that the development would provide an accessible and inclusive environment for all members of the community. A summary of this is provided in the Inclusive Design Criteria, section of the Design & Access Statement.</p>

DM04 (Environmental considerations)	<p>Developments are required to demonstrate their compliance with the Mayor's targets for reductions in carbon dioxide emissions within the framework of the energy hierarchy.</p> <p>Where decentralised energy is feasible or planned development will provide either suitable connection; the ability for future connection; a feasibility study or a contribution to a feasibility study.</p> <p>Proposals should be should be designed and sited to reduce exposure to air pollutants and ensure that development is not contributing to poor air quality. Locating development that is likely to generate unacceptable noise levels close to noise sensitive uses will not normally be permitted. Proposals to locate noise sensitive development in areas with existing high levels of noise not normally be permitted. Mitigation of noise impacts through design, layout and insulation will be expected where appropriate.</p> <p>Development on land which may be contaminated should be accompanied by an investigation to establish the level of contamination. Proposals which could adversely affect ground water quality will not be permitted.</p> <p>Development should demonstrate compliance with the London Plan water hierarchy for runoff, especially in areas prone to flooding.</p>	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>An energy centre will be incorporated within the development and will provide a CHP system.</p> <p>The design and energy strategies have been future proofed to ensure that they are fit for purpose and adaptable. In order to future-proof the development and enable connection to any emerging low-carbon heat source, the development will incorporate proposals to safeguard and simplify any future connection.</p> <p>An environmental statement has been submitted which demonstrates how the development has sought to mitigate any potential adverse environmental impact. This includes a number of technical reports, such as an air quality assessment, a noise assessment and a transport assessment, that demonstrate that the proposed scheme will not have a detrimental impact on the local environmental considerations. An energy statement has been submitted which demonstrates how the scheme will comply with the Mayor's energy hierarchy.</p> <p>The submitted environmental statement and technical appendices provide detailed information on contamination and ground conditions in accordance with the requirements of Policy DM04.</p> <p>A Flood Risk Assessment accompanies the application. This has been submitted to the Environment Agency who have responded and not raised any objections to the proposal, subject to the conditions recommended.</p> <p>Appropriate conditions have been recommended to ensure that the proposal is implemented in a way that achieves all of the objectives of this policy.</p>
DM05 (Tall buildings)	Tall buildings outside the strategic locations identified in the Core Strategy will not be considered acceptable.	Compliant: West Hendon is identified within the Local Plan as a strategic location where tall buildings are considered acceptable. The approach to tall buildings is supported by the GLA which considers the approach to taller elements along the reservoir as adding to the legibility of the area and marking the park.
DM06 (Barnet's heritage and conservation)	<p>All development to have regard to the local historic context and protect heritage assets in line with their significance.</p> <p>Development proposals to preserve or enhance the character and appearance of conservation areas and protect archaeological remains.</p>	Compliant: The Environmental Statement includes a Heritage Assessment, and no adverse effects were found.
DM08 (Ensuring a variety of sizes of new homes to meet housing need)	<p>Development should provide, where appropriate a mix of dwelling types and sizes in order to provide choice.</p> <p>Barnet's dwelling size priorities are 3</p>	Compliant: The submission is considered to demonstrate the influence of this policy and provides an appropriate mix of dwelling types and sizes.

	<p>bedroom properties the highest priority for social rented dwellings, 3 and 4 bedroom properties the highest priority for intermediate affordable dwellings and 4 bedroom properties the highest priority for market housing, with three bedroom properties a medium priority.</p>	<p>The West Hendon Estate is currently not a mixed and balanced community, being currently heavily balanced towards affordable housing. The proposals will deliver a mixed and balanced community through introducing private housing and a new range of intermediate tenancies.</p> <p>At present the illustrative masterplan provides an indication of how the housing mix might come forward. The strategic social rent mix is based on the known housing needs of the existing secure tenants on the estate. The intermediate mix is based on an assumed mix that will be market tested prior to each reserved matters planning application and will relate to the funding product that is available from the GLA at the time each phase is delivered.</p> <p>This has been refined further within Table 4.4 of the Development Specification document which seeks to establish a Strategic Housing Mix for the site.</p> <p>When taking into account the decant requirement of this development, and in particular those of the Barnet secure tenancies, the proposed strategic mix is considered to meet the strategic aspirations of Core Strategy Policy CS4 and DPD Policy DM08 and the financial and housing requirements bespoke to this estate renewal. In terms of social rent, the proposals will increase provision of 3-bed units from 0.33% (2 units) across the site to an illustrative 34 units comprising flats, duplexes and houses. With regards intermediate housing, whilst a maximum range of up to 30% intermediate three-bed provision is proposed, the reality of meeting affordability criteria West Hendon Planning Policy Addendum means that a large number of 3-beds is unrealistic. This is also true for 4-bed intermediate accommodation.</p>
<p>DM10 (Affordable housing contributions)</p>	<p>The maximum reasonable amount of affordable housing will be required on site, subject to viability, from new sites, having regard to the target that 40% of housing provision borough wide should be affordable.</p>	<p>Compliant: The proposal will replace all the affordable housing on site.</p> <p>Of the new housing a total 25% affordable housing will be provided.</p> <p>This affordable provision will be split 43% rented and 57% intermediated (by unit) as justified by the viability assessment submitted with this planning application. The affordable housing will be secured by way of S.106 agreement.</p>
<p>DM15 (Green belt and open spaces)</p>	<p>In areas which are identified as deficient in public open space, where the development site is appropriate or the opportunity arises the council will expect the onsite provision of public open space.</p>	<p>Compliant: the development proposals constitute the following:-</p> <ul style="list-style-type: none"> • Public amenity space (York Park, Broadway Place & The Green) – 16,494m² (1,684m² increase on existing) • Communal courtyard gardens – 13,162m² (3,378m² increase on existing) • Private amenity garden space – 5,224m²

		<p>(5,224m² increase on existing)</p> <ul style="list-style-type: none"> • Private/community amenity rooftop space - 5320m² (5,320m² increase on existing) • Balconies – 10,866m² (uplift on existing unknown) • Front gardens / privacy planning – 1,655m² <p>In addition the two pedestrian bridges proposed will increase accessibility to existing recreation and sports provision adjacent to the Welsh Harp.</p> <p>The proposed development provides an increase in existing open space in quantitative terms and proposes a significant improvement in qualitative terms with improved facilities and landscaping to provide residential amenity and enhance biodiversity.</p>
DM16 (Biodiversity)	The Council will seek the retention and enhancement, or the creation of biodiversity.	<p>Compliant: Natural England has not raised any objections to the proposal and the application is considered to demonstrate the influence of this policy and includes measures to make a positive contribution to biodiversity.</p> <p>Although much of the site is urban in nature, it fronts onto the Brent Reservoir SSSI. Much of this frontage is within York Park and includes a mature tree line and grassland.</p> <p>The ES proposes a series of mitigation measures including an ecological management plan to ensure that effects on the SSSI are minimised and the potential to enhance biodiversity across the site is incorporated into development proposals.</p> <p>Conditions and obligations have been recommended to ensure that the key objectives of this policy would be carried through at implementation.</p>
DM17 (Travel impact and parking standards)	<p>The Council will :</p> <ul style="list-style-type: none"> - Ensure that the safety of all road users is taken into account when considering development proposals. - Ensure that roads within the borough are used appropriately according to their status. - Expect major development proposals with the potential for significant trip generation to be in locations which are (or will be) highly accessible by a range of transport modes. Developments should be located and designed to make the use of public transport more attractive. - Require a full Transport Assessment where the proposed development is anticipated to have significant transport implications. - Require the occupier to develop, implement and maintain a satisfactory Travel Plan to minimise increases in road traffic and meet mode split targets. - Expect development to provide safe 	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. Conditions and obligations have been recommended to ensure that the objectives of this policy would be carried through to implementation.</p> <p>A Transport Assessment has been submitted which demonstrates that the residual cumulative impacts of the proposed development are minor considering the addition of new dwellings compared to those already present. Based on the net impact of the development proposals and taking into account the mitigation measures proposed it has been shown that the site's impact on the neighbouring highway network will be negligible.</p> <p>The level of proposed parking provision is considered to be appropriate for the estate based on its location. This is sufficient to comply with the Local Plan parking standards.</p> <p>The development has an appropriate degree of accessibility for the level of trip generation that the proposal would result in and controls have been</p>

	<p>and suitable access arrangements for all road users.</p> <ul style="list-style-type: none"> - Require appropriate measures to control vehicle movements, servicing and delivery arrangements. - Require, where appropriate, improvements to cycle and pedestrian facilities. - Parking will be expected to be provided in accordance with the following per unit maximum standards: <ul style="list-style-type: none"> i. 2 to 1.5 spaces for detached and semi-detached houses and flats (4 or more bedrooms). ii. 1.5 to 1 spaces for terraced houses and flats (2 to 3 bedrooms). iii. 1 to less than 1 space for developments consisting mainly of flats (1 bedroom). - Residential development may be acceptable with limited or no parking outside a Controlled Parking Zone only where it can be demonstrated that there is sufficient on street parking capacity. 	<p>recommended to ensure that the use of a range of modes of transport is encouraged.</p> <p>The design of the development is considered to take full account of the safety of all road users, includes appropriate access arrangements and would not unacceptably increase conflicting movements on the road network or increase the risk to vulnerable road users.</p> <p>Officers consider that the scheme proposes suitable access arrangements and an appropriate quality of pedestrian environment. The proposal would deliver acceptable facilities for pedestrians, cycles and cyclists.</p>
Adopted UDP (May 2006) Saved Policies (May 2009)		
<p>GCrick Cricklewood, Brent Cross and West Hendon Regeneration Area</p>	<ul style="list-style-type: none"> - The Council seeks integrated regeneration in the Cricklewood, Brent Cross and West Hendon Regeneration Area. - All development to the highest environmental and design standards - Aim to develop a new town centre over the plan period. 	<p>Compliant: the application delivers regeneration through investment in housing and high standards of design and sustainability. The proposal builds upon the area's strategic location and proximity to the railway station. West Hendon Broadway, the local shopping centre is also providing enhanced retail facilities available for the new residential uses. This provides for integrated regeneration.</p>
<p>C1 Comprehensive Development</p>	<ul style="list-style-type: none"> - The Council seeks the comprehensive development of the regeneration area in accordance with the area framework and delivery strategy. - Development proposals will need to meet policies of the UDP and their more detailed elaboration in the development framework. 	<p>Compliant: The West Hendon Estate comprises the north west sector of the regeneration area and therefore much of the document is focussed on the main Brent Cross site. It is recognised in paragraph 7.2.12 of the Local Plan Core Strategy that The redevelopment of West Hendon is being taken forward in parallel, but independently of the regeneration of Brent Cross – Cricklewood.</p> <p>However the proposals follow the policy principles to provide for good quality sustainable development that delivers an enhanced quality of life for present and future residents.</p> <p>An improved York Park is proposed to provide better open space suited to residents' needs, and with links through a new civic square and the Broadway, which is an integral part of this application. The poor quality of the existing housing is also recognised.</p>
<p>C1(A) West Hendon</p>	<p>This represents the specific site allocation for West Hendon.</p> <p>The mixed-use regeneration of the area</p>	<p>Compliant: The application provides high density housing, through re-providing 28,445sqm of affordable housing. The development ensures design quality, it provides a range of 1, 2, 3 and 4</p>

	<p>should comprise:</p> <ul style="list-style-type: none"> -high quality design, high density housing, a mix of unit sizes and affordability. Lifetime homes, and wheel chair accessibility. -a new local centre to include a mix of uses - Protection of the Welsh Harp SSSI and its integration with the development and open space. -Increased capacity on the A5 to assist buses -Improvement of transport links to and facilities at Hendon Railway Station. 	<p>bedroom dwellings, of which 25% are affordable.</p> <p>The development does not propose the fully comprehensive redevelopment of the local centre as identified in the Policy (and existing planning consent) although it will provide an improved retail offer with new purpose built units. In addition the new homes will generate £8.8m of spending demand to support the local centre.</p> <p>The application also includes improved access to the local centre. It will also return vacant areas within the Broadway to active use. There will be an improved public realm through the creation of a new civic area in the vicinity of the development.</p> <p>The development also includes enhanced community facilities through the provision of a new primary school and additional community floorspace adjacent to the primary school and on West Hendon Broadway.</p> <p>The measures to protect the Welsh Harp SSSI have been set out in the Environmental Statement and will be controlled through an Ecological Management Plan recommended to be secured through planning condition. The interface of the reservoir and upgraded York Park is a priority and is set out in detail within the Landscape chapter of the DAS.</p> <p>The proposed development makes provision for the removal of the Perryfield Way Gyratory allowing improvements to traffic flow and bus movements along West Hendon Broadway and Station Road. This will also increase the residential amenity for estate residents. This is set out in the Transport Assessment.</p> <p>A condition is proposed requiring reserved matters applications to be in accordance with the Design Guidelines submitted as part of the application and revised following review by London Borough of Barnet officers. This seeks to ensure design quality consistency across all phases of development.</p>
<p>C2 Urban Design & Quality</p>	<p>-The Council will seek to achieve the standards of urban design for the Regeneration Area to result in a development of landmark quality.</p>	<p>Compliant: The strategic design principles provide a clear strategy with which the future detailed planning application and future reserved matters will be based.</p> <p>A condition is proposed requiring reserved matters applications to be in accordance with the Design Guidelines submitted as part of the application and revised following review by London Borough of Barnet officers. This seeks to ensure design quality consistency across all phases of development.</p>
<p>C3 Urban Design – Amenity</p>	<p>-The development should protect and improve the existing amenities of existing residents.</p>	<p>Complaint: The strategic phasing strategy has been devised to ensure that the demolition will involve minimal disruption to residents while facilitating a logical decant facility enabling secured tenants to continue to live on site.</p> <p>The long term benefits of the development are</p>

		significant and considered to outweigh the disruption caused by construction in the short term.
C4 Sustainable Design	The Council will seek to ensure that the Regeneration Area pursues the highest standards of environmental design, including: -an integrated network of public open spaces -Ensure the restoration and enhancement of the River Brent, without detrimental impact to the Brent Reservoir SSSI. -There must be a buffer zone, appropriate protection of legally protected species, and opportunities taken to enhance the biodiversity of the area.	Compliant: Natural England has not raised any objections to the proposal and the application is considered to demonstrate the influence of this policy and includes measures to make a positive contribution to biodiversity and the protection of the Brent Reservoir. Although much of the site is urban in nature, it fronts onto the Brent Reservoir SSSI. Much of this frontage is within York Park and includes a mature tree line and grassland. The ES proposes a series of mitigation measures including an ecological management plan to ensure that effects on the SSSI are minimised and the potential to enhance biodiversity across the site is incorporated into development proposals. Conditions and obligations have been recommended to ensure that the key objectives of this policy would be carried through at implementation.
C5 West Hendon and Cricklewood Town Centres	-The Council will aim to maintain and enhance the viability & vitality of the West Hendon & Cricklewood town Centres.	Compliant: It is considered that the viability and vitality of the West Hendon local centre will be enhanced by this development through the provision of new commercial units, and an increase in local population to support the centre. Further details are set out in the Retail Impact Assessment.
C6 Brent Cross New Town Centre	n/a	n/a
C7 Transport Improvements	n/a	n/a
C8 Parking Standards	This sets out maximum parking standards of 1 space per residential unit within the Regeneration Area, with retail parking provision to accord to London Plan standards.	0.8 spaces per residential unit is proposed to be adopted across the scheme in accordance with this policy.
C9 Housing and Community Development	This policy deals with housing and community development within the Cricklewood and Brent Cross Areas However, it notes that in West Hendon an additional 2,200 homes will come forward.	Compliant: the proposed development contributes will contribute 2,000 units on top of the 192 units already built within West Hendon towards this target.
C10 Employment	n/a	n/a
C11 Implementation	The Council will require developers to provide on-site and off-site infrastructure, facilities and services to support the regeneration of the area.	Compliant: the applicant is in discussion over the Mayoral CIL charges and section 106 contributions.
Cricklewood, Brent Cross, West Hendon Regeneration Area Development Framework SPD 2005.		
The SPD notes that West Hendon will provide approximately 2,200 units and with regards to affordable housing, the existing affordable housing must be replaced with an equivalent amount. The document recognises that to do this, the density will need to increased having regards to the sensitivity of the site adjacent to the Welsh Harp Reservoir.	Compliant: Compliance is dealt with under UDP Policy C1 above in additional to the response here. In summary the principles set out in the SPG have been followed through in the proposals. Existing	

<p>The following specific objectives are also contained within the SPG:</p> <ul style="list-style-type: none"> - An existing SSSI that will require a management plan to be formulated as part of any proposals for redevelopment at West Hendon to protect the natural character and encourage bio-diversity. It is important that human disturbance of natural habitats is minimised, but education and enjoyment of this unique resource is stimulated. - A new and remodelled open space to form a buffer between a redeveloped West Hendon Estate and the Welsh Harp Reservoir. - A new Square at the heart of the revitalised West Hendon local centre. - Capacity restraints will be relieved in West Hendon town centre by the widening of the A5 and junction improvements. - A new residential quarter will be created around the Welsh Harp Reservoir. There will be improved access for pedestrians and cyclists between the new local centre, the new homes, the Welsh Harp and Hendon Station. 	<p>housing needs have evolved since the document was adopted, and these needs are reflected in the submission. The Proposed Development has also responded to changing economic conditions since the preparation and adoption of the SPG.</p> <p>An equivalent quantum of affordable housing as present is included as part of the proposals.</p> <p>The objectives set out in the SPG have been followed through in the proposals.</p>
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Key relevant local and strategic supplementary planning documents

Local Supplementary Planning Documents and Guidance:

- Infrastructure Delivery Plan (2011)
- Residential Design Guide (2013)
- Sustainable Design and Construction (2013)
- Affordable Housing (February 2007)
- Planning Obligations (Section 106) (April 2013)

Strategic Supplementary Planning Documents and Guidance:

- Accessible London: Achieving an Inclusive Environment (April 2004)
- Housing Supplementary Planning Guidance (November 2012)
- Sustainable Design and Construction (May 2006)
- Shaping Neighbourhoods: Play and Informal Recreation (September 2012)
- Providing for Children and Young People's Play and Informal Recreation SPG (2008)
- Land for Transport Functions SPG (September 2012)
- London's Foundations SPG (March 2012)

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Appendix 3 - Summary of Consultation Responses

12 July 2013

Statutory Consultees

Ref	Consultee	Comments
1	Environment Agency – NO OBJECTION SUBJECT TO CONDITIONS	<p>Letter Received on the 30 April 2013</p> <p>Main concerns:</p> <ul style="list-style-type: none"> - The scale of development in such close proximity to the Welsh Harp reservoir SSSI, particularly the large tower blocks fronting the reservoir. - Proposals are significantly different to those previously approved, where tallest units were towards the north end of the site, closer to West Hendon Broadway. - Increased numbers of residents and visitors and the impact that they will have on the SSSI. - The applicants should seek to positively contribute to the enhancement of the SSSI. <p>The EA propose a number of conditions to be added to any permission granted:</p> <p>Condition 1 – outline and detailed</p> <p>No development, including any demolition, shall take place until a Construction Method Statement has been submitted to and approved in writing by the local planning authority. The approved statement shall be adhered to throughout the construction period.</p> <p>The statement shall provide for:</p> <ul style="list-style-type: none"> - the means of access for demolition and construction traffic; - the storage of plant and materials used in constructing the development; - wheel washing facilities; - measures to control the emissions of dust and dirt during construction; - a scheme for recycling/disposing of waste resulting from demolition and construction works, and; - details of specific measures to protect the integrity of the Welsh Harp SSSI and the wildlife using it. <p>Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.</p> <p>Reasons</p> <p>The demolition, groundwork and construction work is intended to be in close proximity to a sensitive ecological habitat – the Welsh Harp SSSI. The applicants must engage in best practice and employ specific mitigation measures to protect the SSSI from the impacts of noise, dust, odour and other forms of pollution during the overall scheme construction. This will be particularly important for those areas of the scheme that are in closest proximity to the SSSI boundary.</p> <p>Condition 2 – outline and detailed</p> <p>Each reserved matters application shall include a landscape management plan, including long- term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens), which shall be submitted to and approved in writing by the</p>

Ref	Consultee	Comments
		<p>local planning authority.</p> <p>The scheme shall include the following elements:</p> <ul style="list-style-type: none"> - extent and type of planting. This should be of locally appropriate, UK native species. - details of maintenance regimes; - details of any lighting; - details of treatments of site boundaries and buffers around water bodies. This should include any proposed tree works to the SSSI boundary; - details of the green and brown roof substrates and planting; - details of management responsibilities; - The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority. <p>Reasons</p> <p>The development is in close proximity to the Welsh Harp reservoir SSSI, a significant natural feature within Barnet, and poor landscape management around the SSSI could have detrimental impacts on it. This condition is necessary to ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site in line with national planning policy.</p> <p>Condition 3 – outline and detailed</p> <p>No development shall take place until a detailed method statement for removal or long-term management/control of Japanese knotweed and Giant hogweed on the site shall be submitted to and approved in writing by the local planning authority. The method statement shall include measures that will be used to prevent the spread of Japanese knotweed or Giant hogweed during any operations e.g. mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant listed under the Wildlife and Countryside Act 1981, as amended. Development shall proceed in accordance with the approved method statement.</p> <p>Reasons</p> <p>Section 10.4.4 of the Environmental Statement submitted with this application identifies that Japanese knotweed and Giant hogweed are present on areas of the site.</p> <p>This condition is necessary to prevent the spread of Japanese knotweed and Giant hogweed which are invasive species. Without it, avoidable damage could be caused to the nature conservation value of the site contrary to national planning policy as set out in the National Planning Policy Framework paragraph 109, which requires the planning system to aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible.</p> <p>Condition 4 – outline only</p> <p>Each reserved matters application shall include a detailed surface water drainage scheme for that phase in accordance with the principles of the Site Wide Drainage Strategy (SWDS) (reference: GWHPAS-C-RPT-00020; dated: 14 Feb 2013; produced by: Halcrow) and Flood Risk Assessment (reference: GWHPAS-C-RPT-00030; dated: 14 Feb 2013; produced by: Halcrow).</p> <p>Each surface water drainage scheme shall include:</p> <ul style="list-style-type: none"> - a reduction in runoff as identified in table 4.5 of the SWDS; - implementation of a full range of SuDS as detailed in paragraph 4.2.4 of the SWDS; - design to 1 in 100 year standard with an appropriate allowance for climate change; - the attenuation requirement for that development phase and detailed plans of how this will be provided in relation to the wider site, including provision within or outside that development phase; - detailed plans of new swales being retained provided; - details of adoption and future maintenance proposals for the scheme. <p>The scheme shall be implemented as approved.</p>

Ref	Consultee	Comments
		<p>Reasons To prevent the increased risk of flooding, both on and off site.</p> <p>Condition 5 – outline and detailed The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) (reference: GWHPAS-C-RPT-00030; dated: 14 Feb 2013; produced by: Halcrow) and the following mitigation measures detailed within the FRA: - Finished floor levels are set no lower than 300mm above the 1 in 100 year plus climate change flood level, as set out in section 2.3 of the FRA The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.</p> <p>Reasons To ensure that the levels of ground floors are set above flood levels including an allowance for climate change to prevent flood risk and damage to property.</p> <p>Condition 6 – outline only No bridges shall be constructed until such time as a scheme to design and implement river crossings has been submitted to, and approved in writing by, the local planning authority. Any bridge should be designed with soffit set no lower than 600mm above the 1 in 100 year plus climate change flood event level and abutments set as far back as possible. Any bridge should be of a clear span design, where this cannot be achieved this should be clearly justified by the applicant The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.</p> <p>Reasons 6 To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the structures. To ensure the structural integrity of proposed river crossing thereby reducing the risk of flooding. And to reduce the risk of flooding to the proposed development and future users.</p> <p>Condition 7 – outline and detailed No development approved by this planning permission, shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority: 1) A site investigation scheme, based on the submitted Phase 1 Geo-environmental Desk Study (prepared by Halcrow for Barratt Metropolitan LLC; dated: 21 January 2013) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. 2) The results of the site investigation and detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. 3) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.</p> <p>Reasons 7 The desk study shows that previous site investigation work has identified contaminants of concern that exceed guidance concentrations. Further investigation work and an assessment of risk needs to be carried out. The site is adjacent to the Silk Stream, Brent River and Welsh Harp reservoir, which are all vulnerable to pollution.</p> <p>Condition 8 – outline and detailed</p>

Ref	Consultee	Comments
		<p>No occupation of each phase of development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.</p> <p>Reasons The desk study shows that previous site investigation work has identified contaminants of concern that exceed guidance concentrations. Further investigation work will include an assessment of the risk of contamination to the water environment and this may require remedial works. The outcome of these remedial works will need to be verified to ensure that the remedial objectives have been satisfied.</p> <p>Condition 9 – outline and detailed if, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.</p> <p>Reasons 9 Further investigation work will include an assessment of the risk of contamination to the water environment and this may require remedial works. However, this may not identify all of the contamination in the soils and a watching brief needs to be maintained throughout the enabling works. Therefore, if there are any visual signs of contamination such as soil discoloration and/or olfactory indications such as a chemical odour or hydrocarbon smell, the works should be stopped immediately and the local authority informed. A qualified environmental engineer should be called to carry out an investigation of the contamination.</p>
2	Barnet Police - NO OBJECTION	<p>First Letter Received 29th April 2013</p> <ul style="list-style-type: none"> - Little detail with regard to the two pedestrian bridges. - In order for crime to be minimised, the services of this Department should be sought at the earliest opportunity when considering detailed design. - Comfortable that 'Layout & Design Issues' in Phase 3 have been considered. Should this phase achieve permission then compliance with 'Secured By Design' (SBD) Section 2 Physical Security is welcomed. <p>Second Letter Received on the 1st July 2013</p> <ul style="list-style-type: none"> - A commitment to achieve the Association of Chief Police Officers (ACPO) scheme Secured By Design (SBD) approval has been indicated. This is viewed as a positive indicator.
3	Brent Council - OBJECT	<p>Letter Received on the 29th April 2013</p> <p><u>Tall Buildings</u></p> <ul style="list-style-type: none"> - Tall Buildings up to 29 storeys is contrary to Barnet's Core Strategy CS5 and assessment set out in London Plan Policy 7.7E. - Applicant has failed to submit necessary information.

Ref	Consultee	Comments
		<p><u>Nature Conservation</u></p> <p>The edge of the Welsh Harp Reservoir, marshland and tree line will be affected.</p> <ul style="list-style-type: none"> - New buildings considerably closer to the water's edge compared to existing development, reducing the green space between the development and the reservoir. - Footbridges will impact reservoir due to new infrastructure and disturbance by users. - Lack of improvements to enhance the natural environment of the reservoir - unclear where 'linear woodland' will be provided as there is insufficient space between the development and the water's edge. - Felling of trees contain features conducive for roosting by bats. - Impact of lighting on bats is likely to be a direct impact. - Insufficient research into existing wildlife and underestimating its national and local importance. - GiGL revealed that the reservoir supports the country's largest breeding group of great crested grebe whilst in winter it supports nationally important numbers of waterfowl as well as over 40 nationally rare species. <p><u>Transportation considerations</u></p> <ul style="list-style-type: none"> - Concern over removal of the bus lanes - goes against policy for a multi-modal A5 that maintains priority for buses. - Assessments to accompany developments should illustrate how objectives (set out on the North London sub-regional transport plan 2012) are considered: <ul style="list-style-type: none"> o To encourage longer distance traffic to exit the A5 at appropriate points o To minimise the impact of developments on the performance of the A5 corridor o To further improve highway performance by tackling issues at identified delay hotspots o To protect the status of local and district centres through environmental, public realm and active mode initiatives o To encourage greater use of public transport from local neighbourhoods to facilities along the A5 o To accommodate longer distance freight and facilitate deliveries and servicing whilst minimising its impact on residents, congestion and air quality. - Travel Plan welcome – suggests a time qualifier on baseline figures. - Parking provision in accordance with Barnet's standards although it would be useful to understand if Travel Plan measures could reduce the overall requirement for parking spaces. - Trip generation levels - The junction is close to capacity and there is a need to understand overall level of increase in flow on the A5 (current and future flows) as a result of the development. Hence, the estimate of increased queue lengths should be re-checked.
4	Transport for London – NO OBJECTION	<p>Letter Received 26th April 2013</p> <p>Disappointing content in the final Transport Assessment.</p> <p>TfL requires that the applicant address the following matters in order for the application to be considered acceptable and compliant with the transport policies of the London Plan:</p> <ul style="list-style-type: none"> - A reduction in residential and school parking - Monitoring of EVCPs is required as well as a car park management plan - Clarification on the number of blue badge parking spaces - Clarification on the location of the coach pickup/dropoff at the school - Comparison of Census 2001 data with the 2011 data.

Ref	Consultee	Comments
		<ul style="list-style-type: none"> - Evidence that the highest Saturday peak factor has been used. - Clarification on the trip distribution of the replacement units compared to new dwellings. - Evidence supporting the distribution of new trips - Assessment of forecast passenger transport demand (bus, rail and underground) - Completion of the VISSIM modelling to TfL standards - Assessment of the impact on the A41 and methodology for assessing the impact on Staples Corner (A5) - All proposed new and amended junctions to be justified under SQA-0064 "Designs standards for Signal Schemes in London". - All proposed designs to take account of cyclists and pedestrians - Stage 1 Road Safety audits need to be carried out and Highway layout drawings to be submitted to enable a concept design check to be carried out. - The replacement bus stand to be incorporated into the development and agreed with TfL - Any repositioning of bus stops on the A5 to be agreed by TfL. - Potential financial contribution to mitigate any increase in journey times. - A contribution of £900,000 over five years for bus capacity enhancement. - A minimum of 50 residential cycle parking spaces, 5 commercial spaces and 44 staff and pupil spaces together with employee facilities. - Improvements to cycle connectivity - Severance issues to be account for when creating walking and cycling catchment areas. - A Wayfinding strategy to be developed - Improvements to the framework travel plan, all to be secured, monitored, reviewed and enforced through the s106 agreement. - A CLP and DSP to be submitted to the Borough and TfL.
5	Sport England -OBJECT	<p>Letter Received 25th April 2013</p> <ul style="list-style-type: none"> - Barnet has no up to date and robust Playing Pitch Strategy to provide the evidence for the sporting needs likely to arise from new developments. - The Football Association, Lawn Tennis Association and England Hockey Board were consulted on the demand for sport facilities in Hendon. - Summary: There is a need for the LPA/applicant to consider the sporting needs that will arise from this significant development. - Development consisting of a total of 2000 residential units will require £2,002,260 of money into sport facilities (Sport England would accept a local variation to this figure, if one exists for Barnet). - Sport England object unless site provision, and/or off site contributions are made.
6	National Grid – NO OBJECTION	<p>Letter Received 26th June 2013</p> <ul style="list-style-type: none"> - National Grid has identified that it has apparatus in the vicinity which may be affected by the activities specified. - Can you please inform National Grid, as soon as possible, the decision your authority is likely to make regarding this application. - Please let us know whether National Grid can provide you with technical or other information that may be of assistance to you in the determination of the application. - As your proposal is in proximity to National Grid's Transmission assets we have referred your enquiry / consultation to our Land and Development Asset Protection Team for further assessment. <p><u>Assessment</u></p> <p>Affected Apparatus: The National Grid apparatus that has been identified as being in the vicinity of your proposed works is:</p> <ul style="list-style-type: none"> - Low or Medium pressure (below 2 bar) gas pipes and associated equipment. (As a result it is highly likely that there are gas services and associated apparatus in the vicinity).

Ref	Consultee	Comments
		<ul style="list-style-type: none"> - Electricity Transmission underground cables and associated equipment - Above ground gas sites and equipment <p>As your proposal is in proximity to National Grid's apparatus, we have referred your enquiry / consultation to the following department(s) for further assessment:</p> <ul style="list-style-type: none"> - Land and Development Asset Protection Team (High Pressure Gas Transmission and Electricity Transmission Apparatus) <p>We request that you take no further action with regards to your proposal until you hear from the above. We will contact you within 28 days from the date of this response. Please contact us if you have not had a response within this timeframe.</p> <p>Requirements</p> <p>BEFORE carrying out any work you must:</p> <ul style="list-style-type: none"> - Refer to the attached cable profile drawings (if any) which provide details about the location of National Grid's high voltage underground cables. - Note the presence of an Above Ground Installation (AGI) in proximity to your site. You must ensure that you have been contacted by National Grid prior to undertaking any works within 10m of this site. - Carefully read these requirements including the attached guidance documents and maps showing the location of National Grid apparatus. - Contact the landowner and ensure any proposed works in private land do not infringe National Grid's legal rights (i.e. easements or wayleaves). If the works are in the road or footpath the relevant local authority should be contacted. - Ensure that all persons, including direct labour and contractors, working for you on or near National Grid's apparatus follow the requirements of the HSE Guidance Notes HSG47 - 'Avoiding Danger from Underground Services' and GS6 - 'Avoidance of danger from overhead electric power lines'. - This guidance can be downloaded free of charge at http://www.hse.gov.uk - In line with the above guidance, verify and establish the actual position of mains, pipes, cables, services and other apparatus on site before any activities are undertaken.
7	English Heritage – NO OBJECTION	<p>Letter Received 23rd April 2013</p> <ul style="list-style-type: none"> - Due to significant disturbance on the site in the 19th and 20th centuries, only parts of Phase 3 have potential for surviving remains. - Development is not likely to cause significant adverse effects to justify refusal, provided that a condition is attached to Phase 3, requiring a two stage approach of evaluation of significance followed by appropriate mitigation of impacts. <p><u>Condition</u></p> <p>A) No development shall take place within Phase 3 until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.</p> <p>B) If heritage assets of archaeological interest are identified by the evaluation under Part A, then before development commences the applicant (or their heirs and successors in title) shall secure the implementation of a programme of archaeological mitigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.</p> <p>C) No development or demolition shall take place within Phase 3 other than in accordance with the Written Scheme of Investigations approved under Part (B).</p> <p>D) Phase 3 shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme</p>

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		<p>set out in the Written Scheme of Investigation approved under Part (B), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.</p> <p>The applicant should submit detailed proposals in the form of an archaeological project design. The project design should be in accordance with English Heritage Greater London Archaeological Advisory Service guidelines.</p> <p>A suitable written schemes of investigation (WSI) will need to be prepared and submitted by the developer appointed archaeological practice before any on-site development related activity occurs.</p>
8	Thames Water - NO OBJECTION	<p><u>Waste Comments</u></p> <ul style="list-style-type: none"> - Regarding sewerage infrastructure, no objection to the planning application. <p><u>Water Comments</u></p> <p>The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development.</p> <p>Thames Water therefore recommend the following condition be imposed:</p> <p>Development should not be commenced until:</p> <ul style="list-style-type: none"> - Impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point. <p>Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.</p> <ul style="list-style-type: none"> - No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. <p>Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure</p>
9	Greater London Authority - SUPPORT	<p>Land use principal</p> <ul style="list-style-type: none"> - As the site is adjacent to the Welsh Harp SSSI, consideration of biodiversity and access to nature issues is central to any land use decision in this site. The application will impact on the SSSI with regard to the increase in population of the area and consequent increase in use of the area, the thinning of trees adjacent to the reservoir to open up views, the introduction of two new bridges across the reservoir and the siting of new tall buildings adjacent to the reservoir. - The Environment Agency has set out that it has concerns regarding the scale of development adjacent to the SSSI in particular, the fact that the tall towers are now on sites adjacent to the reservoir. It supports the provision of 4,100 sq.m. of green/brown roofs and the provision of bird and bat boxes throughout the site. It sets out that contributions should be made to fund wider mitigation and enhancement measures. It suggests the funding of a warden post for the duration of the construction or financing a water vole re-introduction programme. - The inclusion of a two form entry primary school on the site is strongly supported. Whilst it is acknowledged that the application does not generate need for a 2 form entry school there is a growing need within the area for school places. - Two new pedestrian bridges across the Welsh Harp are proposed as part of the application. These will provide access to the open space and

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		<p>play facilities on the opposite side of the reservoir. These improved linkages are supported subject to assessment of biodiversity impact and tree loss which is discussed below.</p> <p>- The development proposed is broadly in line with the aspirations of the London Plan and Barnet planning policy documents. However it should be noted that the biodiversity impacts will need further discussion following the receipt of the consultation response from Natural England as set out above.</p> <p>Housing</p> <ul style="list-style-type: none"> - The applicant has indicated that there will be a minimum of 28,481 sq.m. of affordable floorspace and the application should be conditioned as such. - The applicant set out that the application will deliver 25% affordable units, broken down into 43% rented housing and 57% intermediate housing. This is acceptable given the circumstances. - The housing mix is supported. <p>Density</p> <ul style="list-style-type: none"> - The density calculation is slightly above the London Plan density guidelines for an urban area with a PTAL of 2-3. This is acceptable given the context of the site and residential quality. <p>Child Playspace</p> <ul style="list-style-type: none"> - Existing playspaces are underused due to antisocial behaviour. - The applicant sets out that provision will exceed GLA guidelines. The application should be conditioned such that playspace for 0-11 's should be provided on-site in line with the GLA guideline of 10 sq.m. per child. - The applicant acknowledges that there is a shortfall in playspace for children aged 12 and older and it proposes that this is met by the delivery of the two bridges across the Welsh Harp which will provide access to West Hendon Playing Field, Silver Jubilee Park and Woodfield Park Sports Ground which are within BOOM of the application site. This is an acceptable approach however the Council should consider whether a contribution is needed to the upgrade of these spaces. - Access to these spaces is dependent on the construction of the pedestrian bridges. The applicant sets out that there will not be a need for the use of this space by older children until the end of phase 3. The Council should consider securing the delivery of the bridge at this point in the section 106 agreement. <p>Urban Design</p> <ul style="list-style-type: none"> - The scheme is now considered to be of a high design quality and is strongly supported by officers. The indicative plans illustrate a high quality residential offer and a legible and permeable environment is ensured through the parameter plans and design guideline which is welcomed. <p><i>Scale, height and massing</i></p> <ul style="list-style-type: none"> - Whilst the overall height of the scheme is in excess of the existing buildings, the width of streets and size of courtyards relate well to these heights without being overbearing or causing excessive overshadowing. The approach of having taller elements along the reservoir adds to the legibility of the area and marks the new park which is welcomed. - The towers are well proportioned and the indicative detailing and design codes are well considered. <p><i>Residential quality</i></p> <ul style="list-style-type: none"> - The indicative plans in the design and access statement illustrate how the scheme is generally compliant with the London Housing Design Guide (LHDG). <p>Trees</p>

Ref	Consultee	Comments
		<ul style="list-style-type: none"> - Although large scale existing tree loss across the site was established in the previous application in line with London Plan policy 7.21, the applicant should clearly set out the quality of all of the trees to be lost and the strategy for the replacement of these trees on the site. Ideally this information should be incorporated in a tree strategy. <p>Inclusive access</p> <ul style="list-style-type: none"> - The scheme meets all access standards, although there are still some areas where further improvements are recommended in order to meet the highest standards of accessible and inclusive design and hence comply with London Plan Policy 7.2. <p><i>Public Transport</i></p> <ul style="list-style-type: none"> - The proposed accessibility improvements to the bus stops on West Hendon Broadway and Station Road are welcomed. The proposed junction and vehicular improvements should also ensure that access for disabled pedestrians along the route from the estate to the railway station is also improved. <p><i>Parking</i></p> <ul style="list-style-type: none"> - There will be 1 parking bay available to purchase by each residents of the wheelchair accessible homes. - A parking management strategy should be coordinated to allow provision for all other residents. - This commitment should be conditioned. <p><i>School and Community Centre</i></p> <ul style="list-style-type: none"> - A commitment to design the new primary school to meet the accessible design standards in Building Bulletin 102 is welcomed <p>Climate change mitigation</p> <ul style="list-style-type: none"> - The applicant has provided a commitment to ensure that the development is designed to allow future connection to a district heating network should one become available. This together with the commitment to a single site wide energy network and the provision of the photovoltaic panels should be secured by condition.
10	Canal & River Trust, London -OBJECT	<p>Letter Received 9th May 2013</p> <p>Ecology</p> <ul style="list-style-type: none"> - Primary concern is the proposed impact on the SSSI of the Welsh Harp reservoir, which the Canal & River Trust own and manage, and have a duty to ensure remains in a favourable condition. The conclusion in the environmental statement (paragraph 6, page 8, and extract below) can't be supported by the evidence within the BSG ecological report. - The report clearly identifies that the waterbirds (the SSSI features of interest) use the northern section of the water body (adjacent to the development) and this is increased in time of recreational (sailing) activity. - The report conclusion does not address the site designation. It breaks down the importance of bird species into borough, county and national importance. This bears little relevance to the designation as these birds are listed as being important and so any disturbance would lead to a loss in number, and possibly diversity on site, and therefore our Environment team can only conclude that the impact of the development will be detrimental and not something that we could support as a responsible land owner. - Paragraph 4.36 of the report better concludes the importance of the bird assemblage of the site and puts it in context of the larger 'London Basin Natural Area' and assigns a borough level value. - The report does raise an additional question as to how the waterbirds use the open water sites within the London Basin Natural Area. It would

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		<p>be difficult to conclude that the site is only of a borough importance for the birds as we do not understand how birds move between these open waters and therefore how critical the Brent reservoir is to sustaining the wider waterbird populations.</p> <ul style="list-style-type: none"> - The report does not address the impact of the development on the birds. In addition the report does not recommend any measures to reduce the impacts of the development and this is also omitted from the environmental statement. - We have strong reservations that the disturbance caused during the construction period of the development, and subsequent continued additional use (particularly if the Silk Stream bridge is installed) would have a dramatic effect on the population as they would not be able to move on the site if sailing activities were taking place and would be forced to move away from the site altogether. - Therefore, as we still have a number of concerns with respect to the impact of the development on the SSSI features of interest, we feel that as the application currently stands, the Canal & River Trust would not be able to support it, as this would conflict with our duty as the land owner to ensure that the SSSI remains in favourable condition. <p>Bridges</p> <ul style="list-style-type: none"> - The application proposes two pedestrian bridges, in outline, which we have advised we can accept in principle, subject to our Environment team being satisfied that there will be no adverse impact on the SSSI, and there being an agreement with our Estates team to oversail our land and waterspace. <p>Litter Management</p> <ul style="list-style-type: none"> - We are concerned that the increased number of residents, and particularly their increased access to the waterspace through the proposed two new bridges, will generate increased litter in the water and surrounds. As there is currently very little access to the waterspace, particularly in the area of the silk stream, our Operations team are required to undertake minimal litter management, but this will likely need to increase following the development. We have therefore already raised our concern with both the applicant and the LPA that the Trust will require a contribution towards our increased management of this area, to mitigate the impact of the development. We would like to discuss this further with the LPA. <p>As the application currently stands we therefore object to the proposal. Notwithstanding this, if the Council is minded to grant planning permission, it is requested that the following conditions and informatives be attached to the decision notice, and the applicant first enters into a legal agreement to provide a contribution for litter management:</p> <p>Conditions</p> <p><i>“Prior to the commencement of development, further details demonstrating the impact of the development on birds using the Brent Reservoir and appropriate mitigation measures must be submitted and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. The agreed mitigation measures shall be carried out in accordance with the approved details. Reason: To ensure the proposed works do not have any adverse impact on birds using the area and the SSSI.”</i></p> <p><i>“Prior to the commencement of development a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. Reason: To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the reservoir.”</i></p> <p>“No development shall take place on site until full details of the proposed hard and soft landscaping scheme for the waterside area have been submitted to and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. The landscaping shall be carried out in accordance with the approved details. Reason: To improve the appearance of the site when</p>

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		<p>viewed from the waterside and to enhance the biodiversity of the area. Earthworks and associated landscaping also have the potential to impact on the integrity of the waterway and it is necessary to assess this and determine future maintenance responsibilities for any planting.</p> <p>“if surface water run-off and ground water is proposed to drain into the waterway, details shall be submitted to and agreed in writing by the Local Planning Authority in consultation with the Canal & River Trust prior to the commencement of development, and thereafter implemented in accordance with the agreed details unless otherwise agreed in writing.</p> <p>Reason: To determine the potential for pollution of the waterway and likely volume of water. Potential contamination of the waterway and ground water from wind blow, seepage or spillage at the site, and high volumes of water should be avoided to safeguard the waterway environment and integrity of the waterway infrastructure.”</p> <p>“Prior to the commencement of the development hereby permitted, full details of any proposed lighting and CCTV scheme shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. The approved lighting and CCTV scheme should be implemented prior to first occupation of the development. Reason: In the interest of crime prevention, ecology, visual amenity and the waterway setting.”</p> <p><i>Informatives</i></p> <p><i>“The applicant/developer should refer to the current “Code of Practice for Works affecting the Canal & River Trust” to ensure that any necessary consents are obtained (http://canalrivertrust.org.uk/about-us-for-businesses/undertaking-works-on-our-property).”</i></p> <p><i>“The applicant/developer is advised that the bridges will require written consent from the Canal & River Trust, and they should contact the Canal & River Trust’s Estates Surveyor, regarding the required agreement.”</i></p>
11	Natural England – NO OBJECTION	<ul style="list-style-type: none"> - The construction is to be phased over 17 years. During this time there is the potential to impact the birds and habitats of the SSSI from dust, surface water run-off, lighting and noise. - The Environmental Statement (ES) does not provide sufficient detail on how these impacts will be avoided or mitigated. - Natural England therefore requires a construction management plan that considers the impacts to the SSSI with appropriate avoidance and mitigation measures. - Natural England requires an assessment of the impacts to the SSSI from increased recreation and consideration of appropriate avoidance/mitigation measures with comment on how they will be secured in the long-term. - The use of swales and proposals to creatively managing the willow woodland for biodiversity gain are welcomed. - The site should have a robust and detailed Ecological Management Plan for the green infrastructure throughout the site and the SSSI.
12	London Fire Brigade – NO OBJECTION	<p>Letter Received 21st May 2013</p> <ul style="list-style-type: none"> - The agent is satisfied with the proposals subject to the proposal complying with Approved Document B5, with regards to fire brigade access.
13	Environment - Agency North East Thames Area - Hatfield Team	<ul style="list-style-type: none"> - I would be really grateful if we could have an extension to our response deadline if this is possible? I am on leave until Monday 22 July, so would request a response date in this week. - However, if a response date that late is not possible, please could you confirm the latest date for a response on the amended/additional information?

Ref	Consultee	Comments
14	LB Brent (Re-consultation) - OBJECT	<p>Letter Received on the 5th July 2013</p> <p>Tall Buildings</p> <ul style="list-style-type: none"> - Barnet's Core Strategy makes reference to tall buildings ranging from 8 to 20 storeys at the location of West Hendon. Given that this application includes buildings up to 29 storeys in height, this is contrary to the Core Strategy which raises significant concern. <p>Nature Conservation</p> <ul style="list-style-type: none"> - Refer to points made in letter dated 29 April 2013. <p>Transport Bus Priority Lanes</p> <ul style="list-style-type: none"> - Concerns over the removal bus lanes and how this would make any improvement to bus journey times. <p>Parking Levels</p> <ul style="list-style-type: none"> - The addendum to the Transport Assessment is still recommending an overall number of spaces of 1,600, which Brent council considered to be high. - It would be useful to understand if any of the Travel Plan measures could reduce the overall requirement for parking spaces. <p>The following statement has been received:</p> <ul style="list-style-type: none"> - NHS Barnet CCG will work with NHS England to review the primary care capacity in West Hendon and will look to support existing GP practices to be able to develop capacity at affordable rents to support this additional population growth. In the event that this work highlights and need for additional GP practice(s) NHS England and NHS Barnet CCG will work with LBB to achieve this.
15	NHS Barnet Clinical Commissioning Group (CCG) – No Objection	<p>Natural England have accepted additional evidence provided demonstrating that quieter areas will be available for birds during the construction of phase 3. However, Natural England consider that detailed monitoring will be required to check assumptions and allow for further mitigation. Natural England have proposed the following points are formalised into planning conditions:</p> <ul style="list-style-type: none"> • Monitoring of the effects of noise on breeding bird populations is undertaken during phase 3. This is to include a review and feedback mechanism to ensure that if any negative impacts on the breeding population are observed further mitigation measures are put in place. Monitoring and proposals for further mitigation are to be submitted to the local planning authority and agreed in writing. • Demolition works are not to commence <i>once the bird breeding season has started</i> in order to avoid disturbance to birds or young on the nest. By starting critically noisy events before or after the breeding season it will enable birds to select a less disturbed site from the outset. • Before commencement of work the number of artificial nesting islands or other habitat enhancements agreed with the Welsh Harp Conservation Group, are undertaken to provide as much good quality nest site opportunities as possible available for breeding birds. <p>Natural England also require a long term management plan is put in place to offset the negative impacts from increased recreational activity. This could include habitat management and monitoring as outlined in the Ecological Management Framework supplied by the applicant, together with an access strategy which may include educational and interpretive measures to inform new residents of the importance of the SSSI and ways to enjoy the area without impacting on the wildlife. This could be achieved through the employment of an onsite warden.</p> <p>Natural England have also requested that the position of the proposed Silk Stream Bridge would be a key influence in limiting the amount of recreational disturbance on site and would prefer the bridge to be located as far north as possible to avoid the pools and refuges in this area</p>
16	Natural England (re-consultation) – No Objection	<p>Natural England have accepted additional evidence provided demonstrating that quieter areas will be available for birds during the construction of phase 3. However, Natural England consider that detailed monitoring will be required to check assumptions and allow for further mitigation. Natural England have proposed the following points are formalised into planning conditions:</p> <ul style="list-style-type: none"> • Monitoring of the effects of noise on breeding bird populations is undertaken during phase 3. This is to include a review and feedback mechanism to ensure that if any negative impacts on the breeding population are observed further mitigation measures are put in place. Monitoring and proposals for further mitigation are to be submitted to the local planning authority and agreed in writing. • Demolition works are not to commence <i>once the bird breeding season has started</i> in order to avoid disturbance to birds or young on the nest. By starting critically noisy events before or after the breeding season it will enable birds to select a less disturbed site from the outset. • Before commencement of work the number of artificial nesting islands or other habitat enhancements agreed with the Welsh Harp Conservation Group, are undertaken to provide as much good quality nest site opportunities as possible available for breeding birds. <p>Natural England also require a long term management plan is put in place to offset the negative impacts from increased recreational activity. This could include habitat management and monitoring as outlined in the Ecological Management Framework supplied by the applicant, together with an access strategy which may include educational and interpretive measures to inform new residents of the importance of the SSSI and ways to enjoy the area without impacting on the wildlife. This could be achieved through the employment of an onsite warden.</p> <p>Natural England have also requested that the position of the proposed Silk Stream Bridge would be a key influence in limiting the amount of recreational disturbance on site and would prefer the bridge to be located as far north as possible to avoid the pools and refuges in this area</p>

Ref	Consultee	Comments

Residents Associations and Local Groups

Ref	Consultee	Comments
17	Hampstead Garden Suburb Residents Association - OBJECT	Letter Received on the 30 th April 2013 Main Concerns: <ul style="list-style-type: none"> - Scale of the development, especially the height of tower blocks taking into consideration its proximity to the Welsh Harp SSSI. - This will have considerable impact on trees, flora and wildlife in the immediate areas. - Reduction in enjoyment levels and amenity value for local residents and visitors to the Welsh Harp for bird watching, sailing or other recreational activities.
18	Federation of Residents Associations in Barnet (FORAB) - OBJECT	Letter Received on the 30 th April 2013 <ul style="list-style-type: none"> - Gross overdevelopment of the site – scale, density and height are inappropriate for suburban location especially when adjoining a SSSI. - Proposals will have a damaging effect on the environmental quality of the Welsh Harp and the quality life of the local area. - Concern over impact to wildlife (set out by individual experts and environmental groups to the Welsh Harp JCC and to the council).
19	Phoenix Canoe Club- OBJECT	Letter Received 2nd April 2013 <ul style="list-style-type: none"> - A new Sailing Centre on the old car park site of the Welsh Harp Youth Sailing Base has been omitted from the scheme despite previous promises from the Council to provide a replacement centre as part of this regeneration scheme. - The current building is in very poor condition and needs to be replaced. - The Canoe club request S106/CIL contributions towards a new building.
20	Woolmead Avenue Residents - OBJECT	<ul style="list-style-type: none"> - Insufficient parking facilities in proposed surrounding streets - Causing of more parking in surrounding streets - Loss of York Park NW9 for the wider community - Lack of additional Infrastructure i.e. Lack of Extra Health Facilities - Tall Buildings near the Welsh Harp Reservoir and Northern Marshes Impacting on the Environment and Wild Life - Living next door to a building site for 15 to 20 years.

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21	Brent Campaign Against Climate Change - OBJECT	<ul style="list-style-type: none"> - In a period of rapid climate change and disruption of normal weather patterns it is essential to protect bio-diversity. - We cannot allow any development that will lead to deterioration in the Welsh Harp waters and its environs. Such damage can never be reversed once the built environment has changed the bio-diversity of the area. - Potential flooding is clearly important in terms of this proposed development, particularly as the developers intend to build close to the shore. - The huge increase in the amount of the site that will be built on and the associated reduction in permeable open space will increase run-off into the reservoir and Silk Stream and stretch their carrying ability.
22	Montagu Road Residents Association - OBJECT	<ul style="list-style-type: none"> - The proposed scheme is too overcrowded and dense. - Concerns that development will harm the Welsh Harp SSSI and the wildlife inhabiting the reserve. - Concerns that there is a lack of infrastructure to support this amount of people, including health and over-subscribed schools.
23	West Hendon Residents Association - OBJECT	<p>Main Concerns:</p> <ul style="list-style-type: none"> - The density of the proposal exceeds that of the GLA Density Matrix. - Significant increase in unspecified residential units. - Reduction in social housing for more private units. - Loss of sunlight due to tower blocks - No guarantee of a home for secure, non secure tenants, leaseholders and free holders alike. - Reduction in open space - The number of car parking spaces allowed, creating additional pollutions and traffic. - More gentrification and privatisation, rather than regeneration. - Damage/loss to York Park and the Welsh Harp SSSI.
24	Diocese of Westminster Property Services Office – NO OBJECTION	<ul style="list-style-type: none"> - Letter Received 19th April 2013 - The Parish Hall at the Parish Centre, The Broadway, West Hendon enjoys a right of way across the Tyre company land (177 The Broadway). - This has been compulsorily purchased and needs to be retained for fire safety reasons. - Confirm whether the garden land used by the Parish Nursery to the rear of the Parish Hall is outside the area of development - Difficult to determine how the Parish Hall and Church will be affected by the development. There are no plans available to view.

Local Politicians

Ref	Consultee	Comments
25	Cllr. Javaid Ashraf & Cllr. Alison Hopkins Welsh Harp Joint Consultative Committee - OBJECT	<p>Ashrad:</p> <ul style="list-style-type: none"> - Concerns over the scale of development - Impacting the surrounding area, including additional congestion, pollution, noise and nuisance. - Impact the natural beauty and conservation of the SSSI, resulting in a loss of wildlife and overall visitor numbers. - Any additional development at West Hendon should be kept away from the SSSI and focused on land with less natural and historical importance. - Increased numbers of residents will put pressure on local services <p>Hopkins:</p> <ul style="list-style-type: none"> - Concern over lack of local amenities, especially given the significant uplift in population expected. I.e. there no provision for a medical centre. - The amount and nature of the social housing is unsatisfactory. - Social tenants are pushed away from the Welsh Harp towards the A5 edge. The air quality of this location is a concern. - Concern over tower blocks as a housing form in a 'rural suburban setting'.
26	Cllr J Johnson West Hendon Ward - OBJECT	<ul style="list-style-type: none"> - The density exceeds that permitted in the London Plan - Tall buildings on the edge of a SSSI would have a detrimental impact to migratory birds - Construction (including 'pile driving') will have an adverse effect on the breeding grounds of the 'Northern Marshes' adjacent to proposed works. - Lack of parking on the site will increase pressure on surrounding roads. - Lack of additional health provision, Local GP's etc are already oversubscribed. - Social housing provision is below 40%. - Existing residents should be the priority, although they are not considered in the proposals - Significant traffic generation along Cool Oak Lane. Difficulty of access from smaller roads. - Loss public amenity space at York Park - No improvement to retail along West Hendon Broadway - No clarification on whether the primary school will be Faith, Free, Academy, or Local Authority. - Not enough provision for leaseholders as no leasehold flats will be built before 3rd phase of this plan.
27	Cllr Reg Colwill, Deputy Leader of Conservative Group LB Brent- OBJECT	<ul style="list-style-type: none"> - Permanent and irreversible damage to a nature reserve and wildlife - Increase in noise, pollution and traffic - Disruption rare bird species in the SSSI. - Overdevelopment of a green space site resulting in loss of open space. - Loss of views.
28	Navin Shah AM, Assembly Member for Brent and Harrow - OBJECT	<p>Letter Received 14th May 2013</p> <p>Site Considerations</p> <ul style="list-style-type: none"> - An exceptional conservation area site. - Concerns over significant population increase. - The proposal for gross overdevelopment is driven by commercial considerations and it will destroy the heritage and value of the site. <p><u>Lack of Consultation</u></p> <ul style="list-style-type: none"> - Planning application documents indicate that efforts were made to consult Barnet's residential groups, stakeholders, Barnet Council, its Leader and

Ref	Consultee	Comments
		<p>Councillors.</p> <ul style="list-style-type: none"> - However, Brent Council has confirmed to me that neither the Council nor its leader and elected members have been consulted. - An elected member on the Assembly representing Brent but had no prior knowledge of the application either. - It is clear from the responses received from local residents in Brent that they too have not been reasonably consulted. The consultation is seriously flawed. <p><u>Scale of the Development</u></p> <ul style="list-style-type: none"> - The scale of the development is wholly inappropriate for this sensitive and significant site. - Development will not be in keeping with the character of the area, adversely impacting local views. <p><u>Conservation and Impact on Environmental Amenities</u></p> <ul style="list-style-type: none"> - According to the DAS, studies undertaken for 2004 ES identified 'the existing ecological value of the site to be low'. - However, this claim should be challenged as the conclusion is not backed up by clear evidence. - The influx of some 5,000+ residents together with the construction would threaten the ecological amenity. <p><u>High Rise Blocks</u></p> <ul style="list-style-type: none"> - The site is designated (Barnet's Core Strategy: Tall Buildings policy CS5) as appropriate in some strategic locations for tall buildings of 8 – 20 storeys. - The proposed tower blocks exceed this, destroying the physical character of this site. - These building also fail to comply with the policies set out in the London Plan (Policy 7.7). <p><u>Residential Proposal Lip-service to provision of 'Homes'</u></p> <ul style="list-style-type: none"> - Barnet's Core Strategy states (clause 9.2 for homes of different sizes) that majority of units are houses which account for 62% of the stock. - The applicant's DAS claims "The mixture of typologies provides opportunities to accommodate people's preferences for housing" but this is not backed up in the scheme offered in the application. - In reality the proposal is driven by a commercial scheme with no relevance to the preferences of Barnet's residents. Woefully small provision of 20 'houses' (only 1% of total) fails to provide an acceptable mix of residential accommodation to reflect the character of Barnet's existing residential stock and preferences of residents to live in traditional homes and not flatted accommodation in towers as tall as 29 storey high. <p><u>Inadequate Affordable Housing</u></p> <ul style="list-style-type: none"> - Provision of 25% affordable housing is market driven to maximise the return at the cost of much needed affordable socially rented housing. <p><u>Death of Family Size Housing</u></p> <ul style="list-style-type: none"> - Barnet's Core Strategy says 33% of all Barnet households contain children. - Barnet's specialist Housing Strategy sets out housing priorities and delivery by 2025 with overarching objective of 'providing housing choices that meet the needs and aspirations of Barnet residents'. - The Core Strategy further says 'to improve choice we need to increase housing supply including family sized homes.' 9.2.13 'Our dwelling size priorities are for family accommodation across all tenures.' (3 Bedrooms higher and 4 bedroom medium priority). - London Mayor's Housing Strategy for affordable housing (Policy 1.1C) specifies requirement of more family-sized homes, with 42 per cent of social rented and, by 2011, 16 per cent of intermediate homes having three bedrooms or more. - A meagre provision of 20 houses (8 no. 3 bedroom houses and 12 number 4 bedroom houses) and 290 (14.5%) Duplex Apartments makes mockery of Barnet's Core Strategy, Specialist Housing Strategy and the Mayor's Housing Strategy.

Ref	Consultee	Comments
29	<p>Cllr Krupesh Hirani, Labour Party Representative for Dudden Hill Ward & Lead Member for Adults and Health - OBJECT</p>	<p><u>Social Infrastructure</u></p> <ul style="list-style-type: none"> - Barnet Council needs to make a robust assessment of the proposed community amenities such as the 2 form entry primary school, nursery and community centre for the adequacy of these facilities to support the scale and size of the scheme. - There is no provision of GP surgery or medical centre facilities for the new occupants and serve the existing community in the area. - There is acute shortage of medical facilities locally and the absence of this provision is a serious omission which must be incorporated to the scheme to provide adequate social infrastructure. <p><u>Transport, Parking and Congestion</u></p> <ul style="list-style-type: none"> - Serious concerns about the acute problems of traffic and congestion resulting from this massive development on the already busy A5, local road network and junctions. - Disagree with the proposal deleting sections of priority bus lanes on A5 as part of the new proposal as this removes 'multi – modal' aspect agreed with TfL to provide non-car sustainable transport policy and the objectives agreed for A5. - Additional concerns about capacity of junctions, trip generation and increase in flow of traffic on A5. - As stated in Brent Council's response review and assessment of the objectives for A5 needs to be demonstrated by the applicant. - Reconsider changing of the landscape around what remains a rare gem of green space outside the main City of London.
30	<p>Cllr Patrick Vernon OBE, London Borough of Hackney Member of Save Our Welsh Harp Campaign - OBJECT</p>	<ul style="list-style-type: none"> - The Localism Act 2011 gives a clear mandate for council to devolve power, support the development of Neighbourhood Forums/Parish Councils and be more transparent with the public regarding expenditure and decision making processes. - These statutory powers give a clear obligation for all councils particularly Barnet to have plans and strategies to promote and enhance the wellbeing of the local community. - The only way that Barnet Council and especially the Planning Committee can make a proper assessment of the wellbeing of people in Barnet and Brent is to undertake what is known as a Health Impact Assessment (HIA). - It is difficult to speculate at this stage what would be the likely health impact but similar studies and research indicate the potential following impact that could apply to Welsh Harp: <ul style="list-style-type: none"> • Increased sense of isolation and impact on mental wellbeing; • Lack of sense of community and social capital; • More road traffic accidents especially involving children; • Limited support and intergenerational dialogue with young and older people; • Greater pollution during the construction phase; • Increased emission and noise levels; • Increased health inequalities particularly respiratory diseases such as asthma and hay fever; • Increased fuel poverty and limited financial inclusion; • Increase wealth and income inequality with the creation of gated communities for more affluent residents; • Community safety issues around perceived increased fear of crime and criminal damage during the construction phase.

Ref	Consultee	Comments
31	Councillor Roxanne Mashari, Welsh Harp, London Borough of Brent Lead Member for Environment & Neighbourhoods - OBJECT	<ul style="list-style-type: none"> - Barnet Council in partnership with Brent Council should develop a joint approach with the Directors of Public Health as lead officers to undertake a detailed health impact assessment of Welsh Harp plans using the above principles and involving key stakeholders affected by the development. - We must put people before profits if we want a safe, healthy and sustainable community in both Brent and Barnet. Let's work together and Save Our Welsh Harp for future generations of local people in North London. - Not compliant with the Cricklewood, Brent Cross and West Hendon Redevelopment Framework, the approved SPG and not consolidated into the Barnet plan. - No segregated cycle routes through the development, at variance with the Mayor of London's stated policy ('Go Dutch'), and with the report of the all-party parliamentary inquiry into cycling. - There needs to be a cycling route parallel to the A5, and to safely reach the bridge over the Welsh Harp.
32	Andrew Dismore AM, Labour London Assembly member for Barnet and Camden - OBJECT	<ul style="list-style-type: none"> - There has been no ballot of residents, as required by law, to seek their views on the scheme. Residents must be rebaloted on the current planning proposals. - There is no provision for temporary tenants on the estate, concerning their rehousing on the estate. - These problems could in large part be resolved if the proportion of genuinely affordable and social housing is raised to the benchmark of 40%, to include social homes for rent. - The density is above that permitted in the London Plan and the proposed development does not meet the criteria in Barnet Council Local Plan. - The impact of the density is compounded by the loss of York Park, a very important local open space which is vital to the local community both from the estate and beyond in the local neighbourhood, as it provides an informal recreational area. - Lack of parking and impact on traffic congestion. - We are already seeing the consequences of inadequate parking provision in the major developments of a similar scale in Colindale, such as "the Pulse". - Because a large amount of additional traffic will be generated by over 2,000 homes, the West Hendon Broadway/Cool Oak Lane/Station Road/Park Road network, which already struggles to cope, will be overwhelmed without a significant improvement in traffic management. - Lack of additional local services, especially primary health care. - No consideration appears have been given to additional demands for more public transport. - The proposed primary school is not specified whether it will be denominational, free, academy or within the LEA structure. - Also, there is no consideration of the impact on secondary health care from the hospital service, or the need for secondary school provision. - The threat to the SSSI and local wildlife. <p>Survey Results:</p> <p>Do you think the Council have given enough priority to estate residents? Yes: 8.4% No: 81.3%</p> <p>Should there be more affordable homes?</p>

Ref	Consultee	Comments
		<p>Yes: 84.7% No: 10.1%</p> <p>Do you think a) the scheme is too dense; and b) the blocks are too high?</p> <p>a) Yes: 83% No: 10.1%</p> <p>b) Yes: 84.7% No: 3.4%</p> <p>Do you wish the Council scheme to be approved?</p> <p>Yes: 18.6% No: 79.6%</p> <p>Does the plan give sufficient attention to the wider neighbourhood near the site?</p> <p>Yes: 6.7% No: 89.8%</p> <p>Do you want to keep York Park?</p> <p>Yes: 89.8% No: 3.3%</p> <p>Does there need to be more parking?</p> <p>Yes: 74.5% No: 20.3%</p> <p>Has enough thought been given to leaseholder needs?</p> <p>Yes: 8.4% No: 77.9%</p> <p>Are you a:</p> <p>A) Council tenant: 37.2%</p> <p>B) Leaseholder: 8.4%</p> <p>C) Private tenant: 10.1%</p> <p>D) Owner occupier: 44%</p>
33	Navin Shah AM Assembly Member for Brent and Harrow - - OBJECT	<ul style="list-style-type: none"> - Concern over the over-development and significant increase in population density – this will harm the sites heritage. - There was a lack of consultation to residents, stakeholders and councillors for the application of this proposal. - Concerns over the proposed tower blocks which will dominate the skyline and impact views. Towers are in an inappropriate location. - The Environmental Statement conclusion that the Welsh Harp is of low ecological importance is not backed up with clear evidence. - The significant increase in population density will impact ecological amenity, particularly along the edge of the SSSI where the tree line will be reduced in size. - Concerns of inadequate affordable housing and family housing. - Concern over significant shortage of medical facilities in the surrounding area. - Concerns over additional traffic and congestion as a result of development, particularly the reduction in bus priority lanes. <p>Objections to:</p> <ol style="list-style-type: none"> 1) Overdevelopment 2) Lack of sufficient infrastructure to support this overdevelopment especially health provision 3) Insufficient parking provision. 4) Loss of York Park as a community amenity 5) 4 tall towers planned for the edge of the Welsh Harp Reservoir 6) Compromising the SSSI because of these tower blocks which will impact on the birdlife and wildlife and are sited near the migrating birds breeding grounds.
34	Councillor J Johnson, West Hendon Ward Councillor (Re- consultation) - OBJECT	

Ref	Consultee	Comments
35	Cllr Muhammed Butt, Leader of the Council Labour Group, LB Brent – OBJECT	<p>7) No proposals for the regeneration of West Hendon Broadway apart from demolishing one block of shops / flats to provide an entrance to the new build.</p> <p>Letter Received on the 8th July 2013</p> <ul style="list-style-type: none"> - Concerns over the height and density of the proposed development, and the detrimental impact this will have over the rare ecology and wildlife habitats located within the Welsh Harp SSSI. - The Welsh Harp is the only SSSI in Barnet or Brent and we believe that the maintenance of this status must be a primary consideration when considering any planning application in the area. - Concern that the local infrastructure is not designed to cope with the proposed population densities and substantial increase in traffic volumes along the narrow Cool Oak Lane. - Brent Council planning officers have also identified issues around local parking capacity, adaptation of bus lanes and the negative impact that such a large volume of additional foot traffic across a second footbridge would have on both the wildlife and public realm maintenance.
36	Jenny Jones AM Green Party Member of the London Assembly - OBJECT	<p>Letter Received 14th May 2013</p> <p><u>Tall Buildings</u></p> <ul style="list-style-type: none"> - Contrary to the London Plan policy 7.7Cb, the three proposed tower blocks will adversely affect the character of the area in terms of height and scale. - Contrary to London Plan policy 7.7D, the surroundings will be adversely affected in terms of overshadowing and on local views. <p><u>Nature and Wildlife</u></p> <ul style="list-style-type: none"> - Contrary to London Plan policy 7.19 and 7.19D, the development does not take account of the Welsh Harp reservoir and SSSI. A wide range of wildlife, including bats and nesting birds will be affected. The proposed bridges crossing the reservoir are likely to cause disturbance to the wildlife by users. <p><u>Social Infrastructure</u></p> <ul style="list-style-type: none"> - Contrary to London Plan policy 3.16E, the increase in population density will not provide adequate social infrastructure such as GP services and schools. <p><u>Air Pollution</u></p> <ul style="list-style-type: none"> - Contrary to London Plan policy 7.14Bc, local roads will struggle to cope with the additional traffic generated, leading to deteriorating air quality.
37	Sarah Teather MP Liberal Democrat MP for Brent Central	<p>Letter Received 18th April 2013</p> <p>Our Ref: sm/Tata/18-04-13</p> <ul style="list-style-type: none"> - Constituting is fully opposed to the proposed development. - Refer to previous Zerine Tata for details of opposition.

Ecology Interest Groups

Ref	Consultee	Comments
38	NW London RSPB Group - OBJECT	<p>Main Concerns include:</p> <ul style="list-style-type: none"> - Over intensive re-development of the estate particularly its impact on the neighbouring SSSI. - Development proximity to the Reserve boundary – adversely impacting the habitats of breeding species. - Evidence that high rise buildings are hazardous, especially to concentrations of flying birds - Significant increasing in number of residents will put pressure on social services, local infrastructure and the SSSI. - Any proposals affecting the SSSI should include a condition to mitigate measures, including a substantial financial contribution to maintaining wildlife habitats. - The NPPF requires the LA to ensure that there is a biodiversity gain from development. Without this, permission can be refused. - There is currently no biodiversity gain from the proposals. <p><u>The Footbridge over the Silk Stream</u></p> <ul style="list-style-type: none"> - Concern over wetland habitat destruction and disturbance to wildlife in the SSSI. - Inclusion of footbridge seems pointless – access to facilities are far safer via Edgware Road particularly at night. - To conserve the SSSI the Council should move the footbridge much further north <p><u>Visual intrusion of the tower blocks</u></p> <ul style="list-style-type: none"> - Proposed tower blocks being will destroy the private nature of the SSSI. <p><u>Density</u></p> <ul style="list-style-type: none"> - Concerns of overcrowding and increased social problems <p><u>Ecological Surveys</u></p> <ul style="list-style-type: none"> - Surveys carried out by developer's consultants only cover one year – this can be misleading. - Tendency to play down issues of importance such as breeding water birds. <p>The following comments are made contrary to the ecological assessment:</p> <ul style="list-style-type: none"> - The reservoir has a breeding wetland bird assemblage not just Great Crested Grebes. - The reservoir is actually of regional importance for bats. The Welsh Harp Conservation Group found 7 possibly 8 species over the whole open space, with some species in substantial numbers. - Reptiles are actually present. Slow Worms are protected species and are known to be present. They will need to be removed to a safe place before further work involving clearing the ground takes place. <p>Letter Received 14th May 2013</p> <ul style="list-style-type: none"> - Adverse impact on the wildlife on site and the biodiversity interests of Brent (Welsh Harp) Reservoir, a SSSI, Local Nature Reserve (LNR) and part of a wider Site of Metropolitan Importance for Nature Conservation (SMI). - Barnet Council has a statutory duty to protect and enhance the SSSI and has made a clear undertaking in its own published policies to protect the LNR and SMI. - Likely impacts on the SSSI and its important bird communities will include:
39	Welsh Harp Conservation Group - OBJECT	
40	London Wildlife Trust - OBJECT	

Ref	Consultee	Comments
		<ul style="list-style-type: none"> • Increased disturbance of an area used as a refuge for birds; • Increased recreational pressure and disturbance in general due to higher density and number of residents; • Increased artificial light pollution, impacting on birds and bats; • Disturbance of wildfowl and other birds and wildlife during construction and on-going functioning of the development, increased by removal of screening trees; • Tower blocks creating an obstruction and interfering in bird flight lines, and increased risk of bird strike with tall buildings with large glazed areas; • Increased disturbance and damage of wet woodland area and wildlife within it from creation of a new footbridge over the Silk Stream and new walking route; and • Disturbance of breeding wildfowl in pools and reedbeds in northern marsh relating to creation of a new bridge. <p>- Proposals are believed to fail to meet the biodiversity protection measures set out in the NPPF (paras 109, 118), The London Plan (Policy 7.19), and Barnet's own policies (e.g. DM15, DM16).</p>
41	Brent Friends of the Earth – OBJECT	<p>Letter Received 13th May 2013</p> <p><u>Effects on the Welsh Harp SSSI</u></p> <ul style="list-style-type: none"> - Present Government Policy is that all SSSIs should be protected from damage and Natural England as the supervising Body has reported favourably on the condition of this SSSI, which, in view of its situation within a built up area reflects well on the responsible Boroughs Barnet and Brent and the adjacent communities. - Barnet's recently approved Local Plan contains Core Strategy 12, enhancing and protecting Barnet's Open Spaces, expressed formally in Policy CS7. - It is our view that the residential development in the new site layout is too close to the edge of the reservoir. This is the area where a large number of the bird population nest/gather/feed and the presence of permanent dwellings and their accompanying activities are likely to seriously disturb and deter bird life. - We also wish to highlight the very recent report, the Terrestrial Biodiversity Report Card by Natural England and others, on large scale threats to biodiversity. - This warns that our flora and fauna are increasingly more vulnerable due to climate change and the destruction of habitat. - The report states that: "the protected area network, which includes Sites of Special Scientific Interest and National Nature Reserves, will continue to have a valuable role in conservation... and that climate change will interact with, and may exacerbate, the impact of other continuing pressures on biodiversity, such as land-use change and pollution." - We feel it is therefore imperative to protect our SSSIs . The Welsh Harp is a site of special importance to Barnet, Brent and the whole of Greater London. - The Sustainability Assessment accepts that there will be some adverse effects by awarding only 2 out of 3 points to the proposed measures for mitigation. We suggest that the measures listed such as bird boxes, planting native trees etc. are so artificial as to make nonsense of the national policy of endeavouring to preserve SSSIs as unspoilt wildlife sites. - We suggest that an independent external organisation such as Natural England should be asked to recommend the best measures for the protection of the SSSI and the associated bird life in particular and whether any such measures would give the protection required. - The same considerations apply to the proposals to build two footbridges across the reservoir near to the Silk stream in the north and to Cool Oak Lane. Both will create disturbance to wildlife and though permission has already been given it is important that the northern bridge should be as far north as possible, trees should not be cut down in order to provide views and "walkways", and that great care should be taken during construction. - Again Natural England should advise and would be accepted as giving independent advice.

Ref	Consultee	Comments
		<p><u>High Rise buildings</u></p> <ul style="list-style-type: none"> - The new Barnet Local Plan Core Strategy policy CS5 allows buildings only up to 20 storeys. How can 26 stories be allowed? - The Core Strategy also discusses the visual effect of high rise buildings and states that “(planning) decisions will protect local views from places within Barnet”, and “respect and enhance the distinctive natural landscape of Barnet” - It surely cannot be the intention of Barnet councillors to withhold such consideration from residents in neighbouring boroughs such as Brent. - There are many homes whose main viewpoint is across the reservoir and the prospect of one or more 26 storey buildings towering over a green horizon appals them. - We appreciate that some reasonable high rise is necessary to accommodate 2,000 dwellings, but such buildings should be as far from a visually attractive open space as possible, nearer to the A5 where they would merge into the urban landscape. We also suggest that any high rise block that will be viewed across an attractive green space, should be architecturally designed to supplement the view and not dominate it. <p><u>Transport and Air Quality</u></p> <ul style="list-style-type: none"> - The Environmental Assessment has included an assessment of the effects of both the buildings and the extra traffic on future air quality. The conclusion is that there will be a minor adverse effect. - The Core Strategy of the Local Plan promises “to take into account the impact on air quality when assessing development proposals.” The whole area is designated as an AQMA and Barnet has an excellent Action Plan designed to reduce pollution from buildings and transport as well as supporting an extension of the Low Emission Zone, unfortunately postponed by the Mayor of London. - It is claimed residents living in upper floors will experience better air quality. However we have not seen any research that has carried out measurements of air pollution at different heights in high rise blocks. - The measures proposed for the reduction in emissions from the buildings can be relied on but no such reliance can be placed on the use of low emissions cars, vans and lorries since it will be a matter of individual choice plus the fact that it is difficult to reduce nitrogen oxides at the same time as particle PM10 in diesel engines. - This development is therefore likely to aggravate the pollution significantly within the area unless a low emission zone is introduced. Only a reduction in the number of dwellings could hope to reduce pollution. - It must also be remembered that nitrogen oxide pollution in London and other UK cities is still way above the safe levels required under UK and EU legislation. - The UK will shortly have to pay significant annual fines to the EU until pollution is reduced. This may mean more effective pollution control measures will have to be introduced which could affect planning controls for new developments. <p><u>Availability of Affordable housing</u></p> <ul style="list-style-type: none"> - We also question the level of provision of affordable housing; it is not clear how many of the 597 existing dwellings that will be demolished are council owned. - The proposals are for 2,000 new dwellings of which 680 will be affordable, fewer than the 30% proposed in the Local Plan. But a proportion of the demolished houses are already affordable which means that of the additional new 2,000 houses the percentage of affordable housing available for new families will be much less than it would be for new build on a site with no existing dwellings. <p><u>Impact on Infrastructure</u></p> <ul style="list-style-type: none"> - Agree with Brent Council's own strong objections that the size of the development is excessive. There is insufficient infrastructure planned such as

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		<p>GP surgeries, schools etc. for the amount of dwellings planned.</p> <ul style="list-style-type: none"> - One primary school alone is not adequate to meet the needs of a fourfold increase in the local population. - The plan makes no mention of any additional health services <p><u>Health and Well-being</u></p> <ul style="list-style-type: none"> - Welsh Harp plays a vital role in the health and well-being of local residents in both Brent and Barnet who benefit from this green open space. - Under the Local Government Act 2000, Local Authorities have a power to promote well being for the economic, social and environmental aspects of their local community. - The recent Health and Social Care Act 2012 gives Local Authorities the responsibility for the public health function from the NHS, along with developing health strategies for the well-being of the local population and leadership of the Health and Well Being Board. - Localism Act 2011 gives a clear mandate for Councils to devolve power, support the development of Neighbourhood Forums/Parish Councils and be more transparent with the public regarding expenditure and decision making processes. - These statutory powers give a clear obligation for all Councils particularly Barnet to have plans and strategies to promote and enhance the well-being of the local community. - Barnet Council need to make a proper assessment of the well being of people in both Barnet and Brent by undertaking a Health Impact Assessment (HIA) to determine the potential impact of the Welsh Harp development in this respect.
42	Barnet Friends of the Earth - OBJECT	<ul style="list-style-type: none"> - Objection to more luxurious housing situated nearer to Welsh Harp, whereas the social housing will be nearer to Edgware Road. - Pollution on main roads in London are already consistently above EU limits. - The construction of housing near to the Welsh Harp would also entail a risk of flooding. - Policy implications in Core Strategy and London Plan - Largest breeding group of the great crested grebe in the UK is on the Welsh Harp. - The footbridges crossing the Welsh Harp are bound to have an adverse effect on the wildlife there. - Extra volumes of traffic along cool Oak Lane and surrounding roads would create gridlock during the rush hour. - Questions over whether proposed school will provide sufficient capacity for growth in population. - Local health surgeries are struggling to cope with the existing population, yet there is no mention in the plan of additional health services.
43	Welsh Harp Conservation Group - OBJECT	<ul style="list-style-type: none"> - There is no doubt the construction and subsequent use of the proposed footbridge will damage the Brent Reservoir SSSI. - This will involve substantial wetland habitat destruction and disturbance to wildlife. - To avoid the open water the footbridge would need to be much further north, nearer to the existing trash trap and run along within a few feet of the backs of the retail buildings. - Having a footbridge at all seems pointless. Access to the facilities the other side of the Silk Stream would be much safer via the pavement along the Edgware Road, particularly after dark. - Concern over the seriously adverse effects the size and density of this development will have on the quality of life in this area. - Surveys carried out by consultants cover only one year and provide only an incomplete snapshot. <p>Letter Received 5th May 2013</p>
44	London Wildlife Trust – Barnet Borough Group - OBJECT	<ul style="list-style-type: none"> - In relation to the wider issue of desirability of the scheme, the ‘Create Streets’ report (Morton and Boys-Smith) calls for the replacement of tower blocks with traditional patterns of housing. - Barnet Council, as planning authority for this application, has a statutory duty to protect and enhance the SSSI and has made a clear undertaking in Barnet’s published policies to protect the Nature Reserve and the site of Metropolitan Importance for Nature Conservation. - Financial considerations are insufficient reasons to harm a Site of Special Scientific interest. - Rivers and other parklands communicating with the reservoir form part of London’s Green Corridors and Blue Chains. The works proposed in this

Ref	Comments
45	<p>planning application have the potential to adversely affect these areas also.</p> <ul style="list-style-type: none"> - In the Environmental Statement it is acknowledged that almost all the building operations and use of the site will adversely impact upon wildlife not only within the site, but throughout the adjacent SSSI. - Two thirds of the receptors identified are stated to have an adverse impact. - Tall buildings will inevitably produce a great increase in light pollution at the site which will extend beyond into the SSSI and will affect the behaviour of bats, insects and birds. - The placing of the buildings close to the SSSI boundary is an issue also in visual terms in that they detract from the enjoyment of what may be called a 'Natural Aspect' of the SSSI margin. - The population of the West Hendon site is to be increased some fourfold. The completion of the Brent Cross – Cricklewood Scheme together with that at Colindale will increase numbers in the area further. This feature will attract large numbers of people into direct contact with what is the most sensitive part of the SSSI. - It will require removal of a significant section of the protective woodland strip and will create totally unacceptable disturbance and harm to the SSSI. - Concerned that no survey for slow worms, a protected species, has been carried out despite the applicant being aware of their presence on site. - The works and measures contained in the application are such that without major change, a balance between a need for housing and a statutory duty to protect a SSSI cannot be achieved - and that significant harm will result. - NPPF states that 'When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity...' - Neither of these is achieved. <p>Letter Received 13th May 2013</p> <ul style="list-style-type: none"> - Satisfied with the conclusions and proposed mitigation in respect of ecological impacts within the application area itself. - It must be made certain that habitat is available for birds, bats and other wildlife throughout the construction process. - The ES describes precautionary approach to felling and demolition to avoid harm to bats and their roosts, which will probably avoid infringement of European Protected Species legislation. - Questions still remain, however, in relation to the long term impact of the development on the SSSI, its ecological interest, and the species it supports. - Given the size and structure of the development, the increased number of residents, and the new pedestrian and cycle access routes that will be provided, it is considered highly unlikely that adverse effects on the SSSI and its birdlife will be avoided. - The tallest buildings within the development have been sited next to the reservoir specifically to move the massing of the built development away from the main road and have increased numbers of residences at a location where people would like to live. - This suggests that the developer is more interested in maximising the market value of the flats than protecting the ecological interest of the SSSI. - The current proposals seem to prioritise economic considerations above ecological considerations and the long-term integrity and interest of the SSSI. <p><u>Key Policy and Legislation</u></p> <ul style="list-style-type: none"> - The NERC Act (2006) Biodiversity Duty - Section 40(1) of the Natural Environment and Rural Communities Act (NERC Act) places a direct statutory duty to conserve biodiversity on all public authorities: - Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity. - Section 40(3): conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat. - A list of habitats and species of principle importance to the purpose of conserving biodiversity was drawn up, largely based on the UK Biodiversity

Ref	Consultee	Comments
		<p>Action Plan priority habitats and species, as required by section 41.</p> <p>Section 41(3): the Secretary of State must take such steps as appear to him to be reasonably practicable to further the conservation of the living organisms and types of habitats included in the list of species of principal importance. He is further required to promote the taking by others (such as public bodies) of such steps to further the conservation of the statutory priority species.</p> <p><u>ODPM Circular 06/2005</u></p> <ul style="list-style-type: none"> - Part II of the circular explains the legislation and duties on local authorities in respect of Sites of Special Scientific Interest (SSSIs). - Paragraph 60: In the exercise of its functions, a planning authority must take into account its duty to take reasonable steps to further the conservation and enhancement of the special interest features of SSSIs. Local development documents must be prepared and planning decisions made in accordance with this duty. - Paragraph 61 of ODPM Circular 06/2005: "The Government expects all Section 28G authorities, including planning authorities, to apply strict tests when carrying out any functions within or affecting SSSIs, to ensure that they avoid or at least minimise adverse effects; [and] to take positive steps, wherever possible, to conserve and enhance the special interest features of a SSSI." - National Planning Policy Framework - The National Planning Policy Framework sets out that planning should function to achieve sustainable development, which includes contributing to "Moving from a net loss of biodiversity to achieving net gains for nature", in line with the objectives of the Natural Environment White Paper 2011. - Paragraph 152 states: - "Local planning authorities should seek opportunities to achieve each of the economic, social and environmental dimensions of sustainable development, and net gains across all three. Significant adverse impacts on any of these dimensions should be avoided and, wherever possible, alternative options which reduce or eliminate such impacts should be pursued. Where adverse impacts are unavoidable, measures to mitigate the impacts should be considered. Where adequate mitigation measures are not possible, compensatory measures may be appropriate." - The NPPF paragraph 109 sets out that the planning system should "contribute to and enhance the natural and local environment by... minimising impacts on biodiversity and providing net gains in biodiversity where possible... including by establishing coherent ecological networks that are more resilient to current and future pressures." - Paragraph 118 of the NPPF instructs that "if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused." - Paragraph 176 states, "Where safeguards are necessary to make a particular development acceptable in planning terms (such as environmental mitigation or compensation), the development should not be approved if the measures required cannot be secured through appropriate conditions or agreements." <p><u>SSSI</u></p> <ul style="list-style-type: none"> - Development likely to have an adverse effect on a Site of Special Scientific Interest "should not normally be permitted" (paragraph 118). Letter Received on the 5th July 2013
46	Welsh Harp Conservation Group -	<ul style="list-style-type: none"> - A SSSI should afford a high level of protection under wildlife legislation.

Ref	Consultee	Comments
	OBJECT	<ul style="list-style-type: none"> - The proposal involves a huge increase in the density of housing and exceeds the GLA recommended level for a site of this size increasing from 7-800 housing units to over 2,000. - The excessive height of the towers seems more appropriate for a central banking district than a North London suburb. - The development will have a major impact on the surrounding area and put a huge strain on local health, education and road infrastructure. - The two reservoirs have an important secondary function as a flood buffer. The huge increase in the local built footprint will increase the rate of runoff and have an adverse effect on the carrying capacity in times of heavy rain. - The developers would like to remove tree screening to open up sight lines from West Hendon Broadway. This will make matters worse and increase disturbance. - New Footbridge Wet Woodlands is potentially very damaging. This could be mitigated by: <ul style="list-style-type: none"> o Placing the bridge as far north as possible, as close to Halfords as the new envelope allows. The area designated is too broad; o By prevent access to the woodlands, it must be a throughway only; o Limiting the use of lighting. There should be limited lighting of appropriate design, not lit at night to preserve the woodlands as a dark site; o It should be locked overnight and should be constructed to prevent fly-tipping into the river and the SSSI. o The development will have a major and detrimental impact on the Reservoir SSSI, the Local Nature Reserve and the local community. o The tower blocks which should be reduced in height and placed back from the margins of the reservoir; o The planned occupancy level which needs to be greatly reduced to a level more appropriate to the area and the setting; o The damaging northern footbridge which is of doubtful viability; and o The removal of vital screening trees to open up the view and disturb the wildfowl.
47	The Welsh Harp Conservation Group (Re-consultation) - OBJECT	<p>Letter Received on the 5th July 2013</p> <p><u>Northern Marsh footbridge over Silk Stream</u></p> <ul style="list-style-type: none"> - Concerns over the harmful impact the West Hendon proposal will have on breeding wildfowl. - Details of the proposed footbridge bridge are poorly specified, including: <ul style="list-style-type: none"> o The footpath route, which should be as far north as possible. o Level of access. I.e. for teachers and pupils only or for general use and recreation? This is crucial regarding disturbance. o Design - the footbridge must prevent access to the SSSI such that it is a through route only, and must prevent dumping. o Lighting - the bridge should not be lit overnight <p><u>Willow margins and buffer</u></p> <ul style="list-style-type: none"> - The previous application contained details of a planned vista from West Hendon Broadway to the reservoir involving the removal of waterside screening. There must be no viewing structure sited within the SSSI and any viewing position must be outside the SSSI boundary. An adequate screen is vital in reducing disturbance to roosting wildfowl. <p><u>Tower Blocks</u></p> <ul style="list-style-type: none"> - The location of the scheme's tower blocks along the reservoir bank will significantly disturb roosting wildfowl. Hence, an effective Willow screen is even more important, given the towers are sited so close to water and SSSI.

Ref	Consultee	Comments
		<ul style="list-style-type: none"> - Concerns over the lack of control of light emissions for tower blocks. This will significantly impact both birds and bats at night. - Increase in recreational pressure - There will be a lack of recreational amenity due to the increases in population density in the area and it is unclear how mitigation could reduce this. - Access to open space also raises concerns. The Cool Oak Lane footbridge is already heavily congested and this will become a safety hazard. <p><u>17_year construction timetable</u></p> <ul style="list-style-type: none"> - It is unclear how the increased noise and general disturbance can be managed and mitigated against over such an extended period. <p>House Martins</p> <ul style="list-style-type: none"> - The West Hendon Broadway House Martin colony is the largest in London. There has been no mention of this colony in any document.
48	The Welsh Harp Conservation Group (Re-consultation) - OBJECT	<p>Letter Received on the 5th July 2013</p> <p><u>The footbridge over the Silk Stream</u></p> <ul style="list-style-type: none"> - Concern over wetland habitat destruction and disturbance to wildlife in the SSSI. - Inclusion of footbridge seems pointless – access to facilities are far safer via Edgware Road particularly at night. - To conserve the SSSI the Council should move the footbridge much further north <p>New comments of footbridge</p> <ul style="list-style-type: none"> - The revised planning submission does nothing to clarify how or where the footbridge will be constructed, what it is to be made of, whether it is to be illuminated or not, who will be allowed access and for what period of time each day. The details of this will have significant implications to the SSSI and wildlife habitats within the reserve. <p><u>Visual intrusion of the tower blocks</u></p> <ul style="list-style-type: none"> - Proposed tower blocks being will destroy the private nature of the SSSI. <p><u>Density</u></p> <ul style="list-style-type: none"> - Concerns of overcrowding and increased social problems <p><u>Ecological Surveys</u></p> <ul style="list-style-type: none"> - Surveys carried out by developer's consultants only cover one year – this can be misleading. - Tendency to play down issues of importance such as breeding water birds. - The following comments are made contrary to the ecological assessment: <ul style="list-style-type: none"> The reservoir has a breeding wetland bird assemblage not just Great Crested Grebes. The reservoir is actually of regional importance for bats. The Welsh Harp Conservation Group found 7 possibly 8 species over the whole open space, with some species in substantial numbers. Reptiles are actually present. Slow Worms are protected species and are known to be present. They will need to be removed to a safe place before further work involving clearing the ground takes place.

Ref	Consultee	Comments
		<p><u>House Martins</u></p> <ul style="list-style-type: none"> - The House Martin Colony at West Hendon Broadway is the largest in London. - The plans however indicate that two buildings used by House Martins on the corner of Station Road will be demolished. Under the Wildlife and Countryside act 1981 and subsequent amendments, it is illegal to take, damage or destroy the nest of any wild bird while that nest is in use or being built.
49	RSPB (Re-consultation) - OBJECT	<p>Letter Received on the 8th July 2013</p> <ul style="list-style-type: none"> - The RSPB supports the comments made by Mr Husband on behalf of the individual members of the NW London RSPB Local Group. It is clear that this proposal cannot be consented, in its current form, without harming the Brent Reservoir Site of Special Scientific Interest. The RSPB, therefore, urges the Council to reject the application unless it can be modified to avoid damage to the SSSI and enhance the biodiversity of the area.
50	London RSPB Group (Re-consultation) - OBJECT	<p>Letter Received on the 9th July 2013</p> <p>Objection to the over-development of the West Hendon Estate:</p> <ul style="list-style-type: none"> - SSSI's are legally protected against reckless harm under Section 28 of the Countryside & Wildlife Act 1981 (as amended). - The Developer failed to appreciate the full extent of the SSSI citation and the ecosystems protected, therefore underestimating the adverse affects of the proposed development. - The integrity of the SSSI must be protected. The reserve is very important for the RSPB London Group and the activities they organise. - The reserve also contains rich biodiversity and a variety of wildlife habitats. - The proposal is an over-development in close proximity to the SSSI boundary. - The northern marsh is an important refuge for wildfowl and waterside birds. The northern & easterly bank, bordering the West Hendon Estate, is currently heavily vegetated and therefore provides a high degree of security. This habitat must be retained at all costs. - The proposed footbridge near to the northern marsh will increase wildlife disturbances, antisocial behaviour and littering. - The West Hendon development will involve the demolition of buildings currently housing a House Martin Colony. These birds are now locally scarce and need protecting. - High-rise buildings are a hazard especially where concentrations of flying birds occur. External night-time lighting of the towers must be kept to a minimum. - Intensive Housing: The significant increase in housing density greatly exceeds the GLA recommended level. - Substantially increasing the number of residents will put a burden on the social services and local infrastructure. - Contrary to the Applicant's Ecology Report more than 5 species of Bats have been recorded on the SSSI close to the development site. - Bats & Lighting Levels: In order to ensure the continued viability of the local bat population lighting levels must be restricted to the development site with no extraneous light directed towards the SSSI. This proviso needs to be made an ongoing condition of any planning permission. - Swifts: Planning Authorities are now insisting Developers incorporate "Swift Bricks" into roof structures. - London's House Sparrow population has seriously declined. This Development should incorporate House Sparrow friendly features into both the building design and landscaping. - The Peregrine Falcon is fast adapting to nesting in the London area. Provision could easily be made for nesting sites to be included in the development. - Sand Martin & Kingfisher Banks would be a way improving biodiversity in the SSSI. - Green Roofs & Walls: In view of the proximity of the Nature Reserve it is possible that by selecting suitable materials locally rare breeding species such as Little Ringed Plovers might choose to nest safely from ground predators.

Ref	Consultee	Comments
51	London Wildlife Trust (Re-consultation) - OBJECT	<ul style="list-style-type: none"> - Financial Contribution: Planning permission allowing any impact upon the adjacent valuable wildlife habitats should require a substantial financial contribution to maintaining and enhancing the SSSI - Barratts have recently developed a 12 storey block next to Cool Oak Bridge. This development is over-bearing and out-of-character, but still half the height of the West Hendon redevelopment. - Parking & traffic congestion has become problematic due to overspill from the latest development. Allowing this over intensive new development will make matters worse. Indeed the shortage of street parking has begun to incense nearby residents and reduce parking availability for Nature Reserve visitors. - Cool Oak Lane Bridge Car Park: This would be an excellent opportunity to dedicate the car park beside Cool Oak Lane Bridge for Nature Reserve visitors. - Recreational Pressure: The Developer seems unconcerned about the additional pressure on the SSSI and instead promotes increased uncontrolled access? This approach will destroy the uniqueness of the SSSI. - Silk Stream Bridge: Natural England has asked for a construction management plan that considers the impacts upon the northern marsh ecosystems. The new documents provide little or no significant additional information regarding the design and construction of the silk stream bridge or the damage it will cause to the SSSI ecosystems. For this reason alone planning permission must be denied. <p>Letter Received on the 8th July 2013</p> <ul style="list-style-type: none"> - Pleased that the proposed vista has been removed. - There is no significant additional information regarding the specific location, design, and construction of the silk stream bridge, therefore difficult to assess the impact to the SSSI. - The Ecological Management Plan page 8 states that, no mitigation is required for disturbance to birds as "no significant impacts predicted." This demonstrates that the applicant has no comprehension of the disturbance that the proposals could cause, especially the impact the construction and ongoing use of the silk stream bridge, could have on the birdlife which lives in this area. - The proposed mitigation plan does not consider the loss of the large house martin colony which currently nests on buildings on the Broadway which are due to be demolished. - There are several references to light levels not exceeding 0.5 Lux at the SSSI boundary (including 20m above the trees). However, there is no explanation how this will be achieved or enforced going forward.

Local Residents

Ref	Consultee	Comments
52	Local Resident - OBJECT	<ul style="list-style-type: none"> - The scale and height of the development will permanently damage the SSSI. - Cannot afford to lose this amount of green space of such importance to London.
53	Local Resident - OBJECT	<ul style="list-style-type: none"> - The scale of the redevelopment will have a serious impact on the Welsh Harp nature reserve. - Concerns over significant increase in building heights and density. - The development would put pressure on local health, education and road infrastructure.
54	Local Resident - OBJECT	<p>The Welsh Harp is the only SSSI in the borough, providing a sanctuary and nesting site for rare waterfowl.</p> <ul style="list-style-type: none"> - Proposals should not compromise the unique character and importance of the SSSI. - The significant increase in density exceeds that allowed in the London Plan. Other concerns of building heights, bridges across the reservoir, and increases in noise and light pollution
55	Local Resident - OBJECT	<ul style="list-style-type: none"> - Adverse impact to the Welsh Harp SSSI, such as damage to wildlife habitats and environmental quality, as well as increased noise pollution. - Concerns over the height of tower blocks and proximity to the SSSI - not appropriate for this suburban location. - There is a reduction in green space and lack of brownfield development in the borough.
56	Local Resident - OBJECT	<ul style="list-style-type: none"> - Detrimental impact to wildlife and environmental quality (such as air quality) in the SSSI. - Adverse impact to visitor numbers such as bird watchers from all over the country.
57	Local Resident - OBJECT	<ul style="list-style-type: none"> - Adverse impact to the Welsh Harp SSSI, especially the varied and rare species of bird.
58	Local Resident - OBJECT	<ul style="list-style-type: none"> - Adverse impact to bird species in the SSSI.
59	Local Resident - OBJECT	<ul style="list-style-type: none"> - Strongly object on behalf of Silver Jubilee Park Residents Association.
60	Local Resident - OBJECT	<ul style="list-style-type: none"> - Adverse impact to the Welsh Harp SSSI and all those who visit the site. - The proposal will visually intrude the habitat and spoil the view. - Tower blocks may encourage seagulls to perch on their roofs and encourage a pile up of iguano.
61	Local Resident - OBJECT	<ul style="list-style-type: none"> - Significant increase in housing density, exceeding the GLA recommendation. - height of tower blocks and proximity to the Welsh Harp SSSI - not appropriate for a suburban location. The location of the towers next the SSSI is for commercial reasons with little regard to the nature reserve. Towers should be lower and further back towards West Hendon Broadway. - There will be significant disturbance to the wildfowl refuge during and after construction. This is worsened by the removal of tree screening to open up views, the construction of two new bridges and the significant increase in numbers of residents. - Increase in night-time light pollution will affect all wildlife - brightly lit towers will impact migrating birds. - Low provision of car parking, schools, and health centres for expected occupancy levels.

Ref	Consultee	Comments
		<ul style="list-style-type: none"> - The two reservoirs currently act as a flood buffer. The proposed increase in built footprint will have an effect on the capacity storage of this reservoir. - Increased likelihood of fly-tipping at the York Park and SSSI boundary.
62	Local Resident - OBJECT	<ul style="list-style-type: none"> - Potential loss of green space and detrimental impact to the landscape & biodiversity value. - Concern over increase in crime levels. - There will be a lack of play facilities for children in the area.
63	Local Resident - OBJECT	<ul style="list-style-type: none"> - Proposals will have a detrimental impact to the landscape quality and wildlife of the SSSI. - Concerns over loss of open green space in London
64	Local Resident - OBJECT	<ul style="list-style-type: none"> - Strong objection
65	Local Resident - OBJECT	<ul style="list-style-type: none"> - Concerns over proximity of tower block to the SSSI - Agree that some development is required, but the scale and density of the proposals is excessive. - Density should be a quarter of that proposed.
66	Local Resident - OBJECT	<ul style="list-style-type: none"> - Concern over loss of green space - Proposals will have a detrimental impact to wildlife and disturbance to wildfowl refuge given such a dense development. Light pollution is particularly concerning. - Water pollution will be produced during construction of new footbridges. - Traffic will significantly increase in the surrounding area, putting increasing pressure on local health, education, and road infrastructure. - Concern over impact to the landscape quality of the SSSI, effecting attractively to its visitors and bird watchers.
67	Local Resident - OBJECT	<ul style="list-style-type: none"> - Destruction of habitats at the SSSI - Concern over location of new housing – there are more appropriate brownfield sites in the borough. - Questions over the quality of development from Barratt and the use of the SSSI as a marketing tool for more profit.
68	Local Resident - OBJECT	<ul style="list-style-type: none"> - Concerns over the insensitivity of the developers to the environment quality of the SSSI. - Detrimental impact to the Welsh Harp as an important recreational and natural space.
69	Local Resident - OBJECT	<ul style="list-style-type: none"> - Main reason for objection is that the Council has a legal commitment to conserve and improve the SSSI.
70	Local Resident - OBJECT	<ul style="list-style-type: none"> - Proposals will have a detrimental impact to the landscape quality and wildlife of the Welsh Harp. This type of space is very rare in London. - Concern over the density, height and location of the development on greenfield land.
71	(Local Resident) - OBJECT	<ul style="list-style-type: none"> - Concern over the scale of development which does not fit the character of its surroundings. - Green spaces and wildlife will be adversely impacted.
72	Local Resident - OBJECT	<p>Letter issued 13th April 2013</p> <p>Key issues include:</p> <ul style="list-style-type: none"> - Increased traffic congestion along Edgware Road and West Hendon Broadway (the A5). - It is unnecessary for two bridges over Welsh Harp instead of one. - Tower blocks are an inappropriate form of housing for families.
73	Local	<ul style="list-style-type: none"> - Concern over the detrimental impact to services and the environment

Ref	Consultee	Comments
	Resident - OBJECT	- London tower blocks have been a failure in this area, hence this proposal for more towers is a major concern.
74	Local Resident - OBJECT	Key issues: <ul style="list-style-type: none"> - No mention of any contribution to the improvement of the High Street, despite such an increase in population on the site. - Significant increase in occupancy levels will worsen current issues of litter, fly-tipping, and lack of maintenance. - No community infrastructure (such as community centres etc) to help to tackle anti-social behaviour. - High rise towers will adversely affect the Welsh Harp SSSI. These buildings are unattractive, contributing to noise pollution and reducing landscape quality of the nature reserve. - Plans do not address maintenance issues, such as street cleaning, green space management and health and safety. - Concern over the significant increase in density and the lack of proper facilities such as hospitals, GPs, dentist surgeries or banks. - Edgware Road already experiences overcrowding and congestion issues. - Proposals will have a detrimental impact to the landscape quality of the SSSI and wildlife habitats contained within the reserve.
75	Local Resident - OBJECT	- Concern over detrimental impact to the Welsh Harp SSSI, overcrowding for residents, increased congestion and air pollution. <ul style="list-style-type: none"> - Development should instead look to improve the current housing stock, and protect the SSSI with lower building heights that are further away from the SSSI boundary.
76	Local Resident - OBJECT	- Concern over lack of green space in the locality and the development's impact to migrating birds.
77	Local Resident - OBJECT	- Concern over the destruction of the Welsh Harp SSSI for commercial gain. <ul style="list-style-type: none"> - Loss of green space is unacceptable as there is sufficient brownfield space in the borough to accommodate new housing.
78	Local Resident - OBJECT	- Detrimental impact to the Welsh Harp SSSI. <ul style="list-style-type: none"> - This area must be preserved.
79	Local Resident - OBJECT	- Preserve the Welsh Harp – it is important to save places of natural beauty and recreation value.
80	Local Resident - OBJECT	- Development should not be built on Greenfield land, there are numerous other brownfield and derelict sites in Barnet and surrounding boroughs. <ul style="list-style-type: none"> - Concern over loss of Green space, given their importance to residential amenity and environmental quality. - Concern over the significant heights of towers and their harmful impact to the SSSI. - Concern over density and proximity to the SSSI – creating detrimental impacts to wildlife and environmental quality. Issues of such as noise, air pollution, and transport implications have not been fully taken into consideration. - The proposed footbridges will cause significant disruption to the SSSI. - Concern over the impact to the landscape quality of the Welsh Harp and the potential reduction in its popularity. - Concern over flooding issues given that the building line has pushed forward. - Concern over the commercial gain from locating luxury apartments near to the SSSI, with little regard to wildlife and the Welsh Harp SSSI. - Trees are being destroyed, disrupting the roosting of numerous species of animal including bats.
81	Local Residents	
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150	Local Resident - OBJECT	<ul style="list-style-type: none"> - Implications of allowing monstrosities being built so close to the Nature Reserve of the Welsh Harp. - Unable to see how proposed development would enhance the beauty and wildlife of the area.
151	Local Resident - OBJECT	<ul style="list-style-type: none"> - Since development has taken place by the lakes, the traffic down Cool Oak Lane is dreadful and at times grid-locking. - cars are being parked everywhere in Kinloch Drive and Hillway so much so that at times I cant even park outside my own front door and cant see to get out of my driveway.
152	Local Resident - OBJECT	<ul style="list-style-type: none"> - An active volunteer over the years contributing hundreds of hours with British Waterways, Thames 21, our Residents' Association and other like-minded people to preserve and protect the Welsh Harp and the waterways which flow from it.
153	Local Resident - OBJECT	-
154	Local Resident - OBJECT	<ul style="list-style-type: none"> - The Welsh Harp SSSI is a unique area in North London and a haven for birds and other wildlife.
155	Local Resident - OBJECT	<ul style="list-style-type: none"> - The need to protect open spaces is very important for health reasons of people and the environment. - Brownfield sites should be developed first.
156	Local Resident - OBJECT	<ul style="list-style-type: none"> - Concerns over ecological insensitivity displayed by developers and the 'ugliness' of proposed buildings.
157	Local Resident - OBJECT	<ul style="list-style-type: none"> - Concern over the location of luxury flats in close proximity to the Welsh Harp. - This reserve requires all the protection it can get.

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158	Local Resident - OBJECT	<ul style="list-style-type: none"> - Density is far too high for the surrounding area - Proposed buildings are too close to the SSSI boundary - The development will disturb wildlife and migratory birds in the nature reserve - The development will ruin the natural skyline, wetland and local environment - Concern over congestion along Cool Oak Lane and Hendon Broadway, as well as the additional parking the development will generate. - Increased pressure on local facilities, such as schools and medical facilities - Plans are unfair to existing tenants who will be force to relocate to different areas due to the grossly under supply of new affordable housing
159	Local Resident - OBJECT	<ul style="list-style-type: none"> - The proposal will have a detrimental impact on the SSSI nature reserve.
160	Local Resident - OBJECT	<ul style="list-style-type: none"> - The proposed development will have a significantly adverse impact on the SSSI. - The towers will interrupt the fine views across the reserve.
161	Local Resident - OBJECT	<ul style="list-style-type: none"> - Not a practical place to build tower blocks on the Welsh Harp. - Concerns of increased congestion and significant parking issues.
162	Local Resident - OBJECT	<ul style="list-style-type: none"> - Towers will spoil view across the nature reserve. - There are already too many tower blocks in London that have failed. - Proposed towers are grossly out-of-character. - Concern over detrimental impact to wildlife.
163	(Local Resident) - OBJECT	<ul style="list-style-type: none"> - I wrote a letter dated 23 April objecting to the West Hendon Estate Redevelopment H/01054/13. - For my records, I will much appreciate your confirmation that my letter was safely received by you or your department.
164	Local Resident - OBJECT	<ul style="list-style-type: none"> - Concern over visual intrusion of the proposed tower blocks - Concern of congestion increase and parking along Cool Oak Lane, at the detriment of exiting residents
165	Local Resident - OBJECT	<ul style="list-style-type: none"> - Do not agree to the West Hendon Development
166	Local Resident - OBJECT	<ul style="list-style-type: none"> - The Welsh Harp is incredibly important area of children's play, as well as outdoor sports and recreation. Proposals must not restrict or hinder these activities in any way. - Concerns over negative impact to wildlife and rare species
167	Local Resident - OBJECT	<ul style="list-style-type: none"> - Strongly object Barnet Council's plans of building four 29 storey tower blocks near the Welsh Harp.
168	Local Resident - OBJECT	

Ref	Consultee	Comments
169	Local Resident - OBJECT	<ul style="list-style-type: none"> - Strongly object to the West Hendon development
170	Local Resident - OBJECT	<p>Key issues:</p> <ul style="list-style-type: none"> - The threat to and loss of wildlife and natural environment in the SSSI. - The proposed bridges and circular route will disturb/damage wet woodland which forms an important buffer between the reservoir and the development. - Particular concern over disturbance to North Reservoir which acts as an important refuge and breeding ground for wildfowl (away from sailing activities). - Removal of tree screening to open up sight lines will create further disturbance for wildfowl and a negative impact to landscape quality. - Night-time light pollution is a concern. Light from towers will have a detrimental impact on wildlife such as bats and migrating birds. The height of towers will affect the flight lines of birds. - Increase in number of residents will add to the disturbance caused. - Location of towers next to the SSSI is a marketing tool. They should be lower and further back. - Proposed density grossly exceeds the level proposed for the site by the GLA. Density and building heights are inappropriate for this suburban location. - Local infrastructure is already under strain, including transport, roads, water/drainage and shops. The significant increase in resident numbers will put even more pressure on these services. - There are questions over the reliability of assessments for this infrastructure. - This densely populated development will have a significantly detrimental impact on the Metropolitan Open Land. - The two reservoirs at Welsh Harp also act as a flood buffer. The increase built footprint will put pressure in the capacities of these water bodies. - Significant disruption to the lives of existing local residents and Welsh Harp users during the construction period
171	Local Resident - OBJECT	<ul style="list-style-type: none"> - Not compliant with the Cricklewood, Brent Cross and West Hendon Redevelopment Framework, the approved SPG and not consolidated into the Barnet plan. - No segregated cycle routes through the development, at variance with the Mayor of London's stated policy ('Go Dutch'), and with the report of the all-party parliamentary inquiry into cycling. - There needs to be a cycling route parallel to the A5, and to safely reach the bridge over the Welsh Harp. <p>Tall Buildings</p> <ul style="list-style-type: none"> - Although the site is designated as appropriate for tall buildings (8-20 storeys as set out in Barnet's Core Strategy CS5), this application includes proposals for buildings up to 29 storeys which is contrary to Barnet's Core Strategy CS5 and raises significant concerns. - London Plan 7.7E states "a matter for particular consideration is the setting of tall buildings on the edge of Metropolitan Open Land". - The applicant has not submitted the necessary information to do this, and therefore does not comply with the criteria for assessment set out in London Plan policy 7.7E. <p>Nature Conservation</p> <ul style="list-style-type: none"> - The edge of the Welsh Harp Reservoir, marshland and tree line will be affected as a result of the development because: - Buildings are planned closer to the water's edge than the existing development, reducing the belt of green-space between the development and the reservoir; - The two proposed new footbridges across the Reservoir and SSSI to link to play-areas and park at West Hendon is likely to affect the reservoir by introducing infrastructure into the reservoir and disturbance by users;

Ref	Consultee	Comments
		<ul style="list-style-type: none"> - Apparent lack of improvements to enhance the natural environment of the reservoir. There is mention of 'linear woodland' but it is unclear where this will be provided as there is insufficient space between the development and the water's edge to create woodland; - The proposed felling of trees that contain features conducive for roosting by bats. Also, the impact of lighting on bats is likely to be a direct impact. (The ES non-technical summary suggests that lighting is likely to be an 'indirect' impact); - The applicant's report mentions wildlife but seems to play down its national and London wide importance. A Greenspace Information for Greater London (GiGL) search of the area has revealed that the reservoir supports the country's largest breeding group of great crested grebe whilst in winter it supports nationally important numbers of waterfowl as well as over 40 nationally rare species. - Insufficient research into existing fauna and flora and underestimating its national and local importance. <p>Bus Priority Lanes</p> <ul style="list-style-type: none"> - In section 5.2.1, the applicant proposes that "the new layout will provide a fully linked signalised layout with 2 lanes for all traffic north and southbound on the A5 which results in the removal of the short sections of bus lanes currently providing some bus priority along this corridor". - Removal of the bus lanes goes against current policy for the A5. Joint working between Brent, Barnet, Camden and TfL have emphasised that the A5 corridor should provide a multi-modal function thereby providing for non-car modes including maintaining priority for buses along the A5, as well as facilities for cyclists and pedestrians. - The objectives for the A5 have been split into two groups, one set for the northern section. These are set down in the North London sub-regional transport plan 2012, and the objectives for the northern section (which this site adjoins) are: <ul style="list-style-type: none"> o To encourage longer distance traffic to exit the A5 at appropriate points; o To minimise the impact of developments on the performance of the A5 corridor; o To further improve highway performance by tackling issues at identified delay hotspots; o To protect the status of local and district centres through environmental, public realm and active mode initiatives; o To encourage greater use of public transport from local neighbourhoods to facilities along the A5; and o To accommodate longer distance freight and facilitate deliveries and servicing whilst minimising its impact on residents, congestion and air quality. <p>Assessments to accompany developments should illustrate how these objectives are being worked towards, or at least not acted against.</p> <p>Parking Levels</p> <ul style="list-style-type: none"> - Numbers of parking spaces will be 0.77 spaces per unit which is in-line with Barnet's parking standards and London Plan parking standards. However, this still gives a relatively high overall number of parking spaces at 1,600. - Whilst it is acknowledged that the PTAL is 3 it would be useful to understand if any of the Travel Plan measures could reduce the overall requirement for parking spaces. <p>Travel Plan</p> <ul style="list-style-type: none"> - The inclusion of a Travel Plan is welcomed. - It is noted that the baseline mode split figures are derived from TRAVL surveys, and will be updated with fresh site specific survey data once 6 months of first occupation of employment or schools for these travel plans. - Baseline monitoring of the residential parts of the development will be undertaken once 50% of the Phase 3A units are occupied. - It may be worth a time qualifier on this (or after 6 months, whichever is sooner). <p>Trip Generation Levels</p> <ul style="list-style-type: none"> - Whilst the levels of junction saturation are stated, it would be useful to illustrate the overall level of increase in flow on the A5 (current and future

Ref	Consultee	Comments
		<p>flows) as a result of the development.</p> <ul style="list-style-type: none"> - The junction looks to be very close to capacity already – the assessment states that where development traffic is factored up by 10% to provide a robust assessment, this makes little difference to the operation of the junction, and that queue lengths only increase by a maximum of 2 pcus. - This seems very low and I would ask that this estimate be re-checked. <p>Additional Comments/Requests</p> <ul style="list-style-type: none"> • An assurance in the report that all flats in the development are double-aspect (or better), to avoid a "baracks-like" impression; • Comments regarding Mayor Boris's plan that all London housing should be built to "Parker-Morris plus 10%" standards; • Finally, all external walls and small open spaces should be "active", or at least clearly "owned" by properties, to avoid the mistakes of the past; and • All lighting should conform to "Dark-Skies" standards.
172	Local Resident - OBJECT	<ul style="list-style-type: none"> - The proposed density of housing exceeds the GLA Density Matrix. - Additional traffic, noise, pollution and disruption, both during construction and after construction would have a permanent detrimental effect on the Welsh Harp. - The planned bridges from the development will be sited within the SSSI. This surely contravenes planning regulations and the disruption to the wildlife would be devastating. - Too many trees will have to be destroyed, where wildlife is already nesting and roosting, including bats. - The Welsh Harp is home to many rare breeds and this massive development so near the edge of the nature reserve, must surely have a devastating and permanent impact.
173	Local Resident - OBJECT	<p>Protection of SSSI, wildfowl reserve and Metropolitan Open Land</p> <ul style="list-style-type: none"> - The density of the new development, the height of the buildings and their closeness to the reservoir would adversely impact the roosting, feeding, nesting and breeding of wildfowl. - The height of the buildings would interfere with the flight patterns of birds and present a danger to them. - In addition the proposed footbridges, especially the one at the northern end of the reservoir, which crosses wet woodlands, would disturb wildlife, including bats, as would the additional light pollution from the estate. - The proposed removal of some mature trees would have a further detrimental impact and the siting of the tower blocks closer to the bank will reduce the green belt buffer between the buildings and the reservoir. <p>Protection of Landscape</p> <ul style="list-style-type: none"> - As 7.7e of the London Plan states 'the impact of tall buildings proposed in sensitive locations should be given particular consideration'. - The new development which sites the private tower blocks close to the shore to take advantage of the view and the higher sale prices this will achieve, will loom over the reservoir and be completely out of keeping with the semi-rural landscape. <p>Air quality</p> <ul style="list-style-type: none"> - As someone who is a school governor as well as provider of environmental education I am very much aware of the impact of deteriorating air quality on children and the increased incidence of asthma. - The density of the proposed development, the building of social housing close to the A5 and the anticipated increase in traffic all point to an increase in Nitrogen Oxides in the atmosphere in an area already designated as an Air Quality Management Area. <p>Quality of life of children on the West Hendon Estate</p> <ul style="list-style-type: none"> - Whilst recognising the poor and deteriorating quality of some of the blocks of social housing on the West Hendon Estate and the need for refurbishment or rebuild, the development proposals would affect other aspects of children's lives on the estate.

Ref	Consultee	Comments
		- Apart from the increased air pollution noted above children will be deprived of the existing open space through the increased density of housing. The views that the children and their parents currently enjoy across the reservoir will be obscured by the new luxury tower blocks and lower rise private flats as well as the placement of the social housing closer to the A5 and away from the reservoir.
174	Local Resident - OBJECT	Tall Buildings The height of the buildings in this planning application is not in fitting with planning rules outlined in Barnet's core strategy or the Mayor of London's London Plan.
175	Local Resident - OBJECT	<u>The Barnet Core Strategy</u> The West Hendon development plans would see buildings of up to 29 storeys. The Barnet's core strategy CS5 designates the proposed site as suitable for buildings 8-20 storeys high, not 29 storeys.
176	Local Resident - OBJECT	<u>The London Plan</u> Section 7.7e of the London Plan says "The impact of tall buildings proposed in sensitive locations should be given particular consideration."
177	Local Resident - OBJECT	Section 7.7d says tall buildings must not "affect their surroundings adversely in terms of microclimate, wind turbulence, <u>overshadowing</u> , noise, reflected glare, aviation, navigation and telecommunication interference" and " <u>should not impact on local or strategic views adversely</u> ".
178	Local Resident - OBJECT	Section 7.8e of the London Plan says "New development should make provision for the protection of archaeological resources, <u>landscapes</u> and significant memorials."
179	Local Resident - OBJECT	Nature & Wildlife I am concerned about the impact of this development on the Welsh Harp's unique wildlife and nature for the following reasons:
180	Local Resident - OBJECT	- The Welsh Harp is home to the country's largest breeding group of great crested grebe and significant numbers of waterfowl. The plan does not give serious consideration to the impact on its wildlife.
181	Local Resident - OBJECT	- The proposed buildings would be much closer to the water's edge than the current development.
		- The proposed footbridges crossing the reservoir and SSSI are likely to cause disturbance to the wildlife by users.
		- The impact of the development on bats caused by the felling of trees as well as the additional lighting from the development.
182	Local Resident - OBJECT	Infrastructure The building of 2,000 properties would require significant enhancements to infrastructure to cope with demand.
183	Local Resident - OBJECT	1. Health services – GP services are already stretched to the limit. The plan makes no mention of additional health services to meet the needs of the increased population. 2. Schools – One additional 2 form primary school as mentioned in the plan will not be adequate to deal with the education needs of this many people.
184	Local Resident - OBJECT	3. Roads – The transport infrastructure will struggle to cope; the substantial volume of extra traffic could bring Cool Oak Lane to a daily standstill. 4. Walking, cycling and public transport - No evidence of additional walking /cycling / public transport initiatives to reduce car usage 5. Thameslink
185	Local Resident - OBJECT	- When the Brent Cross-Cricklewood project eventually comes to fruition, Network Rail have confirmed that Cricklewood Station is likely to close and is refusing to rule out a closure of Hendon station. This would mean that residents of the new development in West Hendon, who I would presume would be mostly commuting working professionals, are being sold property under false pretences as Hendon station's future is far from secure under the Thameslink improvement programme.
186	Local Resident -	- At best, Hendon will be served by an infrequent service as it is one of only three Thameslink stations north of the River Thames (Kentish Town,

Ref	Consultee	Comments
187	OBJECT Local Resident - OBJECT	Cricklewood and Hendon) that will not be receiving a platform upgrade to accommodate the new twelve car trains. It is likely that trains servicing this station will be minimal. This creates a situation whereby footfall at the station will be reduced and is in essence, being set up to fail.
188	Local Resident - OBJECT	
189	Local Resident - OBJECT	<ul style="list-style-type: none"> - Strongly object to the proposed plans for the overly large and quite unsympathetically-designed development of flats bordering the Welsh Harp reservoir - This will ruin the unspoiled nature of the reservoir, is very likely to damage the wildlife and delicate ecology of the area (it being an SSSI) and will make the area less appealing to most of the people who visit the area.
190	Local Resident - OBJECT	<ul style="list-style-type: none"> - This planning application for dense high-rise development is completely unsuitable for a SSSI, as this degree of development would completely destroy the scientific value of the site. - It would also destroy recreational and aesthetic possibilities in an area adjacent to a main urban route, an area desperately needing access to the relief of green space. - The current infrastructure of roads and transport is already overstretched, and could not support such a huge addition to the traffic in the area. <p>Email received July 10th 2013</p> <ul style="list-style-type: none"> - The SSSI will be damaged - There will be three times the current level of traffic on the already-congested A5. - The development is only about developer profits and not in the public interest. - The tower blocks are obtrusive and anaesthetically pleasing. - Concerned that development is encroaching on the wonderful open spaces and nature reserves of the Welsh Harp.
191	Local Resident - OBJECT	
192	Local Resident - OBJECT	<ul style="list-style-type: none"> - One of the few wild places left and unique in North West London.
193	Local Resident - OBJECT	<ul style="list-style-type: none"> - Unhappy about new buildings being constructed to the rear of property and not being consulted.
194	Local Resident - OBJECT	<ul style="list-style-type: none"> - Proposed buildings are too tall and would obscure the views. - Development density and location would impact on a SSSI, Green Belt land and transportation. - Increase in number of residents and proposed parking spaces means an increase in extra traffic which infrastructure could not cope with.
195	Local Resident - OBJECT	<ul style="list-style-type: none"> - The proposed tower blocks are totally out of scale with the area and will ruin the Welsh Harp. - Concerns that tower blocks are energy guzzling and unsustainable buildings to maintain. - Low level, high density and low carbon housing should be considered.
196	Local Resident - OBJECT	<ul style="list-style-type: none"> - The proposed development would severely damage SSSI status of Welsh Harp and jeopardise important scientific work on the care of our wild bird and animal diversity.

Ref	Consultee	Comments
197	Local Resident – OBJECT	<ul style="list-style-type: none"> - Concerns that proposal for tall tower blocks will be at least twice as high as the existing tower blocks – going against Barnet Council and Mayor of London planning policies - The increase in population will increase (at least three to four times) the number of people and vehicles in an already congested area.
198	Local Resident – OBJECT	<ul style="list-style-type: none"> - 2,000 new houses will place too much strain on the infrastructure of this area.
199	Local Resident – OBJECT	<ul style="list-style-type: none"> - Welsh Harp is a conservation area and it should be left that way.
200	Local Resident – OBJECT	<ul style="list-style-type: none"> - Density and scale is inappropriate and does not appear to be in accordance with the overall Brent Cross – Cricklewood Scheme, nor with the Barnet LDF. - Noise generated by demolition and rebuilding will adversely affect the adjacent West Hendon SSSI. - Light and heat pollution from these buildings will affect the microclimate and the flora and fauna of the adjacent West Hendon SSSI. - The 'protection strip' (20m) is inadequate and is rendered ineffective by use as a recreation area (playgrounds, viewing area). - A proposed Bridge at the Silk stream inflow will intrude physically into the SSSI with detrimental effect. - Gradual increase in local road traffic has been a blight on our lives, air pollution, noise and congestion have all increased.
201	Local Resident – OBJECT	<ul style="list-style-type: none"> - Cool Oak Lane is not suitable or able to deal with any further traffic. - The Welsh Harp has a diversity of interesting flora and rare wildlife which breed and nest here. it should be protected as an SSSI. - There are many available sites in the Boroughs that could accommodate new homes without infringing Welsh Harp.
202	Local Resident – OBJECT	<ul style="list-style-type: none"> - The busy Edgware Road culminates into one lane at West Hendon from the four lanes of traffic from over and under the Staples Corner flyover. - The current endless delays, road rage and traffic accidents resulting from four lanes filtering into one lane during rush hour, the pollution as a result of this congestion, will be added to by this proposal. - Similarly, Cool Oak Lane cannot handle its current traffic. - Schools will be under even more strain in the area. No new medical facilities at all have been included within the proposed plans. - Residents already subjected to Barnet's vehicles inflicting themselves onto Brent's residential areas because there are inadequate parking facilities within their own borough. - Welsh Harp is designated as a SSSI and should be protected.
203	Local Resident – OBJECT	<ul style="list-style-type: none"> - The density and tower blocks are too high; - They will be removing York Park, therefore, children will not have anywhere to play nearby on the estate; - There will be a need for a Doctors surgery/clinic/Dentist; and - There will not be sufficient car parking spaces
204	Local Resident – OBJECT	<ul style="list-style-type: none"> - The range of policies, which were so expensively conceived, seem only to be ignored when convenient to do so; - It is estimated that the development is likely to take 17 years to complete and it is abundantly clear that the ongoing disturbance will effectively destroy the very environmental fabric of the area; - Mitigation of this Application has fig leaf quality compared with the long lasting & permanent damage that will be caused; - According to the latest statistics available from The Empty Houses Charity web site, figures for Barnet are that 3,016 homes are empty of which 1,095 are long term;
205	Local Resident – OBJECT	<ul style="list-style-type: none"> - The range of policies, which were so expensively conceived, seem only to be ignored when convenient to do so; - It is estimated that the development is likely to take 17 years to complete and it is abundantly clear that the ongoing disturbance will effectively destroy the very environmental fabric of the area; - Mitigation of this Application has fig leaf quality compared with the long lasting & permanent damage that will be caused; - According to the latest statistics available from The Empty Houses Charity web site, figures for Barnet are that 3,016 homes are empty of which 1,095 are long term;

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		<ul style="list-style-type: none"> - Therefore, the Authority should reconsider its policy of Compulsory Purchase when appropriate before permitting such a destructive development on such a sensitive site; - The impacting of soil and cement building material caused by heavy vehicles and machinery must inevitably have severe implications to drainage and natural run-off which risks causing pollution.
206	Local Resident – OBJECT	<p>Until correct legally-required answers are provided, any decisions regarding this application are likely to be unlawful as it would contravene the following:</p> <ul style="list-style-type: none"> • The European Habitats Directive on a site where EPS (European Protected Species i.e. bats and their resting places) that may be affected specifically any reduction in Favoured Conservation Status (Article (1) of the European Habitats Directive). • The European Habitats Directive Article (16) which makes it clear that since EPS are known to be present then - <ul style="list-style-type: none"> • Alternative plans must be addressed - but they weren't, OR • For reasons of Health and Safety – for which this application isn't AND • For reasons of overriding public importance for which no case has been made by the applicants. • The surveys for bats and their roosts were so poorly undertaken as to render these surveys of dubious value to the planning process. Certainly the applicant's bat surveys failed to comply with recommended practice by Natural England or the Bat Conservation Trust. • There was no statement indicating the effects of the application on bats and so contravenes the recommendations of ODPM 06/2005 paras 99 – 101. • Mitigation was hardly attempted which also contravenes ODPM 06/2005 paras 99 - 101 • But ODPM 06/2005 is recommended in the National Planning Policy Framework as necessary legal advice – so the Applicants failed to comply with the recommendations of the NPPF. • Since the application is likely to affect bats, as well as their roosts, local bat populations, the ability of bats to feed, to nurture their young etc., then there would be a clear breach of the Wildlife and Countryside (as amended) Act 1981 and also the Conservation of Habitats and Species Regulations 2010. • Finally, should the London Borough of Barnet determine this application which so blatantly ignores any potential harm to EPS and their resting places – then they will be in danger of breaching The Conservation of Habitats and Species Regulations (2010) 9(1).
207	Local Resident – OBJECT	<ul style="list-style-type: none"> - No mention in the ES that consultation was made with the residents of the estate – the West Hendon Residents Association (WHRA); - Queries regarding to the community centre and the impact this will have, for example, having a place of worship for future residents.
208	Local Resident – OBJECT	<ul style="list-style-type: none"> - Concerns over the impact of increased traffic, access and parking - Disturbance of habitats
209	Local Resident – OBJECT	<ul style="list-style-type: none"> - Concern over narrowing of green spaces (claustrophobic effect) - Potential car parking issues for residents - Queries over public transport plans and whether shops will be provided to enhance 'community spirit' - Concern over impact on SSSI/ Welsh Harp Reservoir - Proposal could lead to overcrowded area and unhappy residents
210	Local Resident – OBJECT	<ul style="list-style-type: none"> - A5 Edgware Road is already gridlocked for large parts of the day, therefore adding more dwellings will only add to this problem. - Similarly, an increase in traffic along Cool Oak Lane will add to the problem. - Buildings up to 29 storey's high is not in-keeping with local landscape, and shouldn't be located so close to the SSSI. - The two sites chosen for the footbridges would be situated at the most sensitive part of the reservoir and cause disturbance to existing habitats.

Ref	Consultee	Comments
211	Author of Capital Ring – one of TfL’s strategic walking routes guidebook - OBJECT	<ul style="list-style-type: none"> - Tall buildings will spoil the semi-rural tranquility for most Capital Ring walkers who approach from the south-west. - Concerns over pedestrian access provision at Cool Oak Bridge.
212	Local Resident – OBJECT	<ul style="list-style-type: none"> - More homes and associated infrastructure will place additional burdens of noise/air pollution and significant traffic delays. - One parking space per flat policy will add further burdens on surrounding residential streets. - Feeling that 29 storey buildings should not be located next to an SSSI.
213	No Address - OBJECT	<ul style="list-style-type: none"> - Concerns over the development’s proximity to the Welsh Harp Reservoir. - Concerns over access issues and increased traffic along Cool Oak Lane.
214	No Address - OBJECT	<ul style="list-style-type: none"> - Building heights are not suitable for this suburban location. The do not conform with either the Barnet Core Strategy, nor the London Plan. - There would be an adverse impact on the Welsh Harp’s unique wildlife and nature, namely the breeding grounds for wildfowl, footbridges, felling of trees and additional lighting.
215	No Address - OBJECT	<ul style="list-style-type: none"> - The building of 2,000 properties would require significant enhancements to infrastructure such as health services, schools and roads.
216	No Address - OBJECT	
217	No Address - OBJECT	
218	No Address - OBJECT	
219	No Address - OBJECT	
220	No Address - OBJECT	
221	No Address - OBJECT	
222	No Address - OBJECT	

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223	No Address - OBJECT	
224	No Address - OBJECT	
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232	No Address - OBJECT	
233	No Address - OBJECT	
234	Local Resident - OBJECT	
235	Local Resident - OBJECT	
236	Local Resident -	

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237	OBJECT Local Resident - OBJECT	
238	Local Resident - OBJECT	
239	Local Resident - OBJECT	
240	Local Resident - OBJECT	
241	Local Resident - OBJECT	
242	Local Resident - OBJECT	
243	Local Resident - OBJECT	
244	Local Resident (Friends of the Earth) - OBJECT	
245	Local Resident - OBJECT	
246	Local Resident - OBJECT	
247	Local Resident - OBJECT	
248	Local Resident - OBJECT	
249	Local Resident -	

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250	OBJECT Local Resident - OBJECT	
251	No Address - OBJECT	<ul style="list-style-type: none"> - The council has a duty to protect and conserve the SSSI under Wildlife Legislation. There are concerns over disturbance to wildfowl during construction. This is made worse due to the removal of tree screening along the reservoir. - The proposed footbridge bridges will worsen this disturbance to habitats. - Concern over the lack of proper social housing proposed and affordability of accommodation. - Adverse impact to local infrastructure such as health, schools and roads. - Likelihood of even more 'tipping' of domestic waste within the SSSI and York Park. - Concern over significant building heights, especially the relocation of the towers adjacent to the SSSI.
252	No Address - OBJECT	<ul style="list-style-type: none"> - The development is too close to the edge of the reservoir and SSSI. The disturbance caused will have a significant impact on wildlife species. - Concern over the visual intrusion of the tower blocks and the negative impact this will have on the Welsh Harp as an important recreational space.
253	No Address - OBJECT	<ul style="list-style-type: none"> - Concern over height of towers and their inappropriateness for family accommodation. - Adverse impact to services such as health, schools, leisure and sporting facilities. - Any increase in population must be matched with an increase in leisure and social facilities. - Concerns over the impact the wildlife at the Welsh Harp SSSI.
254	No Address - OBJECT	<ul style="list-style-type: none"> - Development will have an adverse impact to wildfowl in the SSSI. - Concern of building heights and additional traffic along already congested roads.
255	No Address - OBJECT	<ul style="list-style-type: none"> - Close proximity of towers to the Welsh Harp SSSI. Proposed building heights do not conform with Barnet Core Strategy, nor the London Plan. - New housing will put significant strain on infrastructure, especially Cool Oak Lane which is already heavily congested.
256	No Address - OBJECT	<ul style="list-style-type: none"> - Development will cause additional congestion along Cool Oak Lane bridge. - Concern over significant building heights. This proposal does not conform with Barnet Core Strategy, nor the London Plan. - Concern over adverse impact to wildlife within the SSSI.
257	No Address - OBJECT	<ul style="list-style-type: none"> - Concern over the development's impact to the landscape and environmental quality of the Welsh Harp, including the height of the buildings, the proposed footbridges, removal of trees and increase in light pollution. - Concern over additional and vulnerability of cyclists.
258	No Address - OBJECT	<ul style="list-style-type: none"> - Negative impact to the Welsh Harp as an important green and water space, and habitat for wildlife.
259	No Address - OBJECT	<ul style="list-style-type: none"> - Detrimental impact to the Welsh Harp SSSI and wildlife habitats, particularly the development's proximity to the waters edge and the felling of trees. - Concern over the heights of the proposed tower blocks – these do not conform with Barnet Core Strategy policy nor the London Plan. - Concern over additional traffic and parking issues along Cool Oak Lane.
260	No Address - OBJECT	<ul style="list-style-type: none"> - The development will have an adverse impact to the Welsh Harp SSSI and the wildlife habitats located there. - Concern over the heights of buildings which does not conform with policy set out in the Barnet Core Strategy and the London Plan.

Ref	Consultee	Comments
261	No Address - OBJECT	<ul style="list-style-type: none"> - Concern over the proximity of the proposal to the boundary of the SSSI, particularly its impact on wildlife habitats. - The heights of tower blocks are fall too tall. - There will be an increased strain of local infrastructure and congestion.
262	No Address - OBJECT	<ul style="list-style-type: none"> - The heights of the proposed tower blocks are far too high. - Concern over visual intrusion and lack of aesthetically appealing architecture which would detract from the reserve as a vital recreation space.
263	No Address - OBJECT	<ul style="list-style-type: none"> - Detrimental impact to wildlife habitats within the Welsh Harp SSSI, especially when there is adequate brown field land elsewhere within Barnet.
264	No Address - OBJECT	<ul style="list-style-type: none"> - Concern over the visual intrusion and proximity of the development to the Welsh Harp SSSI and the wildlife habitats located there.
265	No Address - OBJECT	<ul style="list-style-type: none"> - Development should not be built on greenfield land, there are several other brownfield and derelict sites in Barnet and surrounding boroughs. - Concern over the loss of green space, given their importance to residential amenity and environmental quality.
266	Local Resident - OBJECT	<ul style="list-style-type: none"> - Concern over heights of towers and their harmful impact to the SSSI. - Concern over density and proximity to the SSSI – creating a detrimental impact to wildlife and environmental quality. Issues of such as noise, air pollution, and transport implications have not been fully taken into consideration. - The proposed footbridges will cause further disruption to the SSSI nature reserve. - Adverse impact to landscape quality of the Welsh Harp and the potential reduction in its popularity and a recreational space.
267	Local Resident - OBJECT	<ul style="list-style-type: none"> - Concern over flooding issues given that the building line has pushed significantly forward. - Concern over the commercial gain from locating luxury apartments near to the SSSI, with little regard to wildlife and the Welsh Harp SSSI.
268	Local Residents - OBJECT	<ul style="list-style-type: none"> - Trees are being destroyed, disrupting the roosting of numerous species of animal including bats
269	Local Resident - OBJECT	
270	Local Resident - OBJECT	
271	Local Resident - OBJECT	
272	Local Resident -	

Ref	Consultee	Comments
	OBJECT	
273	Local Resident - OBJECT	
274	Local Resident - OBJECT	
275	Local Resident - OBJECT	
276	Local Resident - OBJECT	
277	Local Resident - OBJECT	- Concern over the environment impact of the proposals, and the impact it will have on local services such as health and schools.
278	Local Resident - OBJECT	- Concern over the impact to wildlife habitats located within the Welsh Harp SSSI.
279	Local Resident - OBJECT	- Concern over loss or destruction of amenity, open space and natural lung.
280	Local Resident - OBJECT	- Protect the Welsh Harp reserve.
281	Local Resident - OBJECT	- No mention within Environmental Statement of any consultation with existing residents of West Hendon (i.e. the West Hendon Residents Association). - Would like to know the details of the community facility.
282	Local Resident - OBJECT	- Concern over significant uplift in density and lack of open space to accommodate the increased population. - Concern over lack of parking provision and the effect this will have on surrounding residents.

Ref	Consultee	Comments
		<ul style="list-style-type: none"> - Concern over the development's impact to the Welsh Harp SSSI and the wildlife habitats located there. - Towers should be moved back, away from the reservoir.
283	Local Resident - OBJECT	<ul style="list-style-type: none"> - Concern over increased congestion, given an already congested A5. Also, there are already significant delays along Cool Oak Lane. - Concern over increase emission and air pollution. - Concern of the heights of towers that will dominate the skyline and have a detrimental impact on the Welsh Harp SSSI. - Concern over the proposed footbridges due to increased crime and disturbance to wildlife.
284	Local Resident - OBJECT	<ul style="list-style-type: none"> - Concern that the proposals will impact the 'Capital ring' walk. - Concern of the environment impact to wildlife habitats within the SSSI. - Concern of increased traffic over Cool Oak Bridge, which can prevent the crossing of pedestrians and Capital Ring walkers.
285	Local Resident - OBJECT	<ul style="list-style-type: none"> - Concern of additional air and noise pollution, due to increased traffic and congestion. - Concern over building heights in such close proximity to the Welsh Harp SSSI. - Concern over the proposed new access points to the SSSI. This will severely disturb wildlife.
286	Local Resident - OBJECT	<ul style="list-style-type: none"> - Effect of traffic, access and parking, bus services - Concerns of overlooking and loss of privacy - Concerns of noise disturbance
287	Local Resident - OBJECT	<ul style="list-style-type: none"> - Concern over the impact to wildlife species in the Welsh Harp SSSI. - Concern over the loss of important amenity and recreation space. - Concern over additional air pollution as a result of the development. - There are plenty of other brownfield sites within Barnet which are suitable for a development of this nature.

Ref	Consultee	Comments
288	Local Resident - OBJECT	<ul style="list-style-type: none"> - The development will have a significant impact upon local services such as health, education and road infrastructure. - Concern over the impact to the Welsh Harp SSSI, which is protected under wildlife legislation. - Other concerns such as the destruction of important amenity space, increases in air pollution, and more high rise towers in London. - All flats in the development should be double-aspect - Please comment on Mayor Boris's plan that all London housing should be built to "Parker-Morris plus 10%" standards. - External walls and small open spaces should be "active", or at least clearly "owned" by properties - All lighting should conform to "Dark-Skies" standards.
289	Local Resident - OBJECT	<ul style="list-style-type: none"> - Concern that the proposed density is significantly greater than the GLA Density Matrix. - Concerns over additional traffic, noise, pollution and disruption, both during construction and after construction. This will have a permanent detrimental effect on the Welsh Harp. - Concern over the proposed bridges and the disruption which will be cause to wildlife in the SSSI, many of which are rare species. - Concern over loss of trees where wildlife nests and roosts. This includes bats, who's habitat will be disrupted or destroyed. - Concern over unsympathetic design and proximity to the Welsh Harp SSSI.
290	Local Resident - OBJECT	<ul style="list-style-type: none"> - The development will negatively impact this peaceful nature reserve and recreation space and effect the rare species of wildlife inhabiting the area.
291	Local Resident - OBJECT	<ul style="list-style-type: none"> - Concerns over the density and height of development. Its proximity to the Welsh Harp SSSI will have a detrimental impact on the recreation and ecological natures of the reserve. - Concerns of the impact to local services and infrastructure, as well as an increase in congestion. - Concern that the proposals are encroaching the Welsh Harp SSSI.
292	Local Resident - OBJECT	<ul style="list-style-type: none"> - Concern that development will adversely impact one of the last truly wild parts of London.
293	Local Resident - OBJECT	<ul style="list-style-type: none"> - Concern that development will adversely impact one of the last truly wild parts of London.
294	Local Resident - OBJECT	<ul style="list-style-type: none"> - Development is not compliant with the Cricklewood, Brent Cross and West Hendon Redevelopment Framework. - There are no segregated cycle routes through the development – this is required to safely reach the bridge over the Welsh Harp, away from the A5.
295	Local Resident - OBJECT	<ul style="list-style-type: none"> - Concern over the heights of buildings and their impact on views and light. - Concern that the proposed density would adversely impact the Welsh Harp SSSI.
296	Local Resident - OBJECT	<ul style="list-style-type: none"> - Concern over the heights of buildings and their impact on views and light. - Concern that the proposed density would adversely impact the Welsh Harp SSSI.

Ref	Consultee	Comments
		<ul style="list-style-type: none"> - Concern that development would impact transport – the reduction in bus priority lanes is unacceptable.
297	Local Resident - OBJECT	<ul style="list-style-type: none"> - Concerns over the scale of development and the detrimental impact it could have over the Welsh Harp SSSI. - Low rise development would be much more suitable and sustainable.
298	Local Resident - OBJECT	<ul style="list-style-type: none"> - Concern over the loss of the Welsh Harp SSSI, which provides a vital recreation and ecological benefit for the area.
299	Local Resident - OBJECT	<ul style="list-style-type: none"> - Concern that the Welsh Harp SSSI could be harmed as a result of the proposals, and area that is valuable to north Londoners, as well as an array of rare wildlife species.
300	Local Resident - OBJECT	<ul style="list-style-type: none"> - Concern over the heights of building towers, contrary to Barnet's Core Strategy and the London Plan which allows building heights up to 20 metres only. - Concern over impact to wildlife, particularly to proposal from two footbridges across the reservoir. - The proposed felling of trees and increase in light intrusion would harm bat colonies. There is also concern over the impact to breeding groups of Great Crested Gebe and other species of wildfowl. - Concerns that the transport system will be unable to cope with the significant increase in population density, particular along Cool Oak Lane. - Concerns over the impact to local services such as health and local schools.
301	Local Resident - OBJECT	<ul style="list-style-type: none"> - Concerns that proposals will have an adverse impact on the Welsh Harp SSSI, as a valuable recreational and ecological asset to the surrounding community. - Concerns over building heights. - Concerns over new footpaths into the reserve, increasing disturbance of wildfowl and other species. - Concern over the development's proximity to the water's edge and its disturbance to wildlife, particularly unnecessary tree felling. - Concerns over the significant population increases and lack of parking spaces for these additional people. - Concerns over the additional stress on local services such as health and education.
302	Local Resident - OBJECT	<ul style="list-style-type: none"> - Concern over the proposed tower blocks in such close proximity to the Welsh Harp SSSI. This does not conform to policy of both Barnet's Core Strategy, as well as the London Plan. - Concerns that the proposed increase in population density will put a significant strain on local services.
303	Local Resident - OBJECT	<ul style="list-style-type: none"> - Concern that the proposals will have a detrimental impact on the environmental character of the Welsh Harp SSSI.
304	Local Resident - OBJECT	<ul style="list-style-type: none"> - Concerns over the density, scale and height of development, exceeding that set out in the London Plan. - Proposals do not accord with the overall Brent Cross – Cricklewood Scheme or the Barnet Local Development Framework. - Concerns over an adverse impact to the Welsh Harp SSSI – development is too close to the reserve boundary. Additional noise and light would create a disturbance issue to wildlife. - Concerns over the proposed footbridges and their effect on the SSSI.
305	Local Resident -	<ul style="list-style-type: none"> - Main concerns: <ul style="list-style-type: none"> o Increased demand on roads and local transport.

Ref	Consultee	Comments
	OBJECT	<ul style="list-style-type: none"> o Additional air pollution, noise and congestion. o The excessive height of the proposed buildings. o The disturbance to wildlife in an area of SSSI.
306	Local Resident - OBJECT	- Objection
307	Local Resident - OBJECT	- Cool Oak Lane does not have the capacity to hold any additional traffic. - Concern of the detrimental impact to rare species of wildlife located in the Welsh Harp SSSI. - Concern that Barrett's have not considered the environment, only focusing on financial gain.
308	Local Resident - OBJECT	- Concerns over the significant increase in air pollution and congestion on surrounding roads. Cool Oak lane cannot cope with any additional traffic. - Concerns that schools will be under too much strain from the increase population densities. - Complaints that contractors are parked on all surrounding residential streets during construction. - Concerns over the detrimental impact the proposed building towers will have on the Welsh Harp SSSI.
309	Local Resident - OBJECT	Key concerns: - Insufficient parking facilities in proposed surrounding streets. - There is a loss to York Park, an important space for the wider community - There is a lack of additional infrastructure to support the proposed population densities i.e. health facilities. - Tall Buildings near the Welsh Harp Reservoir and Northern Marshes will impact the environmental quality and residing wildlife.
310	Local Resident - OBJECT	- Objection
311	Dr S. Oliver Natelson - OBJECT	Letter Received 13th May 2013 - Objection to the proposed development as contravene: (1) The Wildlife and Countryside (as amended) Act 1981 (2) The Conservation of Habitats and Species Regulations 2010 (3) The National Planning Policy Framework 2012 (4) The Government Circular ODPM 06/2005 (5) The European Community Habitats Directive
312	Local Resident - OBJECT	- Development will cause damage to the SSSI. Such as: - Harm and disturbance to rare wildfowl species - Damage to the Welsh Harp as a green lung and vital recreational space. - Visual intrusion from excessively high towers and removal of tree screening - The towers and density is not suitable for this suburban location. Concerned that the developers are only focusing on financial gain. - Removing tree screening will significantly increase light pollution, disturbing wildlife. - Concern that the reservoir will loose its role as an important flood defence.
313	Local Resident - OBJECT	- Concern over the lack of consideration for wildlife, given that the proposed development is in such close proximity to the Welsh Harp SSSI and reservoir.

Ref	Consultee	Comments
314	Local Resident - OBJECT	<ul style="list-style-type: none"> - Take into account the need to redevelop the area and demolition and rebuild are acceptable options. - As the neighbouring site is a SSSI, great care and consideration should be given to the existing community and natural wildlife prior to any decisions to develop the site. - Potential significant increase in population and tower blocks in excess of the existing development site is not favourable or appropriate for a suburban residential area of this type and location. - The tree screen is an important feature both for the public accessing the area (aesthetic) and for birds nesting, as well as providing important environmental services from carbon sequestering, reducing the urban heat island effect, light pollution to providing structure and reducing risk of erosion. - Any developments should be kept to a minimum and the aim should be to minimise the impact the built environment has on the natural environment, with the priority being to identify a harmonious solution. - Designing and installing state of the art buildings has no value if the relationship to the environment in which they are built is not respected and prioritised.
315	Local Resident (Re-consultation) – OBJECT	<ul style="list-style-type: none"> - Edgware Road to West Hendon Broadway is already too congested particularly at rush hour times, causing long queues in both directions. - Will the residential units be able to accommodate parking for up to 2000 families? - Why two pedestrian bridges over the Welsh Harp. Would one not be enough? - I fear that Wood Lane estate at the other end of Cool Oak Lane will be adversely affected. This used to be a quiet peaceful area.
316	Local Resident - OBJECT	<ul style="list-style-type: none"> - This is one of the very few open spaces in this part of London and should not be built on with a large variety of wildlife.
317	Local Resident - OBJECT	<ul style="list-style-type: none"> - Difficult to imagine what the development would look like without a view of a drawing and height measurements in relation to the existing infrastructure. - The effect on nature conservation and loss of tree – hard to imagine what two more bridges would look like and it is not pleasant. Would Save Our Countryside would be prepared to demonstrate?
318	Local Resident - OBJECT	<ul style="list-style-type: none"> - The height of some of the proposed buildings on this development. The tower blocks proposed are too high and far too close to the northern section of the reservoir. As well as spoiling the views from the Kingsbury and Neasden sides of the Welsh Harp, such high towers will have a very detrimental effect on the bird life of what is an important regional nature reserve. - It is hoped that any developers can be persuaded to reduce the height of their tallest buildings by at least half. - Also need improvement as far as the 'buffer' between the estate and the bird and waterfowl breeding grounds in concerned, so as to minimise disturbance to the wildlife which use the reservoir.
319	Local Resident - OBJECT	<ul style="list-style-type: none"> - Although the parking outside presently existing flats technically requires a permit, the reality is there are no signs of anyone enforcing it.

Ref	Consultee	Comments
320	Local Resident - OBJECT	<ul style="list-style-type: none"> - Massive overdevelopment that is destroying our area.
321	Local Resident - NO OBJECTION	<ul style="list-style-type: none"> - [No objection] Provided that the level of hygiene stays up to current standards.
322	Local Resident - OBJECT	<ul style="list-style-type: none"> - The A5 Edgware Road is already gridlocked for large portions of the day; adding 1642 new dwellings and attendant vehicles will greatly increase this congestion. - The emissions for more vehicles, constantly travelling through the area and surrounding residential roads will cause more noise and air pollution for existing residents. - I see that the policy would be to allocate 1 parking space per flat which inevitable means that extra cars will be parked on all surrounding residential streets. - The increase in traffic using Cool Oak Lane will cause considerable delays, (this has already increased with the new building) particularly if there are more traffic lights brought in. - The proposal states buildings will be up to 29 storeys high. This is totally out of keeping with anything in the vicinity and will completely dominate the skyline for miles around. Buildings this tall will certainly not "respect and enhance the distinctive natural landscapes of Barnet" This should not be allowed so close to an SSSI. - I have yet to see an estate built to include such high rise blocks that hasn't degenerated into a "no-go" area, for example Chalk Hill estate not 10 minute drive away which has not been demolished and re-built with lower buildings as even the police feared to enter it. - Open, unmonitored bridges from an estate of this nature into dark open areas of parkland will encourage use by drug users and dealers. - Allow unimpeded access for roaming dogs, endangering people – in particular the young, elderly and those walking dogs of their own, as in for example, the Footbridge at Barn Hill where several people have been bitten by staffie, pit bull type roam dogs roaming the fields with no owners in sight. - These will also provide unhindered and unmonitored route for burglars to access those properties which back onto the playing fields, and an equally handy escape route, especially with the proposed extended footpaths everywhere. - The two sites chosen for the footbridges are both at the most sensitive end of the reservoir for nesting birds and the resulting extra disturbance will render much of the habitat unsuitable for the birds. - Leave the SSSI access as is, at least if people have to make a modicum of effort to get into it, there are more likely to use it legitimately. - A serious loss of amenity – and would also be akin to wildlife vandalism.
323	Local Resident - OBJECT	
324	Local Resident - OBJECT	<ul style="list-style-type: none"> - [No objection] The West Hendon regeneration is long overdue. The place is so run down that I find it incredible that people should want to live in such a place.

Ref	Consultee	Comments
325	Local Resident - OBJECT	<ul style="list-style-type: none"> - Development so close to the water's edge where so much wildlife would be affected. The trees felled would affect nesting bats, who have been there for a very long time. - This is an area of outstanding natural beauty and should remain so. - The level of cars would increase dramatically.
326	Local Resident - OBJECT	<ul style="list-style-type: none"> - Impact on flora and fauna will be immense. - Trees to be felled are home to many birds and roosting bats. - Overcrowding would affect value of free open space.
327	Local Resident - OBJECT	<ul style="list-style-type: none"> - Tower blocks – excessive height, close proximity to the water's edge - The disturbance to the wildlife on "Metropolitan Open Land" - Increasing demand, especially transport and roads, caused by 2000 new properties in the area.
328	Local Resident - OBJECT	<ul style="list-style-type: none"> - Strong objection to this proposed development – no reason given
329	Local Resident - OBJECT	<ul style="list-style-type: none"> - Disruption of views. The new tower block they built already is 3 storeys high too tall - 5 stories should be the max. - I agree the Estate should be knocked down and rebuilt even though buildings work has already disrupted traffic. - Interference with SSSI sites. - Development occurring in less affluent side of Barnet; development in 'richer' area would not have happened.
330	Local Resident - OBJECT	<ul style="list-style-type: none"> - It is totally out of scale for its location. - Be destructive to wildlife in this small oasis of built up area. - Loss of amenity to residents and visiting school children.
331	Local Resident - OBJECT	<ul style="list-style-type: none"> - Gradual fall in biodiversity over time must be halted. Inner cities are as important for biodiversity as the wider countryside, and the proximity to people makes these open spaces all the more important havens for both wildlife and people. - The health benefit of open space is invaluable, and that value increase if the flora and fauna is preserved and conserved, rather than diminished and denuded by towering buildings that block the light, change drainage patterns, increase pollution and otherwise detrimentally affect wildlife.
332	Local Resident - OBJECT	<ul style="list-style-type: none"> - Loss of animal habitat in business park if planned playground is built. - Large increase traffic. - Positioning of the playground and the fences so close to the lake is not ideal as it will impinge on SSSI.
333	Local Resident - OBJECT	<ul style="list-style-type: none"> - Proposal will change the dynamic of this area as a quiet area where wildlife thrives. - It will cause a lack of privacy, increase traffic and construction noise. - Increased traffic generation will negatively impact on an already overloaded road network which could increase accidents.
334	Local Resident - OBJECT	<ul style="list-style-type: none"> - Loss of flora and fauna, including butterflies. - Why not refurbish properties that are already existing for new housing development? - Horrendous increase in volumes of traffic. - No requirement for commercial units with the recession; we have Brent Cross and it is plenty.

Ref	Consultee	Comments
335	Local Resident - OBJECT	<ul style="list-style-type: none"> - The Welsh Harp is a valuable open space the reservoir, not to mention historic area. - The Welsh Harp is a free amenity that can be used by families on a low income. - The sailing base won't be able to sail due to winds being blocked.
336	Local Resident - OBJECT	<ul style="list-style-type: none"> - Too much pressure on traffic onto Cool Oak Lane. There will be a large increase in traffic as it tries to avoid Edgware Road and its bus lanes. - It will become a benchmark for further encroachment onto green belt land around the Welsh Harp.
337	Local Resident - OBJECT	<ul style="list-style-type: none"> - Development will be damaging to the Welsh Harp as an SSSI and as a unique amenity to local residents. - No objection to rebuilding of current houses but the proposal goes beyond that and will dramatically alter the character of the area.
338	Local Resident - OBJECT	<ul style="list-style-type: none"> - Loss of amenity and access within the Welsh Harp. - Integrity of site and wildlife habitat will be destroyed, especially by the construction of bridges.
339	Local Resident - OBJECT	<ul style="list-style-type: none"> - Impact on a SSSI and an area carrying a Green Flag award. - Damage to a unique site in London. - Damage to infrastructure and increase in road traffic. - Proposed building height against current council planning policy. - Percentage of affordable housing too low.
340	Local Resident - OBJECT	<ul style="list-style-type: none"> - Detrimental to the local area and open space, including the associated flora and fauna. - The development would ruin its tranquil and peaceful nature. - Buildings are too high. - Increase traffic would adversely affect the area.
341	Local Resident - OBJECT	<ul style="list-style-type: none"> - Sacrifice of SSSI area in the interests of property developers. - Loss of sailing club.
342	Local Resident - OBJECT	<ul style="list-style-type: none"> - 2,000 new homes will place too much strain on the infrastructure, especially Cool Oak Lane which is already congested. - Plan does not meet health or educational needs of the increased population.
343	Local Resident - OBJECT	<ul style="list-style-type: none"> - Local infrastructure is not designed to cope with such a large influx of residents. The extra traffic would be going to a standstill. - Damage to the Welsh Harp as an area of tranquility, rare ecology and wildlife.
344	Local Resident - OBJECT	<ul style="list-style-type: none"> - Excessive density of building proposal, in conjunction with the close proximity to the water, will do irreparable damage to local flora and fauna.
345	Local Resident - OBJECT	<ul style="list-style-type: none"> - Development is a private enterprise, not being delivered in the interests of social housing. - Damage to SSSI, common land with unique wildlife and an area of open space.

Ref	Consultee	Comments
346	Local Resident - OBJECT	<ul style="list-style-type: none"> - Public have not been sufficiently informed on the formation of proposal. - Negative effect on local communities and wildlife. - Shortage of social housing.
347	Local Resident - OBJECT	<ul style="list-style-type: none"> - Damage to the SSSI, with proposed footbridges leading to the last disturbed part and one of the most important parts of the site. - Increase in lighting will disturb bats.
348	Local Resident - OBJECT	<ul style="list-style-type: none"> - Development is so close to water's edge that it will affect the rare wildlife in the SSSI.
349	Local Resident - OBJECT	<ul style="list-style-type: none"> - Loss of educational facility provided by SSSI. - Loss of area as a CO2 sink. - Damage to environment. - Current residents losing homes and being unable to afford to live in the highly priced high-rise replacement.
350	Local Resident - OBJECT	<ul style="list-style-type: none"> - Height of proposed blocks - Construction of footbridges - Felling of trees - Impact of new lighting - Significant extra traffic and removal of some tracts of bus lanes, endangering cyclists.
351	Local Resident - OBJECT	<ul style="list-style-type: none"> - Destruction of the Welsh Harp as a sanctuary for wildlife.
352	Local Resident - OBJECT	<ul style="list-style-type: none"> - Destruction of one of Brent's very few natural beauty spots. - Money should be used to improve the current housing estate and create community projects that will lower crime number and increase community cohesion.
353	Local Resident - OBJECT	<ul style="list-style-type: none"> - Increase strain on all local services within Barnet and Brent. - Welsh Harp SSSI would be under considerable threat as both a wildlife and leisure amenity.
354	Local Resident - OBJECT	<ul style="list-style-type: none"> - Construction of ugly high-rises over the top of a nature reserve. - Increase in property prices. - Far from regenerating the area, it will be further dislocated from the rest of the society, e.g. Chalk Hill estate.
355	Local Resident - OBJECT	<ul style="list-style-type: none"> - Wrong place for such a development: SSSI and loss of wildlife. - Loss of family amenity area. - Increase traffic, noise pollution and litter caused by such a dense population. - Value of area as a valuable and safe family area will no longer be available and not everyone has access to transport to alternative areas.

Ref	Consultee	Comments
356	Local Resident - OBJECT	<ul style="list-style-type: none"> - Development takes no account of environmental and ecological sensitivity of the site and Welsh Harp SSSI. - No account of impact on social, community, traffic and broader infrastructure.
357	Local Resident - OBJECT	<ul style="list-style-type: none"> - High-rise blocks being constructed so close to Welsh Harp – an area of natural beauty and wildfowl preservation area.
358	Local Resident - OBJECT	<ul style="list-style-type: none"> - The combination of extra water run-off and reduced capacity for absorbing it in existing open land creates an extra risk of flooding, with particular risk to residents, children in schools and businesses downstream. - Height of proposed buildings are very close to the water that other current developments and removal of tree screening would loom over the area of open space and water, reducing the amenity value of the Welsh Harp. - Undesirable for community to have high-rise blocks so close to the water and open space.
359	Local Resident - OBJECT	<ul style="list-style-type: none"> - Objection – no reasons stated.
360	Local Resident - OBJECT	<ul style="list-style-type: none"> - Destruction of Welsh Harp as a special place for wildlife and open space.
361	Local Resident - OBJECT	<ul style="list-style-type: none"> - Height of buildings are inappropriate for any suburban locality, especially being so close to the SSSI. - If this scheme is approved, will it set a precedent for development like this in other areas? - Local infrastructure will not cope with influx of residents. - Parking problems on Cool Oak Lane.
362	Local Resident - OBJECT	<ul style="list-style-type: none"> - Height of tower blocks and associated deprivation that this will create.
363	Local Resident - OBJECT	<ul style="list-style-type: none"> - Addition of large tower blocks will have huge negative impacts on natural landscape of the area and the character of the residential community.
364	Local Resident - OBJECT	<ul style="list-style-type: none"> - Proposed height of buildings - Loss of yet more wildlife and open space.
365	Local Resident - OBJECT	<ul style="list-style-type: none"> - Damage to the quality of the recreation and natural value of the area surrounding the Welsh Harp.

Ref	Consultee	Comments
366	Local Resident - OBJECT	<ul style="list-style-type: none"> - Negative visual impact of density and excessive height of buildings. - Increased demand on infrastructure, especially transport and roads. - Buildings proximity to the water's edge and consequent destruction of wildlife.
367	Local Resident - OBJECT	<ul style="list-style-type: none"> - Loss of Welsh Harp as a regional asset. Area should be developed so it becomes an area of prime residential land that maximises the amenity and becomes a fully functional lake recreation area.
368	Local Resident - OBJECT	<ul style="list-style-type: none"> - Height of buildings in respect of local area, proximity to nature reserve and local building heights. - Proposal does not protect habitat for birds and other species. - Number of units is too large. - Impact on nature reserve will be irreversible.
369	Local Resident - OBJECT	<ul style="list-style-type: none"> - Already over-development in Colindale; this adds to it. - Destruction of a nature reserve and the physical and environmental consequences of building a 29-story block of flats.
370	Local Resident - OBJECT	<ul style="list-style-type: none"> - Development would threaten wild and bird life. - Area provides recreational opportunity for all ages and its loss will be devastating to people unable to access the countryside. - Negative effect of the increased population in a small area. - Adverse effect on families who value this area as a safe space.
371	Local Resident - OBJECT	<ul style="list-style-type: none"> - Proposed buildings are too high. - Overall development is too large and too dense. - Too much pressure on built and natural environment. - Removal of bus lanes to deal with the increase in private traffic created by the development is not an ideal scenario.
372	Local Resident - OBJECT	<ul style="list-style-type: none"> - Serious damage to the Welsh Harp open space and SSSI, in particular bird species.
373	Local Resident - OBJECT	<ul style="list-style-type: none"> - Building height, high density, closeness to nature reserve, loss of green space and lack of infrastructure will have a negative impact on Brent. - School provision, wildlife and transport will all be negatively affected. - Only 25% will be social housing, at a time when overcrowding and homelessness is increasing – and the social tenant will be placed alongside the A% which has the highest volumes of traffic pollution. - Only 1% of the homes will be 3 or 4 bedrooms when there is a desperate need for family housing.
374	Local Resident - OBJECT	<ul style="list-style-type: none"> - Increased congestion on Cool Oak Land Bridge; also increased danger for children on these roads. - Destruction of natural wildlife, meaning children will not have access to these amenities for learning and development.

Ref	Consultee	Comments
375	Local Resident - OBJECT	<ul style="list-style-type: none"> - Scale of buildings is inappropriate for size and position in regard to the Welsh Harp reservoir and domestic buildings in the area. - Increase in density will greatly increase the adverse human impact on the SSSI as well as local roads, education and NHS provision. - Proposed pedestrian footbridges will cause substantial disturbance to the birds and other wildlife. - Any prejudicing of the tree screen lines will have a profound effect on the reservoir continuing to provide a safe habitat for birds and other wildlife, including bats. - Tower blocks should be located as far from the water's edge as possible to minimise the adverse impact on the reservoir, especially in regards to increased light levels at night.
376	Local Resident - OBJECT	<ul style="list-style-type: none"> - Large scale overcrowding. - Lack of privacy due to the density of the blocks. - Loss of light from tall buildings as they are west facing. - Further decline in wildlife; there has already been a decrease during the current building works. - Concern about pollution with the associated increase in extra vehicles.
377	Local Resident - OBJECT	<ul style="list-style-type: none"> - Redevelopment flouts wildlife regulation under section 28 P(6) of the Wildlife and Countryside Act 1981, the developers are clearly causing an illegal disturbance to the SSSI wildlife. - Destruction of waterside trees that affect three distinctive wildlife habitats: open water, marsh and reedbeds and woodland. - Light pollution disturbing nocturnal creatures - Spoilt views from the Cool Oak Land footbridge and footpath to the west of the northern reservoir. Also removal of tree screening to open up sight lines from their tower blocks will be hugely detrimental to the views from elsewhere. - Questioning requirements to demolish buildings at this location and that other locations have not been fully considered.
378	Local Resident - OBJECT	
379	Local Resident - OBJECT	<ul style="list-style-type: none"> - Impact of fauna living within the Welsh Harp. - Loss of homes and York Park. - Increased density will lead to more crime. - Increased numbers of cars will increase air pollution levels. - Blocking of natural light
380	Local Resident - OBJECT	<ul style="list-style-type: none"> - Application does not comply with the criteria for assessment set out in London Plan policy 7.7E Nature Conservation in relation to Metropolitan Open Land. - Closeness of proposed development to water's edge further reduces the belt of green space. - The two new bridges are likely to disturb reservoir users. - Apparent lack of improvements to enhance the natural environment of the reservoir. - The felling of trees will potentially destroy bat roosts. - Increased lighting is likely to have a direct impact on bats. - There has been insufficient research into existing flora and fauna and its national and local importance. - The removal of section of bus lanes goes against policy for the A5 and Brent Council would not support this.

Ref	Consultee	Comments
381	Local Resident (Re-consultation) - OBJECT	<ul style="list-style-type: none"> - Conflicts of interest of Barnet Council in wanting to conserve and improve the SSSI whilst also wanting to improve the estate. - Compulsory purchase at a derisory price meaning that virtually none of the residents will be able to afford these new flats. - Increase in density of housing from previous consent exceeds the GLA occupancy rate recommended for a site of this size. - Massive impact on local traffic and parking. - The SSSI boundary with York Park has for a long time been a dumping ground for domestic appliances and waste. The huge increase in occupancy is likely to make this much worse. - The provision of car parking, schools and health centres appears inadequate for this level of occupancy.
382	Local Resident - OBJECT	<ul style="list-style-type: none"> - Construction of tower blocks is not in keeping with the area, isolating people from their community and the ground. - They will be unsightly and destroy views and the skyline. - Application does not comply with the criteria for assessment set out in London Plan policy 7.7E Nature Conservation in relation to Metropolitan Open Land. - Closeness of proposed development to water's edge further reduces the belt of green space. - The two new bridges are likely to disturb reservoir users. - Apparent lack of improvements to enhance the natural environment of the reservoir. - The felling of trees will potentially destroy bat roosts. - Increased lighting is likely to have a direct impact on bats. - There has been insufficient research into existing flora and fauna and its national and local importance. - The removal of section of bus lanes goes against policy for the A5 and Brent Council would not support this.
383	Local Resident - OBJECT	<ul style="list-style-type: none"> - Height of buildings in such a sensitive open space. - Development has not considered views of local communities.
384	Local Resident - OBJECT	<ul style="list-style-type: none"> - Adverse impact on the Welsh Harp and Brent Cross Reservoir SSSI, especially in respect of its use by school groups for educational purposes. - Also designated a Metropolitan Open Space. - Height of blocks goes beyond Barnet Council and Mayor of London's own planning rules. - The two bridges will create direct access to the rare wildlife areas the site is presently home to with extra noise, pollution and footfall. - Increased congestion on local roads. - Increased access to back of properties will make burglaries more likely. - Lack of safeguards for protection of flora and fauna and existing tree line. - Number of parking spaces allocated to each dwelling is less than adequate as each family usually has more than one car; it is likely that the overspill will be into the reservoir area and surrounding residential areas. - The influx of population will put increased pressures on local infrastructure, schools and commercial properties. - There are no additional educational and health facilities to support the influx of new residents.
385	Local Resident - OBJECT	<ul style="list-style-type: none"> - Considerable noise nuisance to the resident of Howard Close and further afield. - New school will lead to increased noise, traffic, litter and youths hanging around the area after hours. - Quality of green space will fall and property prices are likely to be devalued. - Fencing of lake for H&S reason will be very unsightly and impinge on the flora and fauna of the reservoir.

Ref	Consultee	Comments
386	Local Resident - OBJECT	<p>- The 29 storey tower block is not appropriate for the surrounding area, having a severely detrimental impact upon the conservation Area, particularly the proposed loss of trees. This will also impact the fragile ecosystem of the Welsh Harp SSSI.</p>
387	Local Resident – OBJECT (enclosed petition with 716 signatures)	<p>Comments relating to:</p> <ul style="list-style-type: none"> • Congestion along A5 • Increases in noise and air pollution from increased traffic • Insufficient car parking affecting surrounding streets • Tall buildings out of character and too close to SSSI • Tall buildings will result in “no-go” estate like Chalk Hill. • Main concerns relating to provision of footbridges across the reservoir and likely resultant anti-social behaviour and impact on SSSI. • Buildings should be lower, more parking should be provided and roads should be wider.

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Appendix 4 - Site Location Plan, Illustrative Masterplan and other Plans and Elevations

1. Red Line Plan showing Detailed (Purple) and Outline (Orange)



2. Illustrative Masterplan



4. Illustrative View From Station Road



5. Illustrative Street Level Detailing



6. Illustrative Tower Detail



7. Illustrative View of Linear Park Area at 'East Street'



8. Illustrative View Up Linear Park towards Station Road



9. Illustrative View of 'Block E' Tower from York Park



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LOCATION: Peel Centre, Aerodrome Road, London, NW9 5JE

REFERENCES: H/01571/13 **Received:** 23 April 2013
H/01613/13 **Accepted:** 23 April 2013

AGENDA ITEM 8

WARD: Colindale **Expiry:** 23 July 2013

APPLICANT: Mayors Office for Policing and Crime

PROPOSAL: Demolition of existing buildings (except Building 36) and the provision of new training and operational facilities (Use Class Sui Generis) comprising of:
The erection of a new 4 storey building (Building A)
The erection of a new part 2, part 3 storey building (Building B) adjoining Building 36
Provision of 71 car parking spaces
Replacement parade ground
Landscaping including provision of new memorial garden
Relocation of Grade II Listed Sir Robert Peel Statue and Police Call Box Structures

APPLICATIONS SUMMARY

The Metropolitan Police is in the process of rationalising its estate requirements at the site, which involves consolidating its activities into new accommodation, allowing surplus land to be released for redevelopment. The proposed development would provide a high quality, sustainable facility for the Metropolitan Police in Colindale and would enable the consolidation of the existing facilities across the Peel Centre and disposal of the wider site for redevelopment as envisaged in the Colindale AAP.

The proposed design approach would result in high quality, contemporary piece of architecture that would sit well in its context and would relate well to adjacent buildings in terms of scale and setting. The appearance of the site would be improved through the introduction of an area of high quality public realm and landscaping. The proposal would also relocate existing listed buildings and improve their settings. The amenities of neighbouring residents would be protected and the safety and security of the site, and the area in general, has been taken into account.

The application includes a number of measures to achieve a good standard in respect of sustainable design and construction. The new building would meet BREEAM 'Very Good' and there are requirements for appropriate biodiversity mitigation measures which are ensured through the conditions recommended. The development would exceed the target reduction in CO2 emissions.

The scheme provides an appropriate level of car parking on site for operational purposes and a parking restraint approach for employees and visitors, backed up by a robust travel plan. Mitigation measures have been agreed to ameliorate and potential impact of overspill parking on the public highway and to encourage the use of sustainable transport modes.

The landscaping proposed for the site is considered to include an adequate balance

of hard and soft surfaces (including new trees to replace those lost), provides an appropriate setting for the buildings proposed and contributes to the security of the site. The development would result in the limited removal of the existing trees from the site. However, none of these are protected by a preservation order and it is considered that the replacement planting proposed provides adequate mitigation for the vegetation which would be lost in this instance.

A number of conditions and planning obligations have been recommended to ensure that the development does not cause any unacceptable harm to the amenities of neighbouring occupiers or biodiversity, achieves the benefits that the submission advances in support of the scheme and mitigates any potential adverse impacts from the proposal.

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. The requests of the GLA have been satisfied and the application does therefore not need to be referred back to the Mayor under Stage 2. Accordingly, subject to the satisfactory completion of the Section 106 Agreement, approval subject to conditions is recommended.

Approval is also recommended for the linked listed building consent application for the relocation of the Grade II listed Sir Robert Peel Statue and Police Call Box structures.

H/01571/13 - RECOMMENDATION

APPROVE SUBJECT TO:

Recommendation 1

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:

- (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) CPZ Contribution
A contribution of **£30,000** towards the provision of a Controlled Parking Zone in the vicinity of the site.
- (d) Car Parking Decommissioning Plan
The applicant shall provide a plan and timetable to show how existing car parking provision on the wider site will be decommissioned as the site is disposed of.
- (e) Travel Plan
The applicant shall enter into a Travel Plan that seeks to reduce reliance on the use of the private car, promotes sustainable means of transport and appoint an appropriately qualified Travel Plan Coordinator.
- (f) Travel Plan Monitoring
A contribution of **£15,000** index linked towards the monitoring of the Travel Plan for the development.

Recommendation 2:

That upon completion of the agreement specified in Recommendation 1, the Acting Assistant Director of Planning and Development Management approve the planning application reference H/01571/13 under delegated powers subject to the following conditions and any changes to the wording of the conditions considered necessary by the Acting Assistant Director for Planning and Development Management:

COMMENCEMENT

1. This development must be commenced within three years from the date of this permission.
Reason:
To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.

PLANS OF THE DEVELOPMENT

2. The development hereby permitted shall be carried out in accordance with the following approved plans: 1214(P)001; 002; 003; 004; 005; 099; 100; 101; 102; 103; 104; 202; 203; 241; 242; 301; 302; 303; 304; 305; 321; 341; 411; 421; 422; 441; 500; NPA 10608 301 Rev P00; 401 Rev P00; 501 Rev P00; 601 Rev P00; DBA1290/Access Overlay/Site Plan; DBA1290/Access Overlay/Parade Level; DBA1290/Access Overlay/Podium Level; DBA1290/Access Overlay/Level 01; DBA1290/Access Overlay/Level 02.

Reason:

For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the application as assessed in accordance with policies CS1, CS4, CS5, DM01 and DM02 of the Barnet Local Plan and policy 1.1 of the London Plan.

MATERIALS

3. Notwithstanding the details shown on the plans otherwise hereby approved the development hereby permitted shall not commence (except site preparation/enabling works) unless and until details and appropriate samples of the materials to be used for the external surfaces of the buildings and hard surfaced areas shall have been submitted to and approved in writing by the Local Planning Authority. The Development shall thereafter be implemented in accordance with such details as so approved before the dwellings approved are occupied.

Reason:

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

SITE LEVELS

4. Notwithstanding the details submitted in the drawings otherwise hereby approved the development is not to commence (except site preparation/enabling works) unless and until details of the levels of the proposed buildings, roads, footpaths and other landscaped areas relative to adjoining land and any other changes proposed in the levels of the site associated with the works permitted by this permission shall have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with such details as so approved before the buildings approved are occupied.

Reason:

To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the amenities of the area and neighbouring occupiers and the health of any trees or vegetation in accordance with policies DM01, DM04 and DM17 of the Barnet Local Plan and policies 7.2, 7.3, 7.4, 7.5, 7.6, 7.13 and 7.21 of the London Plan.

SUSTAINABILITY

5. The buildings in the development hereby permitted shall all be constructed to achieve not less than BREEAM 'Very Good' in accordance with the relevant BRE standards (or the equivalent standard in such measure of sustainability for non-residential building design which may replace that scheme). No building shall be occupied until formal certification has been issued confirming that not less than a Very Good has been achieved and this certification has been submitted to the Local Planning Authority.

Reason:

To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 5.2 and 5.3 of the London Plan.

CONTAMINATED LAND

6. With reference to the submitted Preliminary Geo-Environmental Risk Assessment, 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 and to comply with policy DM04 of the Barnet Local Plan.

BIODIVERSITY

7. Prior to the first occupation of the buildings hereby approved full plans, details and specifications of all external lighting to be installed as part of the development shall be submitted to the Local Planning Authority and approved in writing. The development shall be implemented in full accordance with the approved details prior to the first occupation of the development and thereafter be maintained as such.

Reason:

To ensure that appropriate lighting is provided as part of the development in accordance with policies DM01 and DM16 of the Barnet Local Plan and 5.3 of the London Plan.

WATER AND DRAINAGE

8. No development shall take place (except site preparation/enabling works) until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 100 years critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also include:

- Run-off to be limited to greenfield rates as set out in section 9.1.3 of the Flood Risk Assessment (FRA) (produced by WSP, dated April 2013);
- Attenuation up to the 1 in 100 year plus climate change event to be provided;
- Drainage design to incorporate the use of green roofs and permeable paving as set out in section 6.3.15 of the FRA, or as otherwise agreed in writing as part of condition discharge;
- Details of how the scheme shall be maintained and managed after completion.

Reason:

To prevent the increased risk of flooding and improve biodiversity, water quality and amenity, in line with policies CS7 and CS13 the Barnet Core Strategy, policies DM04 and DM16 of the Barnet Development Management Policies DPD and policies 5.3, 5.10, 5.11, 5.13, 5.14 and 7.19 of the London Plan, the Thames River Basin Management Plan and the National Planning Policy Framework.

NOISE AND AIR QUALITY MANAGEMENT AND MITIGATION

9. No construction work in relation to the development hereby approved shall be carried out on the site at any time on Sundays, Bank or Public Holidays, before 8.00am or after 1.00pm on Saturdays, or before 8.00am or after 6.00pm on any other days.

Reason:

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

10. Before the development hereby permitted commences on site (except site preparation/enabling works), details of all extraction and ventilation equipment shall be submitted to and approved by the Local Planning Authority and implemented in accordance with agreed details before the use is commenced.

Reason:

To ensure that the proposed development does not prejudice the enjoyment or amenities of occupiers of adjoining residential properties in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

11. The level of noise emitted from the any plant installed as part of the development 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 Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

12. Before development commences (except site preparation/enabling works), a report should be carried out by a competent acoustic consultant and submitted to the Local Planning Authority for approval that assesses the likely noise impacts from the development of the ventilation/extraction plant. The report shall also clearly outline mitigation measures for the development to reduce these noise impacts to acceptable levels.

It should include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse

the contents and recommendations. The approved measures shall be implemented in their entirety before the use commences.

Reason:

To ensure that the amenities of neighbouring premises are protected from noise from the development in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

13. Before development commences (except site preparation/enabling works), a report should be carried out by a competent acoustic consultant and submitted to the Local Planning Authority for approval that assesses the likely noise impacts from the permitted firing range. The report shall also clearly outline mitigation measures for the development to reduce these noise impacts to acceptable levels, for example sound insulation measures.

It should include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the contents and recommendations. The approved measures shall be implemented in their entirety before the use commences.

Reason:

To ensure that the amenities of neighbouring premises are protected from noise from the development in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

14. Before development commences (except site preparation/enabling works), a scheme of proposed air pollution mitigation measures shall be submitted to and approved by the Local Planning Authority. The approved mitigation scheme shall be implemented in its entirety before (any of the units are occupied / the use commences).

Reason:

To ensure that the amenities of neighbouring occupiers are protected from the poor air quality in the vicinity in accordance with policy DM04 of the Adopted Barnet Development Management Policies DPD (2012) and policy 5.3 of the London Plan 2011.

CONTROL OF FUTURE USE OF THE DEVELOPMENT

15. The development hereby permitted shall be used as a mixed use training and operational facility (Use Class Sui Generis) and for no other purpose.

Reason:

To ensure that the amenities of neighbouring occupiers and the local highway network are protected from any potential change in the future use of the development in accordance with policies CS9, DM01 and DM17 of the Barnet Local Plan.

16. Within 6 months of first occupation of the development hereby permitted, an equivalent amount of existing floorspace on the wider Peel Centre site (within the blue line on the application site plan) shall be decommissioned and shall no longer be used (other than in the event of an emergency) in accordance with a scheme to be submitted to, and approved in writing by the local planning authority.

Reason:

To ensure that the development is a genuine replacement and consolidation of existing facilities, in order to ensure that there is no long term increase in the floorspace of the development that could result in adverse impacts on the local highway network and in accordance with policies CS9 and DM17 of the Barnet Local Plan.

LANDSCAPING

17. Notwithstanding the details submitted and otherwise hereby approved, prior to the commencement of the development or any site works (except site preparation/enabling works) a detailed scheme of hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. The details of landscaping submitted shall include but not be limited to the following:

- the position of any existing trees and hedges to be retained or removed;
- new tree, hedge and shrub planting including species, plant sizes and planting densities as well as planting for green roofs including herbaceous / climbers / grasses / ground cover plants;
- means of planting, staking and tying of trees, including tree guards as well as a detailed landscape maintenance schedule for regular pruning, watering and fertiliser;
- details of planters to be constructed, including depth and volume;
- existing contours and any proposed alterations such as earth mounding;
- areas of hard landscape works including paving, proposed materials, samples, and details of special techniques to minimise damage to retained trees and provide conditions appropriate for new plantings;
- timing of planting;
- all proposed boundary treatments, fencing or means of enclosure to be erected at the site.

Reason:

To ensure a satisfactory appearance to the development and protect the amenities of the area and future and neighbouring occupiers in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 3.6 and 7.21 of the London Plan.

18. All work comprised in the approved scheme of hard and soft landscaping) shall be carried out before the end of the first planting and seeding season following the first occupation of any part of the building or completion of the construction of the development, whichever is sooner.
Reason:
To ensure a satisfactory appearance to the development and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.
19. Any existing tree or hedge shown to be retained or trees, hedges or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.
Reason:
To ensure a satisfactory appearance to the development and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.
20. The development hereby approved shall not be occupied unless and until a Landscape Management Plan, including details of the long terms design objectives, management responsibilities and maintenance schedules, shall have been submitted to the Local Planning Authority and approved in writing. The management of the landscaping at the site shall be carried out in accordance with the details in the approved Landscape Management Plan.
Reason:
To ensure a satisfactory appearance to the development and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

TRANSPORT

21. Before the development hereby permitted is occupied the car parking spaces shown on the approved plans shall be provided in the development and shall not be used for any purpose other than the parking and turning of vehicles in connection with the development hereby approved. No other parking spaces shall be provided on the site, other than those shown on the approved plan and the Parade Ground shall not be used for car parking at any time.
Reason:
To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with policies CS9 and DM17 of the Barnet Local Plan.

22. Before the development hereby permitted is occupied a Car Parking Management Plan detailing the allocation of car parking spaces, changes to the provision of disabled standard spaces, electric vehicle charging points, all on site parking controls and charges and enforcement measures to be put in place to deal with any unauthorised parking shall be submitted to and approved in writing by the Local Planning Authority. The development shall be managed in accordance with the approved Car Parking Management Plan from the first occupation of the building and in perpetuity thereafter.

Reason:

To ensure that parking is provided and managed at the development in the interests of highway and pedestrian safety and the free flow of traffic in the area and in accordance with policies CS9 and DM17 of the Barnet Local Plan.

23. Prior to the commencement of the development hereby approved a Construction Management and Logistics Plan shall be 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. This Construction Management and Logistics Plan submitted shall include, but not be limited to, the following information:

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

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13 ,

CS14, DM01, DM04 and DM17 of the Barnet Local Plan and polices 5.3, 5.18, 7.14 and 7.15 of the London Plan.

24. Before development hereby permitted is first occupied, a full Delivery and Servicing Management Plan shall be submitted to and agreed by the Local Planning Authority. The delivery plan should include details of size, number, times and frequency of delivery vehicles and swept paths for vehicles entering and using the site in association with the permitted use.

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.

25. Before the development hereby permitted is occupied full details of the 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 not less than 15 of the approved parking spaces to be provided with active electric vehicle charging facilities and a further 15 to be provided with passive facilities for future fit out. The development shall be implemented in full accordance with the approved details prior to first occupation and thereafter be maintained as such.

Reason:

To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with policy 6.13 of the London Plan.

26. Notwithstanding the plans submitted, before development commences (except site preparation/enabling works) details of the layout, gradient and design of the access ramp to the basement car parking area and vertical clearances along the ramp and within the parking area shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out nor shall it be subsequently operated otherwise than in accordance with the approved details.

Reason:

In the interests 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.

27. Notwithstanding the plans submitted, before development commences (except site preparation/enabling works), details of the gradient for the pedestrian access ramp leading to the building entrances shall be submitted to and approved in writing by the Local Planning Authority. The ramp gradient preferably should be 5% (1:20) but in any case should not exceed 8% (1:12). The development shall not be carried out nor shall it be subsequently operated otherwise than in accordance with the approved

details.

Reason:

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

28. The cycle parking and cycle storage facilities for the development hereby approved shall be implemented on site prior to first occupation of the development. Such spaces shall be permanently retained thereafter.

Reason:

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

H/01613/13 - RECOMMENDATION

APPROVE SUBJECT TO CONDITIONS:

COMMENCEMENT

- 1 This work must be begun not later than three years from the date of this consent.

Reason:

To comply with Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

PLANS OF THE DEVELOPMENT

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans: 1214(P)001; 002; 004; 301; 303; 305; 321; 341; GVA/LBC/PLAN1; ELEVATION1; ELEVATION2; ELEVATION3; ELEVATION4; ELEVATION5; ELEVATION6; ELEVATION7; ELEVATION8; ELEVATION9; ELEVATION10; ELEVATION11; ELEVATION12; ELEVATION13; ELEVATION14; ELEVATION15; ELEVATION16.

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

MAKING GOOD

- 3 All new external and internal works and finishes and works of making good to the retained fabric, shall match the existing adjacent work with regard to the methods used and to material, colour, texture and profile, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.

Reason:

In order to safeguard the special architectural or historic interest of the Listed Building in accordance with policy DM06 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF of the Adopted Barnet Core Strategy DPD (2012).

Informatives:

The informatives that it is recommended be included on the decision notice in respect of this application are set out in **Appendix 2** of this report.

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 (published July 2011) and the development plan documents in the Barnet Local Plan (adopted September 2012). These statutory development plans are the main policy basis for the consideration of this planning application. A number of other documents, including supplementary planning guidance and national planning guidance, are also material to the determination of the 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 officers have considered the development proposals very carefully against the relevant policy criteria and, for the reasons set out in this report, have concluded that that the development will fulfil them to a satisfactory level, subject to the conditions and planning obligations recommended. The proposed development is considered to comply with the requirements of the development plan.

The London Plan

The London Plan (adopted July 2011) is the development plan in terms of strategic planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The London Plan policies (arranged by chapter) most relevant to the determination of this application are:

Context and Strategy:

1.1 (Delivering the Strategic Vision and Objectives for London)

London's Places:

2.6 (Outer London: Vision and Strategy); 2.7 (Outer London: Economy); 2.8 (Outer London: Transport); 2.13 (Opportunity Areas and Intensification Areas); and 2.18 (Green Infrastructure: The Network of Open and Green Spaces)

London's Economy:

4.1 (Developing London's Economy); 4.2 (Offices); 4.3 (Mixed Use Development and Offices); and 4.12 (Improving Opportunities for All)

London's Response to Climate Change:

5.1 (Climate Change Mitigation); 5.2 (Minimising Carbon Dioxide Emissions); 5.3 (Sustainable Design and Construction); 5.6 (Decentralised Energy in

Development Proposals); 5.7 (Renewable Energy); 5.9 (Overheating and Cooling); 5.10 (Urban Greening); 5.11 (Green Roofs and Development Site Environs); 5.12 (Flood Risk Management); 5.13 (Sustainable Drainage); 5.14 (Water Quality and Wastewater Infrastructure); 5.15 (Water Use and Supplies); 5.17 (Waste Capacity); 5.18 (Construction, Excavation and Demolition Waste); and 5.21 (Contaminated Land)

London's Transport:

6.1 (Strategic Approach); 6.2 (Providing Public Transport Capacity and Safeguarding Land for Transport); 6.3 (Assessing Effects of Development on Transport Capacity); 6.4 (Enhancing London's Transport Connectivity); 6.5 (Funding Crossrail and Other Strategically Important Transport Infrastructure); 6.7 (Better Streets and Surface Transport); 6.9 (Cycling); 6.10 (Walking); 6.11 (Smoothing Traffic Flow and Tackling Congestion); 6.12 (Road Network Capacity); and 6.13 (Parking)

London's Living Places and Spaces:

7.1 (Building London's Neighbourhoods and Communities); 7.2 (Inclusive Environment); 7.3 (Designing Out Crime); 7.4 (Local Character); 7.5 (Public Realm); 7.6 (Architecture); 7.7 (Location and Design of Tall and Large Buildings); 7.8 (Heritage Assets and Archaeology); 7.13 (Safety, Security and Resilience to Emergency); 7.14 (Improving Air Quality); 7.15 (Reducing Noise); and 7.19 (Biodiversity and Access to Nature)

Implementation, Monitoring and Review:

8.2 (Planning Obligations); and 8.3 (Community Infrastructure Levy)

Barnet Local Plan

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

CS8 (Promoting a strong and prosperous Barnet)

CS9 (Providing safe, effective and efficient travel)

CS11 (Improving health and well being in Barnet)

CS12 (Making Barnet a safer place)

CS13 (Ensuring the efficient use of natural resources)

CS14 (Dealing with our waste)

CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

DM01 (Protecting Barnet's character and amenity)

DM02 (Development standards)

DM03 (Accessibility and inclusive design)

DM04 (Environmental considerations for development)

DM06 (Barnet's heritage and conservation)

DM14 (New and existing employment space)

DM16 (Biodiversity)

DM17 (Travel impact and parking standards)

Supplementary Planning Guidance and Documents

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

Local Supplementary Planning Documents and Guidance:

Colindale Area Action Plan (2010)

Planning Obligations (April 2013)

Sustainable Design and Construction (April 2013)

Strategic Supplementary Planning Documents and Guidance:

Accessible London: Achieving an Inclusive Environment (April 2004)

Sustainable Design and Construction (May 2006)

Health Issues in Planning (June 2007)

Planning for Equality and Diversity in London (October 2007)

National Planning Guidance

National planning policies are set out in the National Planning Policy Framework (NPPF). This 65 page document was published in March 2012 and it replaces 44 documents, including Planning Policy Guidance Notes, Planning Policy Statements and a range of other national planning guidance. 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, such as this proposal, which are considered to accord with the development plan.

The Community Infrastructure Levy Regulations 2010

Planning obligations need to meet the requirements of regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) to be lawful. Officers have concluded that the planning obligations recommended are legitimate and appropriate under these regulations. The applicant has agreed the obligations set out in Recommendation 2.

1.2 Key Relevant Planning History

The majority of the recent applications relate to operational development associated with the Police and telecommunications infrastructure. There have been no recent planning applications for the substantial or comprehensive redevelopment of the Peel Centre.

1.3 Public Consultations and Views Expressed

Public Consultation

A total of **1757** local properties were consulted on the application by letter and email in April 2013. The application was also advertised on site and in the local press at that time.

Number of Responses from Residents

3 responses supporting the proposal were received. **1** response has been received in support, but with some reservations. No responses objecting to the proposal were received. There have been no requests to speak at committee.

Comments from Residents

The comments made on the proposal are summarised and responded to below. Where appropriate further detail is provided below, in the relevant section of the report.

- *No comment should be made to the redevelopment of the wider Peel Centre site:* This is not relevant to the determination of the current application.
- *No reference should be made to the Colindale AAP:* The Colindale AAP is formally adopted and forms part of the development plan for Barnet. It provides a framework for development within the Colindale Opportunity Area and is therefore a relevant material consideration in this instance.
- *The proposed BREEAM Very Good standard is inadequate:* This is addressed in section 3.9 of the appraisal.
- *The angle of the glazed link section to Building 36 bears no relationship to the roof pitches of this building and would have an unacceptable appearance:* The design merits of the scheme are considered in more detail in section 3.2 of the appraisal, but this element of the proposal is not considered to be objectionable in design terms.
- *Full details of hard surfacing materials should be considered:* Appropriate conditions have been recommended.

Consultation Responses from Statutory Consultees and Other Bodies

Environment Agency:

Condition recommended to ensure that the development incorporates sustainable drainage principles.

Greater London Authority:

The application is generally acceptable in strategic planning terms and does not need to be referred back to the Mayor, provided that account is taken of

comments made in relation to climate change mitigation and adaption, and transportation, as below:

- A drawing showing the heat network linking the buildings across the site should be provided and the application should be conditioned so that it can be connected to a district heating network in future along with levels of PV proposed.
- The measures proposed to restrict run-off to greenfield rates should be secured by condition.
- A car parking management plan, construction logistics plan and delivery servicing plan should be secured by condition.

Transport for London:

Clarification is required as to the existing parking provision on site, as well as those spaces to be used for the retained site. The proposed parking provision would be in line with the London Plan. A car park management plan should be developed for the site and required by condition. The approach to trip generation is in line with the London Plan. Information related to mode share, trip distribution and committed development should be provided. An assessment of the current use of the existing access should be provided, but is accepted that there will be no impacts on the highway network in terms of capacity. Contributions should be sought towards improvements to Colindale Station. The improvements to the pedestrian environment identified would need to be delivered through a s.106. The proposed cycle parking provision is adequate. A Travel Plan should be secured through the legal agreement. A construction logistics plan and delivery servicing plan should be secured by condition.

English Heritage:

The application should be determined in accordance with local specialist conservation advice.

London Fire and Emergency Planning Authority:

The proposals are satisfactory for fire fighting access.

UK Power Networks:

A distribution substation is located on the land along with high voltage cables. The substation would need to be relocated and the cables diverted.

Internal Consultation responses

Traffic and Development Team:

Contributions should be sought towards the provision of a Controlled Parking Zone in the vicinity of the site, to mitigate potential parking displacement from the loss of on site parking. A full strategic level Travel Plan is also required, along with appropriate monitoring. There is also a need to understand how the existing parking across the site will be decommissioned, so this should be set out and reviewed.

Environmental Health:

Conditions recommended relating to contaminated land, ventilation and extraction, noise from plant and air quality.

2. DESCRIPTION OF THE SITE, SURROUNDINGS AND PROPOSAL

2.1 Site Description and Surroundings

The application site is rectangular in shape and covers an area of 2.28 hectares (5.5 acres) on the south side of Aerodrome Road. The site forms part of the wider Peel Centre site, which is occupied by the Metropolitan Police (MPS) and the Home Office as a training centre with ancillary operational functions. The Peel Centre is occupied by several buildings of varying scale including 3 towers up to 19 storeys, as well as surface car parking, estate roads, playing fields and other infrastructure. The application site itself is generally flat, although there is a gentle slope from north to south. There are several trees on the site, although none are subject to Tree Preservation Orders (TPOs). There are currently 132 surface parking spaces on the site.

The site is bound to the north by Aerodrome Road, with the residential development at Beaufort Park beyond. To the east are other buildings within the Peel Centre, with a railway line and the M1 motorway beyond. To the south are the private sports fields for MPS use with the Northern Line railway beyond. To the west are other buildings within the Peel Centre, with Colindale Avenue and Colindale Underground Station beyond, some 500m away.

The wider area around the site is mixed in character, consisting of modern developments ranging from 5 to 14 storeys, traditional 2 storey houses and employment/institutional buildings with larger footprints. The site lies within the wider Colindale Opportunity Area as identified in the London Plan and is earmarked for significant regeneration, along with a number of other sites in the area.

2.2 Description of the Proposed Development

The application seeks full permission for the redevelopment of this part of the site to provide new training and operational facilities with associated car parking, replacement parade ground and landscaping. It is intended that these would provide consolidated facilities for the MPS, so that they can dispose of the remainder of the site for comprehensive redevelopment. This would be the subject of a separate planning application and the cross-subsidy from that scheme would fund the subject development.

All buildings on the site would be demolished, with the exception of Building 36, which would be incorporated into the scheme. It is also proposed to relocate the grade II listed Sir Robert Peel Statue and Police Call Box structures, currently located elsewhere on the Peel Centre, to within the application site. This is subject to listed building consent, and application reference H/01613/13 is also dealt with under this committee report (see recommendation section at the beginning of this report).

The proposal consists of two buildings, Building A and Building B. The refurbished Building 36 would be attached to Building B by way of a glazed link. The total quantum of floorspace proposed is set out in the below table:

Land Use	Floorspace (sqm, GIA)
Building A	18,964
Undercroft car park	2,630
Building B/Firing Range	2,260
Building 36 (refurb)	251
Total	24,105

Building A would be L-shaped and four (commercial) storeys. It would accommodate the majority of the proposed office and training floorspace, along with a staff canteen and a multi-purpose hall. There would be a 71 space undercroft car park at lower ground level. 4 of these would be to disabled standard with 4 enabled for future conversion. 20% of spaces would have active electric vehicle charging points and 20% would have passive provision. 80 cycle parking spaces and 15 motorcycle spaces would also be provided.

Building B would again be L-shaped and would be 2/3 storeys, linking into the retained and refurbished Building 36. This building would be used as a crime scene training facility and would also accommodate a firing range and vehicle inspection facility.

The remaining site area would be landscaped, including the re-provision of the MPS parade ground, memorial garden, planting and pedestrian circulation space around the building. A plant room building would also be located to the west of Building B. Vehicle access would be from the estate road to the south, over the parade ground.

The buildings would be contemporary in design and are conceived as 'plinths' that would sit within a single landscape context. The lower ground floors would be clad in dark brick, with the upper floors clad in dark metal. The elevations would have a strong horizontal emphasis through the use of glazing and would incorporate bold contrasting elements of colour to the rooftop screens and double height main entrance. Large areas of glazing would be incorporated into parts of Building A.

In addition to the application drawings the submission made includes the following documents:

- Design and Access Statement;
- Planning Statement;
- Flood Risk Assessment and Surface Water Drainage Strategy;
- Transport Statement;
- Energy Statement;
- Sustainability Statement (including BREEAM pre-assessment);
- Statement of Community Involvement;
- Heritage Statement;
- Phase 1 Habitat Survey and Bat Surveys;
- Geo-Environmental Risk Assessment; and
- Tree Constraints Report Survey and Arboricultural Impact Assessment.

3. PLANNING CONSIDERATIONS

3.1 Principle of the use proposed

It is understood that residential cadet training on the site has now ceased and much of this training is now carried out in 'satellite' training centres around the country. As such the buildings on the site have become underused, out-dated and expensive to maintain and there is a need to provide facilities that meet the current needs of the MPS. The proposed development involves the intensification of previously developed land, which would enable the MPS to rationalise and consolidate its presence on the Peel Centre site into a significantly reduced site area comprising facilities that are capable of accommodating the same, but more efficient and cost-effective, operations.

There is no change of use proposed and as such the land use principle is established. The proposal would be in line with the Colindale Area Action Plan (CAAP), which envisages the retention of the operational element of the Peel Centre, with the redevelopment of the remainder of the site. The proposal would therefore accord with the aims and objectives of the CAAP and is considered to be acceptable in principle.

3.2 Scale, Design and Appearance

London Plan policy 7.4 requires buildings to have regard to the pattern and grain of development in terms of scale, proportion and mass. Development should be human in scale, ensuring buildings create a positive relationship with street level activity. Policy 7.6 requires buildings to be of the highest architectural quality and be of a proportion, composition, scale and orientation that enhances, activates and defines the public realm. Detailing and materials should complement, not necessarily replicate, local character.

Barnet Local Plan policy CS5 seeks to 'ensure that development in Barnet respects local context and distinctive local character creating places and buildings of high quality design'. Developments should, amongst other things, be safe, attractive, fully accessible, sustainable and adaptable. Policy DM01 states that 'proposals should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets'. In addition, developments 'should ensure attractive, safe and, where appropriate, vibrant streets which provide visual interest, particularly at street level and avoid blank walls'.

Scale and layout

The proposals comprise two main buildings of contrasting scale and function, set within a singular site layout with associated landscaping. Building A would be 4 commercial storeys (20.5m) high and would have a footprint of approximately 6,300sqm. Building B would be secondary in nature, being 2/3 storeys (10m) in height and with a footprint of approximately 1,900sqm. Beaufort Park, the residential development on the north side of Aerodrome Road, comprises buildings ranging from 6 to 18 storeys. The buildings on this part of the Peel Centre site, such as the NPiA and the Sir John Stevens

Building, are large format functional buildings of a comparable height to the current proposal. The proposed development would therefore be in keeping with the pattern of development on the south side of Aerodrome Road in terms of scale. In addition, the application proposes a high quality landscape setting, which would result in a 'campus' style appearance for the proposed buildings. This would result in a much improved streetscene appearance compared to the rest of the Peel Centre and the building set backs would generally reflect those of the buildings opposite, in Beaufort Park.

The main entrance to Building A would be on the west elevation and the south elevation of the building would be partly glazed, presenting an active frontage to the parade ground and the rest of the site to the south. Windows on the Aerodrome Road elevation are provided although there are no entrances on this part of the building. However, this is a response to the specific requirements of the building in terms of security, having regard to the particular occupier. The main entrance needs to be located behind the site security line for this reason, and hence this approach is considered to be acceptable. The use of bold contrasting colour (discussed in more detail below) to define the entrance area would ensure that the building would be legible.

It is proposed to retain Building 36, which would be linked to Building B by way of a glazed element. Although not subject to any formal designation, this building has historic interest as the engineering and weighbridge office for the former aerodrome. The proposal to retain this frontage building has emerged from the public consultation exercise. Its retention, refurbishment and re-use is therefore strongly supported.

Detailed design

The applicant's Design and Access Statement sets out the design concept for the proposed scheme. The buildings have been conceived in the form of horizontal layers sitting on top of textural brick plinths to blend in with the landscaping. The base level of the building (enclosing the undercroft car park) would comprise dark brickwork, with the upper floors being clad in dark metalwork. Recessed ribbon windows would run along each floor, incorporating silver anodised aluminium panels. The 'corner cut' element of Building A would incorporate full height glazing, as would the area adjacent to the main entrance and the central atrium on the north elevation. The use of dark metal and silver makes reference to police uniforms. The vertical plant screen louvres and the double height entrance would be finished in a bold yellow colour, which would result in a contrasting appearance and would add visual interest.

The overall concept for the elevational treatments would reinforce the horizontal orientation of the buildings. The central atrium on the north elevation of Building A would break up the mass of this side of the building so that it would be read as two distinct, yet symmetrical forms, on top of the brick plinth base. This atrium would be set some 2.4m back from the elevation and would therefore be a genuine visual break, helping to break up the length of the façade along Aerodrome Road. In addition, it is envisaged that the horizontal fenestration along all elevations would have deep reveals of over 200mm to ensure articulation and detailed drawings have been submitted showing these details.

Building B would have less fenestration, reflecting its main role as a firing range. However, it would incorporate the same brick plinth, dark metal cladding and contrasting yellow plant screening, thereby ensuring that it would be in keeping with the overall design concept. It would also not significantly exceed the height of Building 36. The glazed element connected to Building 36 would ensure a lightweight link between the two structures to make efficient use of this element of the scheme for training purposes.

Landscaping

The security of the site is an important consideration, given the nature of the occupier. The existing site is surrounded by a perimeter security fence and it is considered important to ensure that this is only re-provided where necessary. This would enhance the appearance of the site and, subject to appropriate landscaping, would provide high quality public realm. It is therefore considered to be important to strike a balance between the security needs of the MPS and the objectives of improving the visual amenities of the wider area.

The provision of security fencing along the Aerodrome Road frontage has been minimised through the use of defensible landscaping in front of Building A, which brings the security line back to the building frontage itself. This approach to the layout of the site is supported. A condition is recommended to require details of this fencing to be submitted and approved, in order to ensure that the fencing to be results in an improved appearance in the street scene.

The landscaping strategy seeks to provide an accessible and legible piece of public realm, whilst ensuring that the security needs of the MPS are met. It is proposed to construct raised planters along the northern and eastern sides of the development, which would incorporate appropriate planting and would provide mitigation against a vehicle attack. The gaps between the planters would be protected by steel bollards. The Parade Ground to the south of the scheme would be framed by the buildings and landscaped areas, including the re-provided memorial garden. The re-located Sir Robert Peel Statue and Police Call Box would also be incorporated into the layout.

It is proposed to utilise a range of high quality concrete block pavements to provide variation across the landscaping, which would complement the materials to be used in the proposed buildings and would also be permeable. A condition is recommended requiring details of these hard surfacing materials, along with detailed planting plans for the soft landscaping, to be submitted and approved prior to commencement.

Conclusions on scale, design and appearance

In summary, the proposed design approach would result in high quality, contemporary piece of architecture that would sit well in its context and would relate well to adjacent buildings in terms of scale and setting. The appearance of the site would be improved through the introduction of an area of high quality public realm and landscaping. Appropriate conditions have been recommended to require samples of materials and full details of landscaping to be submitted and approved.

3.3 Heritage assets

The application proposes the relocation of the grade II listed Sir Robert Peel Statue and Police Call Box structures, currently located elsewhere on the Peel Centre, to within the application site. This is also the subject of a separate listed building consent application (reference H/01613/13). Barnet Local Plan policy CS5 requires proposals affecting heritage assets to provide an assessment of impact. In addition, DM policy DM06 requires proposals to, amongst other things demonstrate the impact of the proposal on the significance or setting of the heritage asset and how the significance and/or setting of the heritage asset can be better revealed.

The applicant's Heritage Statement identifies that both structures are of significance to the presence of the MPS on the site and warrant retention. However, the Peel Statue has been moved previously, so its current siting is not of particular significance. The Police Call Box structure is not publicly accessible or widely visible in its current location. Consequently, their current locations do not contribute positively to their historic setting and there is therefore an opportunity to better reveal the significance of these heritage assets by improving their setting and accessibility.

It is proposed to relocate the Sir Robert Peel Statue to the north of the proposed Parade Ground, adjacent to Building A. It is considered that this would enhance its significance as it would be able to be appreciated in a ceremonial context, as well as in views from within the building. It is publicly accessible neither in its current context, nor as proposed, so the effect would be neutral in this regard.

The Police Call Box would be moved from its current location adjacent to the southern access road to the north of the site, adjacent to Aerodrome Road. It is noted that it currently sits in its original 1930s position, although at present its appreciation is limited. Furthermore, its current location is not typical of the street position of other call boxes. The proposal would enable this feature to be enjoyed by the public, which would serve to raise its profile.

In summary, it is considered that the proposals to move these two grade II listed structures would improve their settings and would enhance their significance and would therefore comply with the policies set out above. Conditions are recommended on the accompanying listed building consent application (H/01613/13) in relation to details of the works for moving the structures, as detailed in the recommendation to this report.

3.4 Impacts on amenities of neighbouring and surrounding occupiers and users:

Local Plan policies seek broadly to promote quality environments and protect the amenity of neighbouring occupiers and users through requiring a high standard of design in new development. More specifically policy DM01 states that proposals should be designed to allow for adequate daylight, sunlight,

privacy and outlook for adjoining occupiers and users. Policy DM04 identifies that proposals to locate development that is likely to generate unacceptable noise levels close to noise sensitive uses will not normally be permitted.

Barnet's Residential Design Guidance Supplementary Planning Document provides further guidance on safeguarding the amenities of neighbouring and surrounding occupiers and users. This includes stating that there should be minimum distances of about 21m between properties with facing windows to habitable rooms and 10.5m to a neighbouring garden, in order to avoid overlooking in new developments.

Overlooking and Loss of privacy

The nearest residential properties to the proposed development would be to the north, within building C of the Beaufort Park development (yet to be constructed). The north elevation of Building A would be sited some 50 metres from these units and this distance would comfortably exceed the minimum of 21m as recommended in the SPD to ameliorate overlooking. There are no other residential properties in the vicinity of the proposed development.

Daylight, Sunlight, Overshadowing, Outlook and Visual Impact

Given the extensive distance away from neighbouring properties to the north, the proposed building is not considered to detrimentally impact on the amenities of residential occupiers in terms of loss of lighting, outlook or visual impact.

Noise

It is expected that noise and vibration could be generated during the development's construction period. However, it is considered that the effect of noise and vibration on the surrounding area would be negligible and various measures such as site hoardings could be implemented to mitigate against any impacts that may arise. It is also recommended that a Construction Management Plan be required by condition, which would deal with issues such as construction methods and hours of work.

Given that the proposal is for a consolidation of existing uses utilising an existing access, the operational impact of the training centre and office uses on the surrounding area (i.e. plant and vehicular movements) would be minimal and can be mitigated through the implementation of appropriate planning conditions. The proposed firing range is not expected to give rise to significant levels of noise emissions, as it would be well insulated and in any case would not be used at unsocial hours. It is considered that the implementation of sound insulation (as required by condition) in addition to the separation distance between the development and surrounding residential properties would ensure that this would not be detrimental to amenity.

Therefore subject to the imposition of suitable conditions, it is considered that the proposals will not give rise to any unacceptable adverse impacts arising from noise.

Conclusions

The proposed development is considered to be acceptable and compliant with the relevant development plan policies as they relate to the protection of the amenities of neighbouring and surrounding occupiers and users.

3.5 Transport, parking and highways matters:

Policy Context

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, seek more environmentally friendly transport networks, ensure 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.

Major development proposals with the potential for significant trip generation will be expected to be in locations which are, or will be made, highly accessible by a range of modes of transport and supported by a Transport Assessment that fully assesses the transport implications of the development across all modes. Larger schemes are also required to implement and maintain a satisfactory Travel Plan to minimise increases in road traffic and meet mode split targets.

Site Location and Surrounding Area

Vehicle access to the site is as existing, via the security gate from Aerodrome Road. To the south of the site, beyond the wider Peel Centre area, is the northern line railway and Colindale Station is located some 500m to the west. The M1 motorway forms the eastern boundary of the Peel Centre, along with a mainline railway.

Trip Generation

As the proposed building would be a consolidation of existing activities at the Peel Centre, the level of activity is expected to be unchanged from the existing situation and the vehicle access point would also be the same. As such, trip generation would give rise to concerns from a highway capacity point of view.

Parking

There are 1,444 existing car parking spaces on the wider Peel Centre site (within the security fencing), comprising 1,144 marked bays (122 operational/storage, 1,005 commuter spaces and 17 visitor) and 300 informal/unmarked bays.

Within the application site itself, there are currently 132 spaces. The proposal would provide 71 spaces, so there would be a net loss of 61 spaces when considering the site in isolation. The 71 retained spaces would be for operational purposes only and would not cater for commuters. The applicant has confirmed that within the MPS retained land, up to 530 spaces could be retained.

Given the reduction in the numbers of parking spaces, which could be anything between 914 and 1,373, officers are concerned that there could be the potential for displacement into surrounding roads, including Grahame Park Way and the area around Colindeep Lane. This is compounded by the uncertainty over when the existing parking spaces will be decommissioned, which is linked to the sale of the rest of the site. Accordingly, it is considered appropriate to seek a contribution towards the implementation of parking controls, including potential CPZ, which would restrict on street parking for employees and visitors to the Peel Centre and would support the parking restraint approach taken by the proposal. This parking restraint would also need to be backed up by a robust Travel Plan (discussed in more detail below), which would encourage MPS employees to use more sustainable travel modes.

4 disabled standard spaces would be provided (out of the 71 total) in the first instance, with the potential to increase this to 8 if the need arises through the Car Parking Management Strategy, which is required by condition. 80 cycle parking spaces and 15 motorcycle spaces would also be provided and this is considered to be appropriate and in line with policy requirements. Shower facilities would be located on the ground floor to support cycling to work. A condition is recommended to secure appropriate electric car charging point provision.

Mode Shift

Along with the proposed reduced parking provision, it is necessary to secure a robust strategic level Travel Plan to encourage users of the site to switch to more sustainable modes of transport. The site is close to Colindale Underground station and local bus links and is considered to be in a sustainable local. Many MPS staff have free travel on London Underground and this is an example of an incentive that could form part of the Travel Plan, which would be developed in discussions with highways officers.

Conclusion

In summary, the likely impacts from the proposed development would be parking displacement onto surrounding roads, on account of the reduction in overall parking numbers on the site. To mitigate against this impact, a contribution has been agreed towards provision of a CPZ in the vicinity of the site to restrict on street parking. Alongside this, a Travel Plan will encourage users of the site to use more sustainable modes of transport. Conditions are recommended in relation construction management, delivery and servicing and car park management in line with the GLA request. Accordingly, the proposal is considered to comply with the objectives of the policies set out above.

It is not considered necessary as part of this application to require contributions towards public transport or pedestrian environment improvements (as requested by TfL), given that the intensity of the use of the site would not change. It would be expected that full mitigation would be required when the wider Peel Centre site comes forward for redevelopment.

3.6 Creating inclusive environments for all members of the community:

Planning policies make it clear that new developments should be accessible, usable and permeable for all users. The submitted Design and Access Statement sets out how the principles of inclusive design have been integrated into the development.

Level and barrier free access would be provided to all ground floor entrances from the surrounding spaces. Lobbys, corridors and lifts would all be fully accessible, as would classrooms and office space. Each floor would include the provision of accessible WC's and provision for ambulant disabled and visually impaired persons.

4 disabled standard spaces would be provided (out of 71 total) in the first instance, with the potential to increase this to 8 if the need arises. All gradients within the car parking area, as well as within the external landscaped areas, would be appropriate for wheelchair users and details of levels is required under the landscaping condition.

It is therefore considered that the proposal would provide an environment that is fully accessible and inclusive to all and would therefore be acceptable in this regard.

3.7 Safety and security matters:

Development plan policies require new developments to provide a safe and secure environment for people to live and work in and reduce opportunities for crime and fear of crime.

As discussed above, the security of the site is a particularly important consideration in this case. The majority of the development would be within the site security cordon and would therefore be appropriately contained within the security fencing that surrounds the wider Peel Centre. The proposal does however seek to bring the security line back to the front building line of Building A, which as discussed above would have a public benefit in terms of the provision of an area of high quality landscaped public realm, which would greatly improve the appearance of the site. This area however requires thoughtful design in order to deter vehicle attacks. The submitted landscape strategy within the Design and Access Statement shows how a series of raised planters would be constructed, with steel bollards in between. It is considered that this would adequately protect the site against potential terror attacks.

In addition, the building would be overlooked to a large degree by the adjacent residential development at Beaufort Park. Subject to the provision of external lighting, as recommended by condition, it is considered that the security of the development would not be compromised. The proposal is therefore deemed to be acceptable in respect of providing a safe and secure development with an environment which reduces opportunities for crime and the fear of crime.

3.8 Flooding and water infrastructure matters:

The application site does not fall within an area identified as being at risk of flooding, but does exceed 1 hectare in area, so a Flood Risk Assessment (FRA) is required and has been submitted. The submitted FRA outlines the surface water drainage strategy for the site, which would optimise the use of sustainable drainage systems (SuDS) to ensure that there would be no increase in flood risk to the site or surrounding area from surface water run-off. This strategy seeks to achieve greenfield run-off rates through the provision of green roofs, permeable paving and below ground storage measures, before discharge into the public drainage network.

The Environment Agency has responded to the consultation and has not raised any objection to the proposal. However, they have recommended that SuDS is incorporated into the development in line with the recommendations of the FRA and as such a condition has been recommended to ensure that the necessary mitigation is achieved and in line with the request of the GLA.

Conditions have been recommended to ensure that water use by the development is minimised. Subject to these conditions the development is found to be acceptable in this respect.

The proposal is considered to be acceptable and compliant with planning policies on flooding and water infrastructure matters, subject to the conditions recommended.

3.9 Energy, climate change, biodiversity and sustainable construction matters:

London Plan Policy 5.2 requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

- a. Be lean: use less energy
- b. Be clean: supply energy efficiently
- c. Be green: use renewable energy

Developments are currently required to achieve a 25% reduction in carbon dioxide emissions when compared to the 2010 Building Regulations. Policy 5.3 of the London Plan goes on to set out the sustainable design and construction measures required in developments. Proposals should achieve the highest standards of sustainable design and construction and demonstrate that sustainable design standards are integral to the proposal, including its construction and operation.

Local Plan policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrate compliance with the Mayors 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/BREEAM. The Colindale AAP requires non-residential buildings to achieve a BREEAM excellent rating.

Carbon dioxide emissions

The application is accompanied by an Energy Strategy, which sets out the applicant's commitment to achieving the target CO2 reductions and demonstrates how this could be achieved.

The submission demonstrates that the development would reduce its CO2 emissions by up to 30%, through built fabric improvements and a gas-fired CHP engine for space heating and hot water. The scheme has also been designed to connect to a future district heating network that is envisaged to come forward as part of the wider Peel Centre redevelopment. A plan has been submitted showing that this is possible, following the request from the GLA. As such the scheme is found to be acceptable in this regard.

Other aspects of sustainable design and construction

A Sustainability Statement, prepared by the applicant, has been submitted with the application. This document includes a BREEAM 'Very Good' pre-assessment. It is noted however that the Colindale AAP requires non-residential buildings to achieve BREEAM 'Excellent'. The proposal falls short of this by approximately 6%.

However, the applicant has indicated that in order to achieve the 'Excellent' rating, the measures needed would give rise to significant costs in terms of on going maintenance for the MPS, without improving the sustainability of the building. The applicant has submitted evidence of their own internal sustainability review and checklist, which along with the BREEAM pre-assessment demonstrates that the scheme scores well in terms of open space creation, rain water recycling, heating and cooling, transport and noise. It is also noted that the reduction in CO2 emissions achieved by the proposed energy strategy exceeds the 25% London Plan target (as discussed above) and, overall and on balance, it is considered that this would account for the modest shortfall in BREEAM credits needed to achieve the 'Excellent' rating.

It is considered that the proposed development would meet the requirements of the relevant London Plan and Barnet Local Plan standards in this regard (in terms of the council's Sustainable Design and Construction SPD, which requires BREEAM 'Very Good'). A condition is recommended to ensure that the scheme meets the BREEAM 'Very Good' standard.

Biodiversity

A phase 1 habitat survey was undertaken in September 2011 across the whole of the Peel Centre site, with a recommendation that further surveys are undertaken in relation to the presence of bats and bat habitats, as well as breeding birds. Subsequent surveys were undertaken in November 2011 and 2012. These documents conclude that the buildings on this part of the Peel Centre are not suitable for bat or bird roosts and no evidence of emerging or returning bats was observed on the application site.

Much of the site has been cleared of buildings and vegetation and no mitigation can therefore be recommended in relation to this. However, the reports recommend that external lighting should be kept to a minimum and a condition is therefore recommended to require details of external lighting to be submitted and approved.

Contaminated land/geology

The submitted Preliminary Geo-Environmental Risk Assessment identifies the potential risks in terms of contaminants on the site. It is recommended that further ground investigations are undertaken prior to commencement of the development and a condition has been recommended requiring details to be agreed.

3.10 Impact on Trees:

The proposal would necessitate the removal of all the trees on the site, which includes 7 category B trees, 9 category C trees and 3 tree groups. In terms of gross tree loss, the proposal is therefore considered to be high impact. However, none of the existing trees are protected at this time, they are somewhat arbitrary in terms of their positioning on the site and the majority are not visible from the public realm. The category B limes adjacent to Aerodrome Way would be the most significant loss in terms of the visual amenities of the wider area.

The application is accompanied by an indicative landscape plan, which shows a net gain in the number of trees across the site. Furthermore, there would be an increase in the number of trees along the frontage of the site with Aerodrome Road, arranged in a more uniform design within dedicated planters.

On balance, it is considered that the short term loss in quantity can be mitigated through an immediate gain in the quality of planting, with semi-mature trees being recommended. Officers consider that, provided planters of adequate size are provided (in order to provide 15m³ of root space per tree as a minimum) and that these are open bottomed, they would be capable of accommodating trees through to maturity, which would adequately mitigate the tree loss associated with the proposal. The indicative landscape plans demonstrate that this would be possible and therefore, subject to a condition requiring a detailed landscaping scheme (including planter specifications) to be submitted and approved, this would provide adequate mitigation with a net improvement in visual amenity terms.

3.11 Environmental Impact Assessment Regulations:

The development for which consent is sought is not considered to be of a description identified in Schedule 1 of the Regulations (Town and Country Planning (Environmental Impact Assessment) Regulations 2011). However, the development is considered to be of a description identified in column 1 of Schedule 2 of the Regulations. The development described in the submission is deemed to fall within the description of 'urban development projects'.

In relation to this particular proposal, it is considered that the main considerations such as scale, height and design of the proposed building, the intensity of the use, the impact upon residential amenity, highway safety and parking provision could be adequately dealt with by the supplementary information submitted with an application. The current proposal would consolidate the existing uses on the wider site and the impacts would not result in significant environmental effects.

In summary, taking account of the criteria set out in Schedule 3 of the Regulations and all other relevant factors it is considered that the development described in the information accompanying the application would not be likely to have significant effects on the environment, in the sense intended by the Regulations. Therefore an Environmental Impact Assessment is not necessary and an Environmental Statement, in line with the Regulations, is not required to be submitted with the application.

3.12 Planning obligation matters:

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

In accordance with the above policies and the Council's supplementary planning documents, set out below are the obligations required to be secured through a legal agreement with the developer.

CPZ Contribution (£30,000)

A contribution of £30,000 towards the provision of a Controlled Parking Zone in the vicinity of the site, to account for potential overspill parking to the public highway as a result of the reduction in parking provision across the site.

Car Parking Decommissioning Plan

The applicant shall provide a plan and timetable to show how existing car parking provision on the wider site will be decommissioned as the site is disposed of.

Travel Plan/Travel Plan Monitoring (£15,000)

In line with Barnet Local Plan policy DM17, the Planning Obligations SPD and TfL thresholds, the development requires a Strategic Travel Plan to deliver sustainable transport objectives. A figure of £15,000 is also required for the monitoring of the Travel Plan, in line with the SPD.

The contributions are necessary, directly relevant and fairly and reasonably related in scale and kind to the development, in accordance with Regulation 122 of The Community Infrastructure Levy Regulations 2010.

3.13 Community Infrastructure Levy

The proposed development in its entirety is liable for charge under the Mayoral Community Infrastructure Levy (CIL), at a charge of £35 per square metre. The development is not liable for the Barnet CIL, as no retail or

residential uses are proposed. The total calculations, based on the above figures, are set out below:

- Mayoral CIL: £843,675
- Barnet CIL: NIL

4. EQUALITIES AND DIVERSITY ISSUES

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

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

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

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

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

The new buildings proposed as part of the application would be required to comply with current legislative requirements in respect of equality and diversity related matters, for example access for the disabled under Part M of the Building Regulations. In addition to this the development, as controlled by the conditions recommended, would ensure that in several regards the building constructed would exceed the minimum requirements of such legislation. Examples of this would include all the accommodation being fully accessible and inclusive to all, the provision of level or appropriately sloping access within the site and the inclusion of disabled standard parking spaces (as set out in greater detail in earlier sections of this report).

With the conditions recommended the proposal is found to accord with development plan policies as they relate to the relevant equalities and diversity matters by providing a high quality inclusive design approach which creates an environment that is accessible to all and would continue to be over the lifetime of the development. The design of the proposed buildings is such

that they would be a significant improvement over the existing building and go further in terms of achieving equality and diversity objectives. The development would therefore have a positive effect in terms of equalities and diversity matters.

It is considered by officers that the submission adequately demonstrates that the design of the development and the approach of the applicant are acceptable with regard to equalities and diversity matters. The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities.

5. COMMENTS ON GROUNDS OF OBJECTIONS

The objections raised are all considered in the above appraisal and analysis.

6. CONCLUSION

The proposed development would provide a high quality, sustainable facility for the Metropolitan Police in Colindale and would enable the consolidation of the existing facilities across the Peel Centre and disposal of the wider site for redevelopment as envisaged in the Colindale AAP.

The proposed design approach would result in high quality, contemporary piece of architecture that would sit well in its context and would relate well to adjacent buildings in terms of scale and setting. The appearance of the site would be improved through the introduction of an area of high quality public realm and landscaping. The proposal would also relocate existing listed buildings and improve their settings. The amenities of neighbouring residents would be protected and the safety and security of the site, and the area in general, has been taken into account.

The application includes a number of measures to achieve a good standard in respect of sustainable design and construction. The new building would meet BREEAM 'Very Good' and there are requirements for appropriate biodiversity mitigation measures which are ensured through the conditions recommended. The development would exceed the London Plan target reduction in CO2 emissions through building fabric and CHP.

The scheme provides an appropriate level of car parking on site for the development proposed, based upon a parking restraint approach. Mitigation measures have been agreed to ameliorate and potential impact of overspill parking on the public highway and to encourage the use of sustainable transport modes.

The landscaping proposed for the site is considered to include an adequate balance of hard and soft surfaces (including new trees to replace those lost), provides an appropriate setting for the buildings proposed and contributes to the security of the site. The development would result in the removal of the existing trees from the site. However, none of these are protected by a

preservation order and it is considered that the replacement planting proposed provides adequate mitigation for the vegetation which would be lost in this instance.

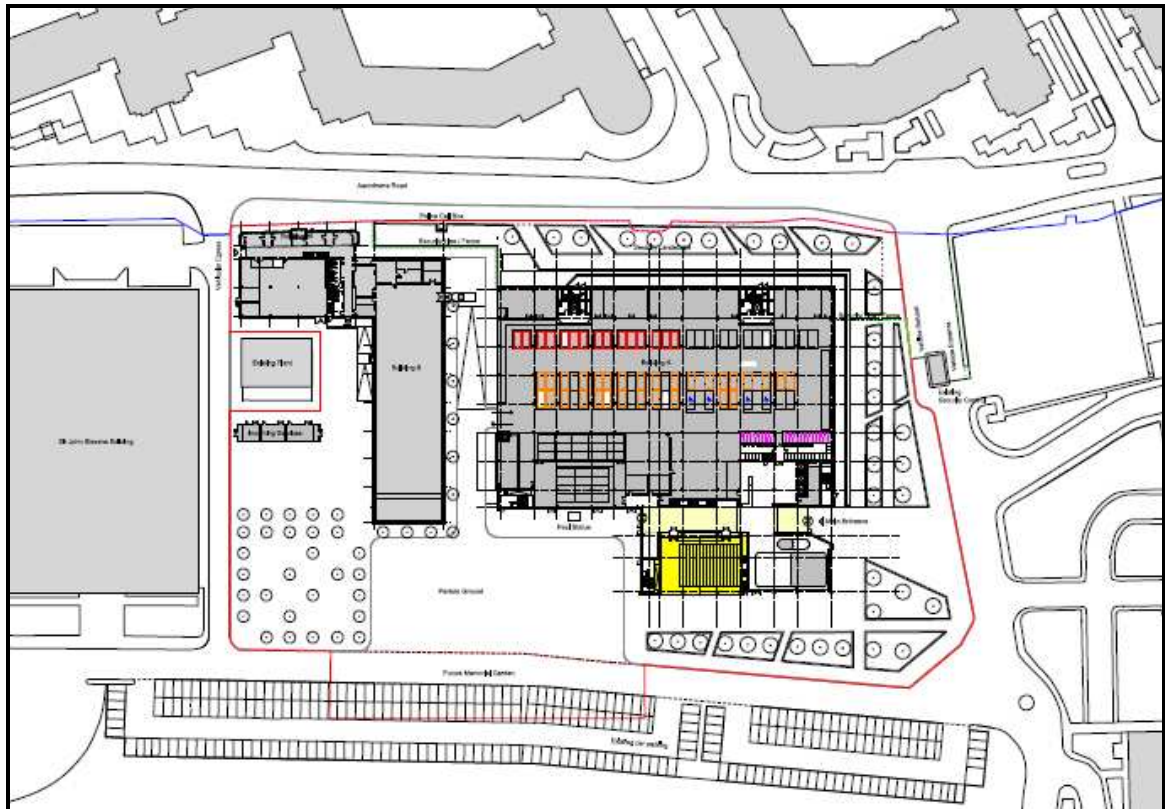
A number of conditions and planning obligations have been recommended to ensure that the development does not cause any unacceptable harm to the amenities of neighbouring occupiers or biodiversity, achieves the benefits that the submission advances in support of the scheme and mitigates any potential adverse impacts from the proposal.

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. The requests of the GLA have been satisfied and the application does therefore not need to be referred back to the Mayor under Stage 2.

Accordingly, subject to the satisfactory completion of the Section 106 Agreement, **APPROVAL** subject to conditions is recommended, as set out in the recommendations section at the beginning of this report. Approval is also recommended for the linked listed building consent application for the relocation of the Grade II listed Sir Robert Peel Statue and Police Call Box structures.

APPENDIX 1: PLANS OF THE PROPOSED DEVELOPMENT

Proposed site layout and context:



APPENDIX 2: INFORMATIVES

1. A summary of the development plan policies relevant to this decision is set out below:

The London Plan

The London Plan (adopted July 2011) is the development plan in terms of strategic planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The London Plan policies (arranged by chapter) most relevant to the determination of this application are:

Context and Strategy:

1.1 (Delivering the Strategic Vision and Objectives for London)

London's Places:

2.6 (Outer London: Vision and Strategy); 2.7 (Outer London: Economy); 2.8 (Outer London: Transport); 2.13 (Opportunity Areas and Intensification Areas); and 2.18 (Green Infrastructure: The Network of Open and Green Spaces)

London's Economy:

4.1 (Developing London's Economy); 4.2 (Offices); 4.3 (Mixed Use Development and Offices); and 4.12 (Improving Opportunities for All)

London's Response to Climate Change:

5.1 (Climate Change Mitigation); 5.2 (Minimising Carbon Dioxide Emissions); 5.3 (Sustainable Design and Construction); 5.6 (Decentralised Energy in Development Proposals); 5.7 (Renewable Energy); 5.9 (Overheating and Cooling); 5.10 (Urban Greening); 5.11 (Green Roofs and Development Site Environs); 5.12 (Flood Risk Management); 5.13 (Sustainable Drainage); 5.14 (Water Quality and Wastewater Infrastructure); 5.15 (Water Use and Supplies); 5.17 (Waste Capacity); 5.18 (Construction, Excavation and Demolition Waste); and 5.21 (Contaminated Land)

London's Transport:

6.1 (Strategic Approach); 6.2 (Providing Public Transport Capacity and Safeguarding Land for Transport); 6.3 (Assessing Effects of Development on Transport Capacity); 6.4 (Enhancing London's Transport Connectivity); 6.5 (Funding Crossrail and Other Strategically Important Transport Infrastructure); 6.7 (Better Streets and Surface Transport); 6.9 (Cycling); 6.10 (Walking); 6.11 (Smoothing Traffic Flow and Tackling Congestion); 6.12 (Road Network Capacity); and 6.13 (Parking)

London's Living Places and Spaces:

7.1 (Building London's Neighbourhoods and Communities); 7.2 (Inclusive Environment); 7.3 (Designing Out Crime); 7.4 (Local Character); 7.5 (Public Realm); 7.6 (Architecture); 7.7 (Location and Design of Tall and Large Buildings); 7.8 (Heritage Assets and Archaeology); 7.13 (Safety, Security and Resilience to Emergency); 7.14 (Improving Air Quality); 7.15 (Reducing Noise); and 7.19 (Biodiversity and Access to Nature)

Implementation, Monitoring and Review:

8.2 (Planning Obligations); and 8.3 (Community Infrastructure Levy)

Barnet Local Plan

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

CS8 (Promoting a strong and prosperous Barnet)

CS9 (Providing safe, effective and efficient travel)

CS11 (Improving health and well being in Barnet)

CS12 (Making Barnet a safer place)

CS13 (Ensuring the efficient use of natural resources)

CS14 (Dealing with our waste)

CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

DM01 (Protecting Barnet's character and amenity)

DM02 (Development standards)

DM03 (Accessibility and inclusive design)

DM04 (Environmental considerations for development)

DM06 (Barnet's heritage and conservation)

DM14 (New and existing employment space)

DM16 (Biodiversity)

DM17 (Travel impact and parking standards)

Supplementary Planning Guidance and Documents

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

Local Supplementary Planning Documents and Guidance:

Colindale Area Action Plan (2010)

Planning Obligations (April 2013)

Sustainable Design and Construction (April 2013)

Strategic Supplementary Planning Documents and Guidance:

Accessible London: Achieving an Inclusive Environment (April 2004)

Sustainable Design and Construction (May 2006)

Health Issues in Planning (June 2007)

Planning for Equality and Diversity in London (October 2007)

National Planning Guidance

National planning policies are set out in the National Planning Policy Framework (NPPF). This 65 page document was published in March 2012 and it replaces 44 documents, including Planning Policy Guidance Notes, Planning Policy Statements and a range of other national planning guidance. 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, such as this proposal, which are considered to accord with the development plan.

The Community Infrastructure Levy Regulations 2010

Planning obligations need to meet the requirements of regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) to be lawful. Officers have concluded that the planning obligations recommended are legitimate and appropriate under these regulations. The applicant has agreed the obligations set out in Recommendation 2.

2. With reference to Article 31 (1)(cc) of The Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended), this decision has been taken in accordance with paragraphs 187-189 of The National Planning Policy Framework. Pre-application advice was sought and provided and the submitted application was in accordance with that advice. Officers have sought to negotiate mitigation measures in relation to the potential highways impacts of the proposal during the course of the application and have therefore sought to be positive and proactive in the handling of the application.
3. In complying with the contaminated land condition parts 1 and 2:
 - a) Reference should be made at all stages to appropriate current guidance and codes of practice at August 2012 this would include:
 - 1) The Environment Agency CLR model procedures;
 - 2) BS10175:2011 Investigation of potentially contaminated sites – Code of Practice;
 - 3) The Environment Agency “Guiding principles for land contamination (GPLC)”;
 - 4) Guidance for the safe development of housing on land affected by contamination, Environment Agency R&D Publication 66:2008.
 - b) Clear site maps should be included in the reports showing previous and future layouts of the site, potential sources of contamination, the locations of all sampling points, the pattern of contamination on site, and to illustrate the remediation strategy.

- c) All raw data should be provided in a form that can be easily audited and assessed by the council. (e.g. trial pit logs and complete laboratory analysis reports).
- d) Details as to reasoning, how conclusions were arrived at and an explanation of the decisions made should be included. (e.g. the reasons for the choice of sampling locations and depths).
4. It is recommended that construction deliveries are routed through A406 North Circular R The applicant is advised that the site is located within a residential area therefore deliveries during the construction period should not take place between 0800 hrs - 0930 hrs and 1630 hrs - 1830 hrs.
 5. The London Plan promotes electric vehicle charging points with 20% active and 20% passive provision and should be provided. The parking layout should include provision of electric charging points for all elements of the development.
 6. Where a developer proposes to discharge water to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.
 7. The Mayor of London introduced a Community Infrastructure Levy (CIL) on 1st April 2012 setting a rate of £35 per sqm on all 'chargeable development' in Barnet and the Barnet CIL sets a rate of £135. Your planning application has been assessed to require a charge of £843,675 under the Mayoral CIL and £0 under the Barnet CIL.

This will be recorded to the register of Local Land Charges as a legal charge upon your site should you commence development. This Mayoral CIL charge will be passed across to Transport for London to support Crossrail, London's highest infrastructure priority.

If Affordable Housing Relief or Charitable Relief applies to your development 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 will be sent a 'Liability Notice' that will provide 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, this is also available from the Planning Portal website.

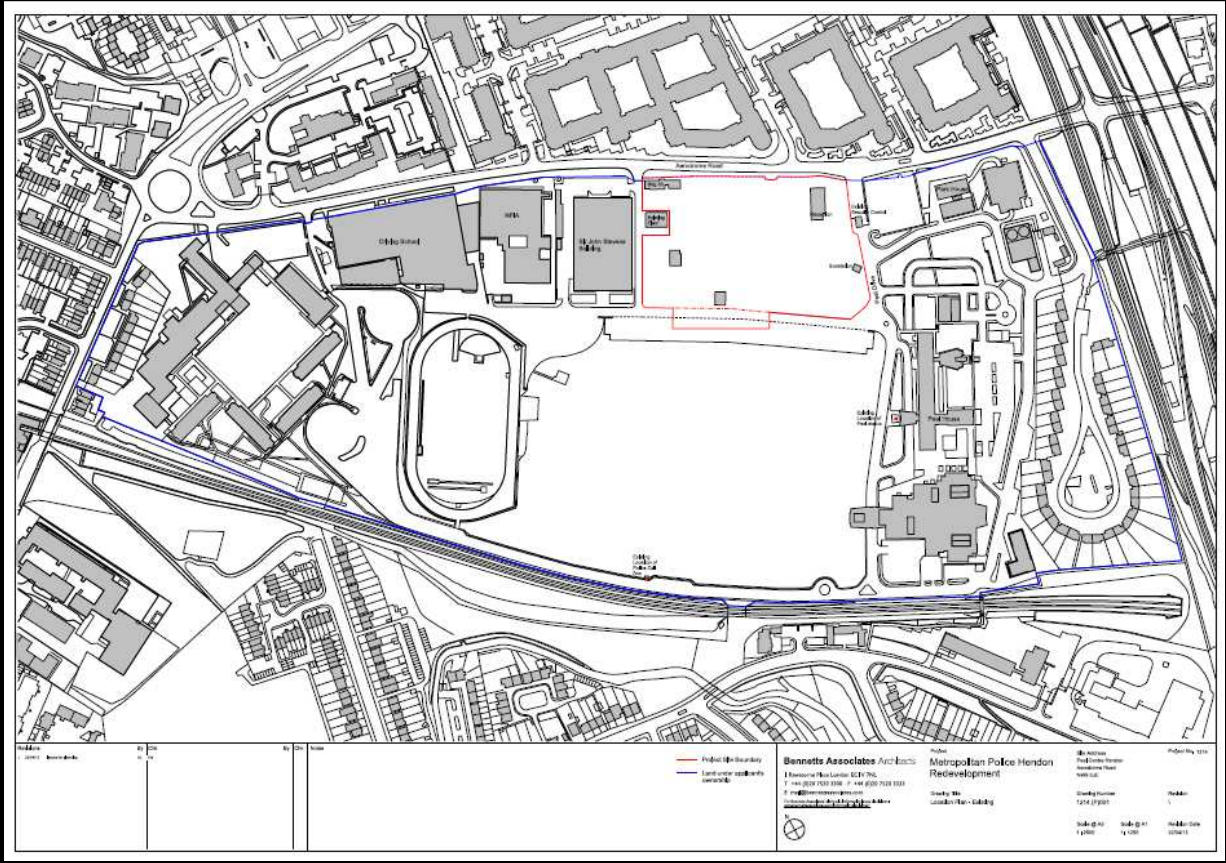
The Community Infrastructure Levy becomes payable upon commencement of development. You are required to submit a 'Notice of Commencement' to the Council's CIL Team prior to commencing on site, and failure to provide such information at the due date will incur both surcharges and penalty interest. There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

If you fail to receive a 'Liability Notice' from the Council within 1 month of this grant of planning permission, please contact us: cil@barnet.gov.uk.

8. The Highway Authority will require the applicant to give an undertaking to pay additional costs of repair or maintenance of the public highway in the vicinity of the site should the highway be damaged as a result of the construction traffic. The construction traffic will be deemed “extraordinary traffic” for the purposes of Section 59 of the Highways Act 1980. Under this section, the Highway Authority can recover the cost of excess expenses for maintenance of the highway resulting from excessive weight or extraordinary traffic passing along the highway. It is to be understood that any remedial works for such damage will be included in the estimate for highway works.
9. The applicant is advised that the council will not adopt the estate road(s). However, if the council's refuse vehicles are required to enter the site, the estate road(s) must be constructed to adoptable standards. Details of the road construction requirements can be obtained from the Traffic and Development Section in Environment, Planning and Regeneration Directorate, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.
10. The applicant is advised that Aerodrome Road is a Traffic Sensitive Road; deliveries during the construction period should not take place between 8am-9:30am & 4:30pm-6:30pm Mon-Fri. Careful consideration must also be given to the optimum route(s) for construction traffic and the Development and Regulatory Services should be consulted in this respect.

APPENDIX 3: SITE LOCATION PLAN

Peel Centre, Aerodrome Road, Colindale, London, NW9 5JG



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LOCATION: Site to the rear of Colindale Station Plaza comprising land of Former Station House and part of Former Colindale Hospital Site, Colindale Avenue, London NW9 5HG

REFERENCE: H/01110/13 **Received:** 15 March 2013 **AGENDA ITEM 9**
Accepted: 15 March 2013

WARD: Colindale **Expiry:** 14 June 2013

APPLICANT: Semali Investments Limited

PROPOSAL: Construction of a part 7, part 18 storey mixed use building comprising 55 room Apart-Hotel (Use Class C1), 319 student accommodation units (Sui Generis), four commercial units (Use Class A1/A3) and gym (Use Class D2) along with associated car parking and landscaping.

APPLICATION SUMMARY

Planning permission was granted in December 2010 for a part 7, part 18 storey building comprising a 374 bed apart-hotel (Use Class C1), with bar-club/restaurant use (Use Class A3/A4), gym (Use Class D2) and four commercial units on the ground floor (Use Class A3/A4) with associated works. This in itself was an amendment to a previous permission on the site for a 274 bed aparthotel. The current proposal differs from this extant permission principally by amendments to the uses in the building to reduce the apart-hotel use to 55 rooms and instead provide 319 student accommodation units (Sui Generis) with associated communal space. Also proposed is an increase in A1/A3 floorspace through introduction of a mezzanine floor, omission of car lift, one level of basement and basement car parking and some physical changes to the building including a modest increase in height (700mm), depth and width, as well as minor changes to the external appearance.

The aparthotel will contribute significantly towards the local economy through providing new employment, attracting people to the area on business and leisure trips, generating additional expenditure and supporting local businesses through providing a complementary land use. The proposed student accommodation would contribute to a mixed and balanced community, would contribute to the local economy, and is therefore also supported. The accommodation proposed under this application is being considered in addition to the student village that is identified in the Colindale AAP for the Peel Centre site. It would potentially benefit the Middlesex University Hendon Campus by providing additional accommodation within walking and cycling distance of the University. The accommodation will also be accessible for other higher education establishments given the accessible location adjacent to Colindale Tube Station and bus routes. The current application would therefore not conflict with the AAP or Middlesex University aspirations to accommodate a student village within Colindale on the Peel Centre site.

The proposed building will utilise sustainable methods of construction and will connect to the Energy Centre which has been constructed on the former Colindale Hospital development which will supply heating and hot water requirements for the Aparthotel.

The proposal would see the development of one of the key sites identified in the Adopted Colindale Area Action Plan and will contribute to the regeneration of the area. The revised design will deliver a high quality building in a prominent location framing the new public piazza and transport interchange at this gateway location in Colindale. Accordingly, approval subject to conditions and a legal agreement is recommended.

RECOMMENDATION

APPROVE SUBJECT TO:

Recommendation 1

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:

- (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) Public Transport Improvements
In accordance with the priority identified in the CAAP the payment of a financial contribution of **£75,000** index linked to the Council towards the general improvement of public transport services within the vicinity of the site including Step Free Access at Colindale Underground Station.
- (d) CPZ Contribution
A contribution of **£30,000** towards the provision of a Controlled Parking Zone in the vicinity of the site.
- (e) Travel Plans
The applicant shall enter into two separate Travel Plans for the student accommodation and aparthotel that seek to reduce reliance on the use of the private car, promote sustainable means of transport and appoint an appropriately qualified Travel Plan Coordinator.
- (f) Travel Plan Monitoring
A contribution of **£10,000** index linked towards the monitoring of the Travel Plans for the development.
- (g) Parking Permit Exemption
A contribution of **£5,000** in order to facilitate a parking permit exemption scheme for residents of the development.
- (h) Restricted Student Occupation

The applicant to ensure that the student accommodation is occupied only by students on a full-time course or summer course and provide documentary evidence in accordance with timescales to be agreed.

(i) Monitoring of the Section 106 Agreement

A contribution of **£3,000** index linked towards the monitoring and management of the S106 planning obligations.

Recommendation 2:

That upon completion of the agreement specified in Recommendation 1, the Acting Assistant Director of Planning and Development Management approve the planning application reference H/01110/13 under delegated powers subject to the following conditions and any changes to the wording of the conditions considered necessary by the Acting Assistant Director for Planning and Development Management:

COMMENCEMENT

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

Reason:

To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.

PLANS OF THE DEVELOPEMNT

2. The development hereby permitted shall be carried out in accordance with the following approved plans: 130222 A(GA)P090; P100; P105; P110; P160; P170; P260; P270; P280; P290; P400; P401; 300.

Reason:

For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the application as assessed in accordance with policies CS1, CS4, CS5, DM01 and DM02 of the Barnet Local Plan and policy 1.1 of the London Plan.

MATERIALS AND DETAILING

3. Notwithstanding the details shown on the plans otherwise hereby approved the development hereby permitted shall not proceed above basement level unless and until details and appropriate samples of the materials to be used for the external surfaces of the buildings and hard surfaced areas shall have been submitted to and approved in writing by the Local Planning Authority. The Development shall thereafter be implemented in accordance with such details as so approved before the dwellings approved are occupied.

Reason:

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

4. Notwithstanding the details submitted in the drawings otherwise hereby approved the development is not to proceed above basement level unless and until details (necessary details specified in brackets) of the following features of the new buildings have been submitted to the Local Planning Authority and approved in writing:
- Glazing and window frame details/reveals (details at a scale of not less than 1:10 or a sample).
 - Projection of oriel windows (details at a scale of not less than 1:10 or a sample).
 - Terracotta, timber and mesh spacing (details at a scale of not less than 1:10 or a sample).
 - Window openings on the glazed elements of the building (details at a scale of not less than 1:10 or a sample).
- The buildings shall be implemented in accordance with the approved details prior to the occupation of the dwellings hereby approved.

Reason:

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

SITE LEVELS

5. Notwithstanding the details submitted in the drawings otherwise hereby approved the development is not to commence unless and until details of the levels of the proposed buildings, roads, footpaths and other landscaped areas relative to adjoining land and any other changes proposed in the levels of the site associated with the works permitted by this permission shall have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with such details as so approved before the buildings approved are occupied.

Reason:

To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the amenities of the area and neighbouring occupiers and the health of any trees or vegetation in accordance with policies DM01, DM04 and DM17 of the Barnet Local Plan and policies 7.2, 7.3, 7.4, 7.5, 7.6, 7.13 and 7.21 of the London Plan.

SUSTAINABILITY

6. The development hereby permitted shall be constructed to achieve not less than BREEAM 'Excellent' in accordance with the relevant BRE standards (or the equivalent standard in such measure of sustainability for non-residential building design which may replace that scheme). The building shall be occupied until formal certification has been issued confirming that not less than Excellent has been achieved and this certification has been submitted to the Local Planning Authority.

Reason:

To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan, the Colindale Area Action Plan (2010) and policies 5.2 and 5.3 of the London Plan.

7. Prior to the commencement of development hereby approved a strategy setting out how the development will connect to the single Energy Centre provided within the Colindale Hospital site under application H/00342/09 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 and shall not be occupied until the applicant has demonstrated that the development has been connected to the Energy Centre.

Reason:

To ensure that the development is sustainable and complies with the requirements of London Plan policies 5.2 and 5.6.

RESTRICTIONS ON USE

8. The student accommodation hereby approved shall only be occupied as part of the overall use of this part of the building as "Sui Generis" student accommodation, and it shall not be used as independent and separate self-contained dwellings within the meaning of Class C3 of the Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason:

To ensure that use of the premises does not prejudice the amenity of the area and to prevent the units from being occupied as sub-standard residential accommodation and to ensure the Local Planning Authority can control the planning of the area, in line with policies CS4, DM01 and DM02 of the Barnet Local Plan.

9. Any hotel room shown on the approved plans shall only be occupied for the purposes of a hotel within Use Class C1 as defined in the Town and Country Planning (Use Classes) Order 2005, as amended.

Reason:

To ensure that use of the premises does not prejudice the amenity of the area and to prevent the units from being occupied as sub-standard residential accommodation and to ensure the Local Planning Authority can control the planning of the area, in line with policies CS4, DM01 and DM02 of the Barnet Local Plan.

10. The maximum stay of any guest or person within the Aparthotel hereby approved shall be 90 consecutive days.

Reason:

To ensure that use of the premises does not prejudice the amenity of the area and to prevent the units from being occupied as sub-standard residential accommodation and to ensure the Local Planning Authority can control the planning of the area, in line with policies CS4, DM01 and DM02 of the Barnet Local Plan.

11. 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 operation(s) shall not be undertaken without the prior specific permission of the Local Planning Authority:

- The change of use of any ground floor unit occupied under Use Class A3 to a use under Use Class A1 as defined in the Use Class Order 2005 (as amended).

Reason:

To ensure that the commercial floorspace approved does not have a detrimental impact on the vitality and viability of the area and to ensure the Local Planning Authority can control the planning of the area, in line with policy CS6 and DM11 of the Barnet Local Plan.

12. The mezzanine levels of the Use Class A1 units hereby permitted (as defined by the Use Classes Order 2005 (As Amended)) shall not be used as sales floorspace.

Reason:

To ensure that the commercial floorspace approved does not have a detrimental impact on the vitality and viability of the area and to ensure the Local Planning Authority can control the planning of the area, in line with policy CS6 and DM11 of the Barnet Local Plan.

13. The A1/A3 units on the ground floor of the building hereby permitted shall not be open to customers before 7am or after 11pm on weekdays and Saturdays or before 8am or after 10pm on Sundays.

Reason:

To safeguard the amenities of occupiers of adjoining residential properties, in line with policy DM01 of the Barnet Local Plan.

14. The bar/restaurant unit on the sixth floor of the building hereby permitted shall only be used for the purposes within Use Classes A3 and A4 as defined in the Town and Country Planning (Use Classes) Order 2005 as amended and shall not be open to customers before 7am or after 11pm on weekdays and Saturdays or before 8am or after 10pm on Sundays.

Reason:

To safeguard the amenities of occupiers of adjoining residential properties, in line with policy DM01 of the Barnet Local Plan.

15. The student social area on the mezzanine floor (as shown on approved drawing no. 130222 A(GA)P105) shall be used only as ancillary space to the approved student accommodation and not as a separate self-contained commercial use.

Reason:

To ensure that there is no increase in commercial floorspace, in the interests of the vitality and viability of the area and to ensure the Local Planning Authority can control the planning of the area, in line with policy CS6 and DM11 of the Barnet Local Plan.

16. The hotel mezzanine on the mezzanine floor (as shown on approved drawing no. 130222 A(GA)P105) shall be used only as ancillary space to the approved aparthotel and not as a separate self-contained commercial use.

Reason:

To ensure that there is no increase in commercial floorspace, in the interests of the vitality and viability of the area and to ensure the Local Planning Authority can control the planning of the area, in line with policy CS6 and DM11 of the Barnet Local Plan.

17. Notwithstanding the plans hereby approved, the proposed development shall not incorporate any Conference or Banqueting facilities.

Reason:

To ensure that adequate and satisfactory provision is made for the parking of vehicles interests of pedestrian and highway safety, the free flow of traffic and in order to protect the amenities of the area, in line with policies CS9 and DM17 of the Barnet Local Plan.

CONTAMINATED LAND

18 Part 1

Before development commences other than for investigative work:

- A contaminated land desktop study 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 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 these details are approved in writing by the Local Planning Authority.
- 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 prior to the commencement of the development.

- 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 to be carried out shall be submitted to and

approved in writing by the Local Planning Authority prior to that remediation being carried out on site.

Part 2

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 and to comply with policy DM04 of the Barnet Local Plan.

19. Piling for foundations or other infrastructure using deep (approximately >15 metres below ground level) penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason:

To protect groundwater quality in the deep aquifer. Piling to facilitate building foundations has the potential to penetrate impermeable geological formations and create a pathway between contaminated shallow soils and deeper geological formations. A Piling Risk Assessment is required to demonstrate that the chosen piling method does not increase the risk of near-surface pollutants migrating into deeper geological formations and underlying aquifers, in line with policy DM04 of the Barnet Local Plan.

WATER, DRAINAGE AND WASTE

20. The development hereby permitted shall not commence until a drainage strategy detailing all on and off site drainage works to be carried out in respect of the development hereby approved has been submitted to and approved in writing by the Local Planning Authority. No discharge of foul, surface or ground water shall be discharged from the development hereby approved into the public sewer system until the drainage works referred to in the strategy have been completed in their entirety.

Reason:

To ensure that the development provides appropriate drainage infrastructure and to comply with Policies 5.13 and 5.14 of the London Plan 2011.

21. The only toilets to be installed in the development hereby approved shall be dual flush (6 to 4 litres) toilets and all taps fitted in the development shall be spray or flow restricted taps.

Reason:

To encourage the efficient use of water in accordance with policy 5.15 of the London Plan 2011.

22. Before the development hereby permitted is occupied a Refuse and Recycling Management Plan that includes: refuse/recycle collection arrangements, swept paths for collection vehicles, agreed points of collection and showing any required turnings of the refuse and recycle vehicles to facilitate the collection shall be submitted to and agreed in writing 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.

23. Before the development hereby permitted is occupied, an indemnity agreement must be signed, submitted to and approved in writing by the Local Planning Authority. The agreement shall indemnify the Council and its contractors against any claims for consequential damage caused to private roads arising from and/ or in connection with the collection of waste by the Council from the development.

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.

NOISE AND AIR QUALITY MANAGEMENT AND MITIGATION

24. No construction work in relation to the development hereby approved shall be carried out on the site at any time on Sundays, Bank or Public Holidays, before 8.00am or after 1.00pm on Saturdays, or before 8.00am or after 6.00pm on any other days.

Reason:

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

25. Before any of the proposed A1/A3 units hereby approved are occupied, details of any extract and ventilation systems shall be submitted and approved by the Local Authority. Details shall include measures to mitigate noise and vibration, such that the noise levels at the façade of any building are 5dB below the ambient background level. Details of odour abatement shall also be submitted and shall be designed for the type of food to be prepared.

Reason:

To ensure that the amenities of neighbouring premises are protected from noise and odour from such systems, in line with policy DM01 of the Barnet Local Plan.

26. The level of noise emitted from the heating, ventilation and air conditioning 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 any neighbouring property which existed at the time of this decision notice.

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 any existing neighbouring property at the time of this decision notice.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties, in line with policy DM01 of the Barnet Local Plan.

27. Before development proceeds above basement level, a report should be carried out by a competent acoustic consultant and submitted to the LPA for approval that assesses the likely noise impacts from the development of the ventilation/extraction plant to serve the building. The report shall also clearly outline mitigation measures for the development to reduce these noise impacts to acceptable levels.

It should include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the contents and recommendations. The approved measures shall be implemented in their entirety before (any of the units are occupied/ the use commences).

Reason:

To ensure that the amenities of neighbouring premises are protected from noise from the development, in line with policy DM01 of the Barnet Local Plan.

28. Prior to the first occupation of the development hereby approved full plans, details and specifications of all external lighting to be installed as part of the development shall be submitted to the Local Planning Authority and approved in writing. The development shall be implemented in full accordance with the approved details prior to the first occupation of the development and thereafter be maintained as such.

Reason:

To ensure that appropriate lighting is provided as part of the development in accordance with policy DM01 of the Barnet Local Plan and 5.3 of the London Plan.

LANDSCAPING

29. Notwithstanding the details submitted and otherwise hereby approved, prior to the construction of the development proceeding above basement level a detailed scheme of hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. The details of landscaping submitted shall include but not be limited to the following:
- the position of any existing trees and hedges to be retained or removed;
 - new tree, hedge and shrub planting including species, plant sizes and planting densities as well as planting for green roofs including herbaceous / climbers / grasses / ground cover plants;
 - green and brown roofs;
 - means of planting, staking and tying of trees, including tree guards as well as a detailed landscape maintenance schedule for regular pruning, watering and fertiliser;
 - existing contours and any proposed alterations such as earth mounding;
 - areas of hard landscape works including paving, proposed materials, samples, and details of special techniques to minimise damage to retained trees and provide conditions appropriate for new plantings;
 - timing of planting;
 - all proposed boundary treatments, fencing or means of enclosure to be erected at the site.

Reason:

To ensure a satisfactory appearance to the development and protect the amenities of the area and future and neighbouring occupiers in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 3.6 and 7.21 of the London Plan.

30. All work comprised in the approved scheme of hard and soft landscaping shall be carried out before the end of the first planting and seeding season following the first occupation of any part of the building or completion of the construction of the development, whichever is sooner.

Reason:

To ensure a satisfactory appearance to the development and protect the amenities of the area and future and neighbouring occupiers in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 3.6 and 7.21 of the London Plan.

TRANSPORT

31. Before the development hereby permitted is occupied the car parking spaces shown on the approved plans shall be provided in the development and shall not be used for any purpose other than the parking and turning of vehicles in connection with the development hereby approved.

Reason:

To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with policies CS9 and DM17 of the Barnet Local Plan.

32. Before the development hereby permitted is occupied a Car Parking Management Plan detailing the allocation of car parking spaces, all on site parking controls and charges and enforcement measures to be put in place to deal with any unauthorised parking shall be submitted to and approved in writing by the Local Planning Authority. The development shall be managed in accordance with the approved Car Parking Management Plan from the first occupation of the building and in perpetuity thereafter.

Reason:

To ensure that parking is provided and managed at the development in the interests of highway and pedestrian safety and the free flow of traffic in the area and in accordance with policies CS9 and DM17 of the Barnet Local Plan.

33. Prior to the commencement of the development hereby approved a Construction Management and Logistics Plan shall be 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. This 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. the positioning of cranes and other construction related equipment;
 - x. Details of interim car parking management arrangements for the duration of construction;
 - xi. Details of a community liaison contact for the duration of all works associated with the development.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13 , CS14, DM01, DM04 and DM17 of the Barnet Local Plan and polices 5.3, 5.18, 7.14 and 7.15 of the London Plan.

34. Before development hereby permitted is first occupied, a full Delivery and Servicing Management Plan shall be submitted to and agreed by the Local Planning Authority. The delivery plan should include details of size, number, times and frequency of delivery vehicles and swept paths for vehicles entering and using the site in association with the permitted use.

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.

35. Before the development hereby permitted is occupied full details of the 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 not less than 20% of the approved parking spaces to be provided with active electric vehicle charging facilities and a further 20% to be provided with passive facilities for future fit out. The development shall be implemented in full accordance with the approved details prior to first occupation and thereafter be maintained as such.

Reason:

To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with policy 6.13 of the London Plan.

36. The development shall not be occupied until cycle parking facilities have been provided in accordance with detailed drawings to be submitted to and approved in writing by the Local Planning Authority and increased in numbers, if needed. All of the spaces shall be permanently retained thereafter.

Reason:

In the interests of promoting cycling as a mode of transport, in line with London Plan policy 6.9 and policies CS9 and DM17 of the Barnet Local Plan.

37. The development shall be carried out in all respects in accordance with the approved Pringuer-James report 'Conceptual Design Statement (Basement Levels) Rev A', and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason:

To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan policy 6.2.

38. The student accommodation hereby permitted shall not be occupied until a Student Pick-Up and Drop-Off Management Scheme is submitted and approved in writing by the local planning authority. This Scheme shall include details of a drop-off and collection schedule that will be set up by the student management company to stagger the pick-up and drop-off activity and how the parking spaces on the site will be managed during pick-up and drop-off periods. Student drop-off and pick-up activity shall thereafter be managed in accordance with the approved Scheme, or any variation that may be approved.

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.

Informatives:

The informatives that it is recommended be included on the decision notice in respect of this application are set out in **Appendix 3** of this report. These include (as the first informative) a summary of the reasons for granting planning permission for this development and the relevant development plan policies taken into account in making this decision.

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 (published July 2011) and the development plan documents in the Barnet Local Plan (adopted September 2012). These statutory development plans are the main policy basis for the consideration of this planning application. A number of other documents, including supplementary planning guidance and national planning guidance, are also material to the determination of the 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 officers have considered the development proposals very carefully against the relevant policy criteria and, for the reasons set out in this report, have concluded that that the development will fulfil them to a satisfactory level, subject to the conditions and planning obligations recommended. The proposed development is considered to comply with the requirements of the development plan.

The London Plan

The London Plan (adopted July 2011) is the development plan in terms of strategic planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The London Plan policies (arranged by chapter) most relevant to the determination of this application are:

Context and Strategy:

1.1 (Delivering the Strategic Vision and Objectives for London)

London's Places:

2.6 (Outer London: Vision and Strategy); 2.7 (Outer London: Economy); 2.8 (Outer London: Transport); 2.13 (Opportunity Areas and Intensification Areas); and 2.18 (Green Infrastructure: The Network of Open and Green Spaces)

London's People:

3.1 (Ensuring Equal Life Chances for All); 3.2 (Improving Health and Addressing Health Inequalities); 3.3 (Increasing Housing Supply); 3.4 (Optimising Housing Potential); 3.5 (Quality and Design of Housing Developments); 3.8 (Housing Choice); and 3.9 (Mixed and Balanced Communities)

London's Economy:

4.1 (Developing London's Economy); 4.5 (London's Visitor Infrastructure); 4.7 (Retail and Town Centre Development); and 4.12 (Improving Opportunities for All)

London's Response to Climate Change:

5.1 (Climate Change Mitigation); 5.2 (Minimising Carbon Dioxide Emissions); 5.3 (Sustainable Design and Construction); 5.6 (Decentralised Energy in Development Proposals); 5.7 (Renewable Energy); 5.9 (Overheating and Cooling); 5.10 (Urban Greening); 5.11 (Green Roofs and Development Site Environs); 5.12 (Flood Risk Management); 5.13 (Sustainable Drainage); 5.14 (Water Quality and Wastewater Infrastructure); 5.15 (Water Use and Supplies); 5.17 (Waste Capacity); 5.18 (Construction, Excavation and Demolition Waste); and 5.21 (Contaminated Land)

London's Transport:

6.1 (Strategic Approach); 6.2 (Providing Public Transport Capacity and Safeguarding Land for Transport); 6.3 (Assessing Effects of Development on Transport Capacity); 6.4 (Enhancing London's Transport Connectivity); 6.5 (Funding Crossrail and Other Strategically Important Transport Infrastructure); 6.7 (Better Streets and Surface Transport); 6.9 (Cycling); 6.10 (Walking); 6.11 (Smoothing Traffic Flow and Tackling Congestion); 6.12 (Road Network Capacity); and 6.13 (Parking)

London's Living Places and Spaces:

7.1 (Building London's Neighbourhoods and Communities); 7.2 (Inclusive Environment); 7.3 (Designing Out Crime); 7.4 (Local Character); 7.5 (Public Realm); 7.6 (Architecture); 7.7 (Location and Design of Tall and Large Buildings); 7.13 (Safety, Security and Resilience to Emergency); 7.14 (Improving Air Quality); 7.15 (Reducing Noise); and 7.19 (Biodiversity and Access to Nature)

Implementation, Monitoring and Review:

8.2 (Planning Obligations); and 8.3 (Community Infrastructure Levy)

Barnet Local Plan

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

CS3 (Distribution of growth in meeting housing aspirations)

CS4 (Providing quality homes and housing choice in Barnet)

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

CS8 (Promoting a strong and prosperous Barnet)

CS9 (Providing safe, effective and efficient travel)

CS11 (Improving health and well being in Barnet)

CS12 (Making Barnet a safer place)

CS13 (Ensuring the efficient use of natural resources)

CS14 (Dealing with our waste)

CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

- DM01 (Protecting Barnet's character and amenity)
- DM02 (Development standards)
- DM03 (Accessibility and inclusive design)
- DM04 (Environmental considerations for development)
- DM05 (Tall buildings)
- DM08 (Ensuring a variety of sizes of new homes to meet housing need)
- DM09 (Specialist Housing – HMOs, student accommodation and housing for older people)
- DM16 (Biodiversity)
- DM17 (Travel impact and parking standards)

Supplementary Planning Guidance and Documents

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

Local Supplementary Planning Documents and Guidance:

- Colindale Area Action Plan (2010)
- Planning Obligations (April 2013)
- Sustainable Design and Construction (April 2013)
- Contributions to Education from Development (February 2008)
- Contributions to Health Facilities from Development (July 2009)
- Contributions to Library Services from Development (February 2008)
- Residential Design Guidance (April 2013)

Strategic Supplementary Planning Documents and Guidance:

- Accessible London: Achieving an Inclusive Environment (April 2004)
- Sustainable Design and Construction (May 2006)
- Health Issues in Planning (June 2007)
- Wheelchair Accessible Housing (September 2007)
- Planning for Equality and Diversity in London (October 2007)
- Land for Industry and Transport SPG (September 2012)
- Housing (November 2012)

National Planning Guidance

National planning policies are set out in the National Planning Policy Framework (NPPF). This 65 page document was published in March 2012 and it replaces 44 documents, including Planning Policy Guidance Notes, Planning Policy Statements and a range of other national planning guidance. 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, such as this proposal, which are considered to accord with the development plan.

The Community Infrastructure Levy Regulations 2010

Planning obligations need to meet the requirements of regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) to be lawful. Officers have concluded that the planning obligations recommended are legitimate and appropriate under these regulations. The applicant has agreed the obligations set out in Recommendation 2.

1.2 Key Relevant Planning History

A full summary of the key planning history of this site is set out in **Appendix 1** of this report. Of particular significance to the current application is the 2010 planning permission for a similar development for the construction of a part 7, part 18 storey building comprising a 374 bed apart-hotel (Use Class C1), with bar-club/restaurant use (Use Class A3/A4), gym (Use Class D2) and four commercial units on the ground floor (Use Class A3/A4) with associated works (ref H/03982/10). The current proposal differs from this extant permission in the following ways:

- Amendments to the uses in the building to reduce the apart-hotel use to 55 rooms and instead provide 319 student accommodation units (Sui Generis) with associated communal space;
- Increase in A1/A3 floorspace by 341sqm;
- Reduction from double to single level basement and omission of car lift and basement car parking;
- Increase in height of building by 700mm;
- Increase in width of both elevations by approximately 1m (lower part) and 2m (upper part);
- Increase in depth of 16/17 floor element by approximately 4m;
- Amendments to the external appearance of the building.

1.3 Public Consultations and Views Expressed

Public Consultation

A total of **1229** local properties were consulted on the application by letter and email in April 2013. The application was also advertised on site and in the local press at that time.

Number of Responses from Residents

8 responses including **5 objections** and **3 comments**. **1** of the objectors has requested to speak at committee. No responses supporting the proposal were received.

Comments from Residents

The comments made in objection to the application are summarised and responded to below. Where appropriate further detail is provided below, in the relevant section of the report.

Highways, Transport and Parking:

- Would result in traffic congestion;
- Students may own cars and want to park nearby, which would exacerbate existing problems;
- Should ensure adequate parking provision for the development;
- The tube station is not adequate to accommodate all of the developments planned in the area.

Officer Response:

The proposal would result in fewer trips than the approved aparthotel development. Potential overspill parking would be mitigated through the implementation of parking controls. An appropriate number of parking spaces have been provided. No objections have been raised from TfL with regard to tube capacity. These matters are also addressed in appraisal section 3.5.

Design and Character:

- The building is too high and will be out of place;
- Would drastically alter the appearance of the neighbourhood.

Officer Response:

The scale of the building is broadly similar to the approved scheme. This is also addressed in appraisal section 3.2.

Amenities of neighbouring occupiers and users:

- Students can be rowdy, drunk and threatening, resulting in noise and disturbance;

Officer Response:

This is addressed in appraisal sections 3.1 and 3.4.

General:

- The student accommodation would not contribute to the area;
- General concerns over overdevelopment of Colindale;
- Who would be the landlord of the student accommodation?.

Officer Response:

This is addressed in appraisal sections 3.1. In response to the final query, the student accommodation would be owned by the applicant and managed by the Stay Club Student Management Company, who manage other similar facilities in London.

Consultation Responses from Statutory Consultees and Other Bodies

Environment Agency:

Condition requested in relation to piling of foundations.

Metropolitan Police Service:

No objections in principle. Request that detailed design measures, particularly in terms of doors and windows, are considered at the earliest opportunity.

Greater London Authority:

The proposal does not raise any strategic planning issues, given that it is substantially the same externally as the previous permission and provided that the student accommodation is secured by agreement or condition. One active and one passive electric car charging point should be provided. Safe storage, showers and changing rooms for staff to cycle to work should be secured by condition. A travel plan, delivery and servicing plan and construction logistics plan should also be provided, as should contributions to station improvements. They have confirmed that the application does not need to be referred back to the Mayor for Stage 2.

London Borough of Brent:

Have responded to the consultation and confirmed that they have no objections to the proposal.

English Heritage:

No objection. The application should be determined in accordance with local specialist conservation advice.

National Health Service Blood and Transplant (NHSBT)

Concern over methodology for trip generation calculation. Concerns that the reduction in parking and the different mix of uses (introduction of student accommodation) proposed would exacerbate existing problems with parked vehicles blocking the public highway. The peak periods at the beginning or end of the university holidays would result in a high volume of vehicle movements. There would be inadequate parking to serve the uses. There are inadequate measures in place to control on street parking on the Colindale Hospital development. A dedicated loading area should be provided to serve the student accommodation and a parking management plan should be implemented.

Internal Consultation responses**Traffic and Development Team:**

Overall the number of trips generated by the mix of uses will substantially decrease by 28 car trips during the AM peak and 22 for the PM peak, due to the reduction in the aparthotel accommodation in favour of the student accommodation. The 7 spaces proposed for the aparthotel represent a proportionate reduction in spaces and this is acceptable. Disabled provision is adequate. The student accommodation would be car-free and this would need to be supported by a robust Travel Plan and a CPZ contribution to deal with potential parking displacement onto neighbouring streets if students happen to own cars. Cycle parking provision is acceptable. Waste vehicle swept paths, Construction Management Plan, Delivery Servicing Plan, a Student Drop-off/Pick-up Scheme and electric car charging point provision is required by condition.

2. DESCRIPTION OF THE SITE, SURROUNDINGS AND PROPOSAL**2.1 Site Description and Surroundings**

The application site is irregular in shape and covers an area of 0.19 hectares on the north side of Colindale Avenue. The site is cleared and hoarded off, but comprises part of the former Colindale Hospital, which is currently being redeveloped for housing, and Station House, a 5 storey office building that has now been demolished. Access is from Colindale Avenue via the main spine road and roundabout through the Colindale Hospital development.

The site is bounded to the east by the Northern Line with residential properties beyond. To the south is the public piazza adjacent to Colindale Underground Station, with Colindale Avenue and the British Newspaper Library site and Colindale Park beyond. To the north and west are the recently constructed residential properties in the former Colindale Hospital development and the older 2 storey houses fronting Colindale Avenue.

The area around the site is mixed in character, consisting of modern developments ranging from 5 to 14 storeys, traditional 2 storey houses and employment/institutional buildings with larger footprints. The site lies within the wider Colindale Opportunity Area as identified in the London Plan and is earmarked for significant regeneration, along with a number of other sites in the area.

2.2 Description of the Proposed Development

The application seeks consent for a revised development on the site (as set out in section 1.2 above) for a part 7, part 18 storey building to provide a 55 bed apart-hotel (Use Class C1), 319 student accommodation (Sui Generis) units with associated communal space, four commercial units totalling 1,138m² (Use Class A1/A3), a bar-club/restaurant (Use Class A3) and a gym of 880m² (Use Class D2), along with associated car parking, cycle storage and landscaping.

It is proposed to reduce the extent of the apart-hotel element to 55 bedrooms. This use would now be fully contained within the 7 storey wing of the building, with the main tower comprising the 319 student units (471 rooms, with indicated bedspaces shown to be up to 662).

The building itself would be broadly the same size as the consented scheme, the only changes being a modest increase in height of 700mm, an increase in width of between 1m and 2m and an increase in depth of the top floor glazed element by 4m. Changes are also proposed to the external appearance of the building, although the same design concept and use of materials would be employed.

The building is broken down into two distinct forms. The lower component is 7 storeys tall and located adjacent to the access road serving the former Colindale Hospital development. The upper floors of this element would project into the station piazza supported by columns. The taller component would be 18 storeys high along the boundary with the Northern Line.

The south east and south west elevations would comprise the frontage of the ground floor commercial units and the basement gym, whilst the apart-hotel and student accommodation entrances would be on the south west elevation. Parking and servicing would be to the rear (north west) with access from the existing roundabout. There is a service lift providing access to the basement facilities.

A total of 7 car parking spaces are provided at the rear, with 250 cycle spaces in the basement and 26 at street level.

In addition to the application drawings the submission made includes the following documents:

- Design and Access Statement;
- Planning Statement;
- Sustainability Statement;
- Energy Statement;
- Transport Technical Note;
- Statement of Community Consultation;

3. PLANNING CONSIDERATIONS

3.1 Principle of the uses proposed

Student accommodation

Barnet Local Plan policy DM09 states that ‘the council expects proposals for student accommodation to demonstrate that they support educational establishments within Barnet and meet an identified local need’. This policy also requires that such accommodation is provided in accessible locations, which this is considered to be.

It is noted that Policy 4.1(k) of the Colindale AAP supports and promotes the relocation and development of student accommodation for Middlesex University. This is envisaged as being a new student village of approximately 1000 rooms (circa 1500 beds) to be delivered on the eastern part of the Peel Centre site. The development proposed under this application would be speculative in nature and would not be directly affiliated with Middlesex University. It would complement the existing land uses in the Colindale Avenue Area of Change and the accommodation proposed under this application is being considered in addition to the student village that is identified in the Colindale AAP for the Peel Centre site. The proposal would therefore not conflict with AAP aspirations to accommodate Middlesex University within the Colindale Opportunity Area.

Whilst the proposed student accommodation would not be directly affiliated to an educational establishment within Barnet, it is anticipated that the accommodation could be used by students attending Middlesex University, given that it is within walking or cycling distance of the Hendon Campus and close to local bus links. The supporting text to London Plan policy 3.8 (paragraph 3.52) acknowledges that there could be a requirement for some 18,000-27,000 student accommodation places up to 2021, due to the rapid increase in student numbers across London. The provision of new specialist accommodation would also reduce the pressure on the private rented sector, thereby freeing up properties for non-student occupation.

London Plan policy 3.8 states that student accommodation provision should not compromise capacity for conventional homes. In this instance, the extant permission on the site is for a purely apart-hotel and commercial development and the proposal would therefore not impinge on any proposed housing development or affect housing land supply in the borough. The site is well located for public transport and is within a 35 minute commute of 16 higher education establishments. The site is therefore considered to be well located for the provision of student accommodation and the proposal would make efficient use of previously developed land for an identified strategic need.

With pressure on land for other uses close to higher education institutions in central London, it will be expected that outer London boroughs make a greater contribution towards student accommodation. There are also social and economic benefits from having students in the local area. They diversify the economy, support the voluntary sector, create demand for local business, boost creative industries and provide critical mass for infrastructure and services. Half of all graduates stay in London post-education providing a pipeline of graduate labour for London’s employment markets.

It is noted that concerns have been raised in relation to the potential for noise, disturbance and anti-social behaviour from the student population. However, there is no evidence to support this assertion. Officers consider that a student population of up to 662 would not result in an over-studentification of the area, given the significant growth in conventional housing planned for the Colindale Opportunity Area. Overall, it is considered that the proposed student accommodation would contribute to a mixed and balanced community and is supported. A condition is recommended to ensure that the accommodation is occupied by students only and a S.106 obligation would also require the accommodation to be occupied by students attending an educational institution.

Apart-hotel

The principle of an apart-hotel use on this site has already been established by the grant of two previous permissions for this use. London Plan policy 4.5 supports the provision of new visitor accommodation in Opportunity Areas such as this, where there is good public transport access to central London and close to airport links. The site is adjacent to the Northern Line, is close to rail links to Luton Airport and to the strategic road network, so therefore satisfies these criteria.

This policy also recognises the contribution that apart-hotels can make to the visitor economy, subject to no undue impact on the delivery of conventional housing, which as discussed above is not a concern on this site. The proposed apart-hotel use would diversify the local visitor accommodation offer and could help to support local businesses. The proposed use would be secured by condition to ensure that the units are not occupied by guests for more than 90 consecutive days in accordance with the definition for hotels under the Use Classes Order.

Commercial uses

A total of 1,138m² of Use Class A1 and A3 space on the ground floor of the development, as well as the basement gym facility, which is an increase of 341m² compared to the previous approval. The proposal also retains the 330m² bar/restaurant on the 6th floor.

The principle of commercial floorspace has already been established in the earlier scheme iterations and the total quantum would not significantly increase as a result of this revised proposal. The amount and type of this development proposed is considered to be appropriate to provide ground floor activity that would contribute towards the creation of a new vibrant neighbourhood centre for Colindale, in line with the objectives of the AAP. It is however considered necessary to restrict the use of the mezzanine levels of the A1 units from being used for sales floorspace, in order to ensure that the amount of retail provision would not be excessive in relation to overall AAP aspirations.

The ground floor commercial units within the development would create an active frontage onto the new public piazza. These along with the basement level gym will generate activity, vitality and vibrancy in the emerging neighbourhood centre for Colindale. These units would meet the needs of the future residents anticipated from the consented Colindale Hospital redevelopment as well as the existing residents in the surrounding area and those using Colindale Underground Station. The proposal would provide mixed use development and a range of shops/services to support the local neighbourhood centre in accordance with Colindale AAP policy 4.1.

3.2 Scale, Design and Appearance

Tall buildings

The principle of a tall building on this site is established by the previous permissions, including the extant consent for a building of a similar scale to that now proposed. However, as noted above there are some minor increases in scale proposed, notably an increase in width and depth of 1m and 2m, as well as a 700mm increase in height.

Barnet Local Plan policy CS5 states that tall buildings may be appropriate in the Colindale Avenue Corridor of Change, where this site is located, subject to Policy 5.3 of the AAP. This policy states that taller buildings should be located in the most sustainable locations with good access to public transport, shops and services.

London Plan policy 7.7 states that Opportunity Areas with good public transport links could be suitable for tall buildings. Consideration should also be given to local character, public realm, skyline and the provision of ground floor activities. Such buildings should also contribute to the legibility and regeneration of an area and should incorporate the highest standards of architecture, materials and sustainability.

According to AAP Policy 5.3, the area around Colindale Underground Station will be the best location for tall buildings. A landmark building is required in this location to define the location of the transport interchange and neighbourhood centre, and to provide a gateway for the wider Colindale area.

The previous proposals were considered not to unduly impact on strategic or local views, both across the wider area and along Colindale Avenue. The modest increase in scale proposed is not considered to further impact on the townscape of the area.

In summary, having regard to the policy context set out above and the relevant planning history, this is considered an appropriate site for a tall building. The building would have a well designed setting by virtue of its position at the rear of the planned public piazza and would act as a high quality focal landmark for the transport interchange and new neighbourhood centre for Colindale. The building is considered to be of high architectural standard and further consideration of the detailed aspects of the design and materials is undertaken below.

Detailed design

The revised scheme is broadly the same proportions as the approved building with similar width, depth and footprint. It also incorporates similar detailing and use of materials.

As per the approved development, the scheme comprises two main elements. The first is the low elongated 7 storey block that runs parallel to the Colindale Hospital estate road. This part of the building projects into the public piazza suspended on columns. The scale and massing of this element remains broadly the same and continues to utilise the system of suspended timber louvres that form a screen on the south west and south east elevations.

The second element comprises the taller 18 storey block that is sited next to the railway lines. The north east corner of this block is emphasised by a strong vertical form using a series of vertical terracotta batons on a metal frame that wrap the corner from the north east elevation facing the railway lines round to the south east elevation fronting onto the piazza. The terracotta batons are spaced at regular intervals and interspersed with a series of vertical glazed strips, which coincide with the student accommodation room windows. The spacing of the terracotta strips will still allow for light going in and views out of the windows which are located behind the terracotta.

On the elevation overlooking the piazza the terracotta batons give way to an area of aluminium cladding strips which wrap the south western corner of the building. These are punctuated by vertical windows on both elevations.

Aluminium and copper plated mesh screens arranged in an irregular pattern are used on the flank elevations (north east and south west) to provide visual interest on these larger areas of the building. The panels are horizontally staggered and vertically decrease in size as they rise up the building. The mesh panels are formed to allow plenty of natural light into the windows behind.

On the south west elevation the aluminium cladding and the mesh panels are separated by a vertical glazed recess that runs to the full height of the building. This helps emphasise the aluminium clad corner as a distinct form.

On the north east elevation an area of glazing is introduced to create a step in the horizontal eave line of the building. This helps to break down the square massing of the block. Large feature projecting oriel windows are positioned within north east and south west elevations to break up the extent of the mesh panels. The building finishes with the top two floors set back from the main elevations and clad in glass panels to create a lightweight effect.

The mass of the building is broken down by the use of different materials, glazing and steps in plan and elevation. This helps to provide articulation when the building is seen from distant vantage points along Colindale Avenue. The use of metal mesh, terracotta slats and zinc cladding system gives the building a more detailed grain and texture when viewed from closer vantage points.

Overall the design is largely unchanged from the previous permission and will deliver a high quality development. The relatively modest increase in height is acceptable in the local context and is not considered to have any significant additional impact over the extant permission. The detailing of the final design will be key to achieving a high quality appearance. Accordingly, along with a condition requiring material samples to be submitted, specific detailing such as the projection of oriel windows and the terracotta, timber and mesh spacing are the subject of recommended conditions. In addition, it is considered to be important to require details of the window openings on the glazed elements of the building, to ensure a crisp appearance for this element of the development.

3.3 Standard of accommodation provided and amenities of future occupiers

Local Plan policies require high quality design in all new development that creates attractive places which are welcoming, accessible and inviting. Policy DM01 states that proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for potential occupiers. Policy DM02 identifies standards that development will be expected to meet in relation to a number of matters, including the internal floorspace of new dwellings, outdoor amenity space and play space. Policy DM04 states that buildings should be designed to minimise exposure to air pollutants. The same policy states that proposals to locate noise sensitive development in areas with high levels of noise will not normally be permitted and also that the mitigation of any noise impacts will be expected where appropriate.

Unit size, outlook and amenity space

There are no specific London Plan or Barnet Local Plan standards in terms of room sizes for the proposed apart-hotel and student accommodation uses. The apart-hotel units would vary in size and nature of accommodation, thereby providing a range of unit types. The take up of these rooms would largely be led by the market.

The student accommodation is likely to be occupied for longer periods. These units would generally provide between 20m² and 25m² of floorspace per bedspace. It is acknowledged that some of the units would be narrow, at around 2.4 metres, and would generally be single aspect only. However, a large area of social space is proposed on the mezzanine level of the building to complement the private space in each unit. The rooms would provide basic essential accommodation in line with other similar student halls. The room sizes would be in excess of a typical central London student development. Each of the units would be self-contained and provide kitchenette facilities and adequate space for necessary furniture. The levels of outlook are considered to be acceptable and would not be unduly affected by the proposed mesh screens or timber/terracotta louvres.

No external amenity space is proposed and it is considered not to be required for such a proposal. Overall, it is considered that an adequate standard of accommodation would be provided.

Privacy and overlooking

The two uses proposed would be arranged so that they do not overlook each other over the lightwell between the two main components of the building. There would be a degree of oblique overlooking between some of the student units facing into the lightwell, but this would unduly impact on the living conditions of future occupants.

Daylight and sunlight

The proposed mesh cladding and terracotta/timber louvres would allow an adequate level of daylight and sunlight to enter the building.

Noise and air quality

The previous application was supported by a PPG24 assessment which demonstrated the appropriateness of the site for the development. The site is considered to be suitable for the proposed uses in terms of noise and air quality.

Conclusions on the amenities of future occupiers

The development is found to be satisfactory in this regard and would provide acceptable living conditions for future occupiers.

3.4 Impacts on amenities of neighbouring and surrounding occupiers and users:

Local Plan policies seek broadly to promote quality environments and protect the amenity of neighbouring occupiers and users through requiring a high standard of design in new development. More specifically policy DM01 states that proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers and users. Policy DM04 identifies that proposals to locate development that is likely to generate unacceptable noise levels close to noise sensitive uses will not normally be permitted.

Barnet's Residential Design Guidance Supplementary Planning Document provides further guidance on safeguarding the amenities of neighbouring and surrounding occupiers and users. This includes stating that there should be a minimum distances of about 21m between properties with facing windows to habitable rooms and 10.5m to a neighbouring garden, in order to avoid overlooking in new developments.

Overlooking and Loss of privacy

The proposed building would be sited some 50 metres from the nearest residential properties to the north, on Pasteur Close, and this distance would exceed the minimum of 21m as recommended in the SPD to ameliorate overlooking. The distance to properties to the south, on Colindale Avenue, would also exceed the 21m standard. The proposed mesh cladding and timber/terracotta louvres would also assist in minimising overlooking. It is therefore considered that the proposed development would not result in unacceptable loss of privacy from roof terraces or habitable room windows.

Daylight, Sunlight, Overshadowing, Outlook and Visual Impact

The building would be located adjacent to the Northern Line railway tracks. Immediately to the east of the tracks is the existing Tube Station car park behind which is an area of thickly planted mature shrubland with mature trees. The bulk of the building would be located opposite this landscaped area and car park. The nearest residential properties are 67 Colindale Avenue (60m away) and Fleming Walk (50m away). These properties have their side (flank) elevations facing the development site with main windows facing south-east and north-west. Given the extensive area of mature trees and the distance away from these properties, the proposed building is not considered to detrimentally impact on the amenities of residential occupiers.

The previous application was supported by a Daylight and Sunlight Assessment which demonstrated the acceptability of the building in terms of daylight/sunlight for the surrounding properties. The proposed amendments to the building are not considered to affect these previous conclusions or give rise to any new affects in terms of light, outlook or visual impact.

Noise

The previous application was supported by a PPG24 assessment which demonstrated the appropriateness of the site for the development. The noise assessment concluded that during the development's construction period, the effect of noise and vibration on the surrounding area will be negligible and various measures such as site hoardings could be implemented to mitigate against any

impacts that may arise. It is also recommended that a Construction Management Plan be required by condition, which would deal with issues such as construction methods and hours.

The noise assessment also concluded the operational impact of the hotel and commercial uses on the surrounding area (i.e. plant and vehicular movements) would be minimal and can be mitigated through the implementation of appropriate planning conditions. The proposed student accommodation is not expected to give rise to significant levels of noise emissions, as it would be principally a residential use. It is noted that use of the social space could generate some noise at times, but it is considered that the separation distance between the development and surrounding residential properties would ensure that this would not be unduly detrimental to amenity.

Therefore subject to the imposition of suitable conditions, it is considered that the proposals will not give rise to any unacceptable adverse impacts arising from noise.

Conclusions

The proposed development is considered to be acceptable and compliant with the relevant development plan policies as they relate to the protection of the amenities of neighbouring and surrounding occupiers and users.

3.5 Transport, parking and highways matters:

Policy Context

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, seek more environmentally friendly transport networks, ensure 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.

Major development proposals with the potential for significant trip generation will be expected to be in locations which are, or will be made, highly accessible by a range of modes of transport and supported by a Transport Assessment that fully assesses the transport implications of the development across all modes. Larger schemes are also required to implement and maintain a satisfactory Travel Plan to minimise increases in road traffic and meet mode split targets.

Site Location and Surrounding Area and PTAL

Vehicle access to the site is as existing, via the roundabout from Chalcot Road (the Colindale Hospital site spine road). The site is directly adjacent to Colindale Underground Station and would front the new piazza that already has planning permission. The PTAL rating for the site is 4, which is considered a good level of accessibility. In light of this, a parking provision within the range of Barnet's minimum standards is considered appropriate.

Trip Generation

The Transport Technical Note submitted with this application, states that car trips generated as a result of the approved Aparthotel proposal is expected to substantially decrease given the reduction in hotel rooms. When compared with the previously approved scheme, the trip movements for arrivals and departures were reduced from predicted 37 to 7 during AM peak and for PM peak the number is reduced from 31 to 6.

For the student accommodation, the number of car trip generation is increased by 2 for the AM peak and 2 for PM peak. Overall for this mixed use development, it is predicted that the trips generated will substantially decrease by 28 car trips during AM peak and 22 for the PM peak.

Overall, there is a reduction in number of trips generated and therefore this is considered acceptable on highway grounds.

Parking

For the Aparthotel a total of 7 parking spaces are proposed in front of the service lift and student lobby. Two of those spaces are to disabled standard. The parking ratio proposed is similar to the previously approved application and this is considered to be acceptable.

No parking provision is proposed for the student accommodation, as the use is expected to be car-free given the location and current controlled parking restrictions nearby. In addition, no parking is provided for proposed commercial and retail units and this is considered appropriate given the location. Loading and unloading for commercial units is provided either within the site boundary or by the kerbside on the spine road, subject to consultation / negotiations with TfL.

The proposal, with limited or no parking in an area with good PTAL rating is considered to be acceptable, provided that this will not result in an increase in on-street parking pressure and would not adversely affect traffic flows, bus movement, road safety or the amenity of local residents or the local environment. The applicant has given assurances that the student accommodation will be managed on a car-free basis, with students predominantly arriving by tube. There are examples of this in other sites across London.

This parking restraint approach would be backed up by a robust Travel Plan and appropriate monitoring, which has been agreed with the applicant and would be secured through the s.106 agreement. In addition, monies have been agreed towards the provision of a controlled parking zone (CPZ) in the event that the development has an impact on surrounding roads in terms of student parking. It is noted that the roads in the former Colindale Hospital are controlled by Fairview Homes (with the exception of the spine road, which is to be adopted). Occupants of the development would not be able to apply for a parking permit. Subject to these mitigation measures as agreed, the parking-free nature of the student accommodation element of the scheme is considered to be acceptable and the development would not result in injudicious on street parking in the vicinity of the site.

Mode Shift/Travel Planning

As discussed above, the provision of Travel Plans for the aparthotel and student accommodation uses has been agreed with the applicant, along with monitoring contributions. Initiatives would include site specific information, car club incentives and bike maintenance. These Travel Plans would supplement the low parking provision and high public transport accessibility of the site and would encourage a shift away from reliance on the car.

Student Drop-off/Pick-up

It is considered necessary to secure a Student Pick-Up and Drop-Off Management Scheme by condition. It would be expected that this Scheme includes details of a drop-off and collection schedule that will be set up by the student management company to stagger the pick-up and drop-off activity and how the parking spaces on the site will be managed during pick-up and drop-off periods. A condition is recommended requiring this to be submitted and approved and subject to this the proposal would have an acceptable impact in this regard.

Conclusion

In summary, the likely impacts from the proposed development would be parking displacement onto surrounding roads from the student accommodation use. To mitigate against this impact, a contribution has been agreed towards provision of a CPZ in the vicinity of the site to restrict on street parking. Alongside this, a Travel Plan will encourage users of the site to use more sustainable modes of transport. A contribution towards improvements to Colindale Station has also been agreed. Conditions are recommended in relation construction management, delivery and servicing and car park management. Accordingly, the proposal is considered to comply with the objectives of the policies set out above.

3.6 Creating inclusive environments for all members of the community:

Planning policies make it clear that new developments should be accessible, usable and permeable for all users. The submitted Design and Access Statement sets out how the principles of inclusive design have been integrated into the development.

Level access would be provided to all ground floor entrances from the public piazza. Communal corridors, lifts and shared accommodation would all be suitable for wheelchair users. All publically accessible areas, such as the ground floor commercial units, would be fully accessible throughout, including the provision of accessible WC's and provision for ambulant disabled and visually impaired persons.

In the apart-hotel element of the proposal, 5 of the units would be designed to accommodate wheelchair users. In the student accommodation element, there would be 30 such units. This would constitute 10% of the total for each use proposed, which would be in line with the principles of wheelchair accessible unit provision for conventional housing and is considered to be acceptable. The clusters of accessible units would be provided close to the cores of the building, which is considered to be appropriate. It is therefore considered that the proposal would provide an environment that is fully accessible and inclusive to all and would therefore be acceptable in this regard.

3.7 Safety and security matters:

Development plan policies require new developments to provide a safe and secure environment for people to live and work in and reduce opportunities for crime and fear of crime.

The proposal would provide commercial frontages to the public piazza at ground floor level and would therefore provide street level activity in the vicinity of Colindale Underground station, which would enhance the local environment in terms of security. The building would be overlooked to a large degree by surrounding residential uses. Subject to the provision of external lighting, as recommended by condition, it is considered that the security of the development would not be compromised.

The proposal is therefore deemed to be acceptable in respect of providing a safe and secure development with an environment which reduces opportunities for crime and the fear of crime.

3.8 Flooding and water infrastructure matters:

The application site does not fall within an area identified as being at risk of flooding and does not exceed 1 hectare in area, so a Flood Risk Assessment is not required. The Environment Agency has responded to the consultation and has not raised any objection to the proposal. However, they have recommended that sustainable surface water drainage management is incorporated into the development. As such a condition has been recommended to ensure that the necessary mitigation is achieved.

Conditions have been recommended to ensure that water use by the development is minimised. Subject to these conditions the development is found to be acceptable in this respect.

The proposal is considered to be acceptable and compliant with planning policies on flooding and water infrastructure matters, subject to the conditions recommended.

3.9 Energy, climate change, biodiversity and sustainable construction matters:

London Plan Policy 5.2 requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

- a. Be lean: use less energy
- b. Be clean: supply energy efficiently
- c. Be green: use renewable energy

Residential developments are currently required to achieve a 25% reduction in carbon dioxide emissions when compared to the 2010 Building Regulations. Policy 5.3 of the London Plan goes on to set out the sustainable design and construction measures required in developments. Proposals should achieve the highest standards of sustainable design and construction and demonstrate that sustainable design standards are integral to the proposal, including its construction and operation.

Local Plan policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrate compliance with the Mayors 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/BREEAM. The Colindale AAP requires non-residential buildings to achieve a BREEAM excellent rating.

Carbon dioxide emissions

The application is accompanied by an Energy Strategy, which sets out the applicant's commitment to achieving the target CO2 reductions and demonstrates how this could be achieved.

The submission demonstrates that the development would reduce its CO2 emissions by up to 44%, principally through a connection to the E.On Colindale heat network (located within the former Colindale Hospital development), as well as through built fabric improvements. As such the scheme is found to be acceptable in this regard.

Other aspects of sustainable design and construction

A Sustainability Statement, prepared by the applicant, has been submitted with the application. This document includes a BREEAM 'Excellent' pre-assessment and sets out the following key measures:

- Developing entirely on a brownfield site within good public transport links;
- Promotion of cycling through the use of secure cycle storage facilities;
- Hot water and heating to be provided through the local CHP network;
- Building envelope improvements and natural ventilation to minimise use of heating/air conditioning;
- Using water saving devices throughout;
- Using SUDs through the provision of green roofs and brown roofs; and
- Best practice measures to be employed during construction to reduce pollution and source materials from sustainable methods.

It is considered that the proposed development would meet the requirements of the relevant London Plan and Barnet Local Plan standards in this regard. Conditions are recommended in relation connecting the scheme to the CHP network, as well as to ensure that the scheme meets the BREEAM 'Excellent' standard.

Biodiversity/geological matters

The Environment Agency have raised concerns that piling for foundations could penetrate impermeable geological formations and create a pathway between contaminated shallow soils and deeper geological formations. A condition has therefore been recommended requiring a piling risk assessment to ensure that underlying aquifers are not subject to disturbance and pollution from piling works. Subject to this condition the proposal is found to be acceptable and compliant with policy on biodiversity and nature conservation matters.

3.10 Environmental Impact Assessment Regulations:

The development for which consent is sought is not considered to be of a description identified in Schedule 1 of the Regulations (Town and Country Planning (Environmental Impact Assessment) Regulations 2011). However, the development is considered to be of a description identified in column 1 of Schedule 2 of the Regulations. The development described in the submission is deemed to fall within the description of 'urban development projects'.

The original application for the redevelopment of the Colindale Hospital site was accompanied by an Environmental Statement. This considered the cumulative effects of the Aparthotel development.

A Screening Opinion was issued by the Council on the 30 September 2010 (reference H/03906/10) confirming that it was not necessary to carry out an environmental Impact assessment for the revised Aparthotel application submitted in 2010. Instead, it was considered that the main considerations such as scale, height and design of the proposed building, the intensity of the use, the impact upon residential amenity, highway safety and parking provision could be adequately dealt with by the supplementary information submitted with an application. Therefore the 2010 application was accompanied by a Planning Statement, a Design and Access Statement which includes visual impact assessment, a Sustainability Statement, and a Transport Technical Note which built upon the original Transport Assessment.

The current application proposes relatively minor amendments to this extant planning permission and is again accompanied by the documents referred to above. Paragraph 46 of Circular 02/99 states that changes to an approved development requires EIA only if the change is likely to have significant environmental effects. The current proposal would alter the uses of the building proposed and would result in minor external changes to the building. These are not considered to be significant effects.

In summary, taking account of the criteria set out in Schedule 3 of the Regulations and all other relevant factors it is considered that the development described in the information accompanying the application would not be likely to have significant effects on the environment, in the sense intended by the Regulations. Therefore an Environmental Impact Assessment is not necessary and an Environmental Statement, in line with the Regulations, is not required to be submitted with the application.

3.11 Planning obligation matters:

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

In accordance with the above policies and the Council's supplementary planning documents, set out below are the obligations required to be secured through a legal agreement with the developer.

Public Transport Improvements Including Step Free Access at Colindale Underground Station (£75,000)

A feasibility study for Step Free Access at Colindale Underground Station has been

undertaken by TfL using allocated s.106 money from the Colindale Hospital development. This study will set out the cost for providing step free access at Colindale Underground Station as well as other station upgrades including additional gates, a new entrance into the Piazza and new ticket booths.

Given the low level of car parking proposed for the development and the fact that the majority of guests using the facility are expected to travel by public transport, a contribution of £75,000 is required. This also accords with the s.106 priorities set out the Colindale AAP.

A £50,000 contribution formed part of the legal agreement for the extant permission and it is considered reasonable to allocate the £10,000 previously secured towards highways improvements towards this, given that the A5/Colindale Avenue junction improvements already have the necessary funding. An uplift in this contribution to an overall figure of £75,000 would be appropriate, given the student accommodation now proposed is expected to be heavily reliant on the tube station. It would be reasonable to require this, particularly given that the majority of trips associated with the student accommodation now proposed would be made by public transport.

Travel Plan/Travel Plan Monitoring (£10,000)

In line with Barnet Local Plan policy DM17, the Planning Obligations SPD and TfL thresholds, the development requires a Strategic Travel Plan to deliver sustainable transport objectives for occupants of the aparthotel and student accommodation. A minimum figure of £10,000 is also required for the monitoring of the Travel Plan, in line with the SPD.

CPZ Contribution (£30,000)

In order to mitigate against potential parking displacement into surrounding streets, particularly as a result of the introduction of the student accommodation into the proposal, a contribution of £30,000 towards the provision of a Controlled Parking Zone in the vicinity of the site has been agreed.

Parking Permit Exemption (£5,000)

It is necessary to restrict residents of the scheme from applying for parking permits, in order to not disenfranchise existing residents when CPZ controls are put in place. A contribution of £5,000 is needed in order to facilitate a parking permit exemption scheme for residents of the development.

Restricted Student Occupation

It is necessary for the applicant to ensure that the student accommodation is occupied only by students on a full-time course or summer course and provide documentary evidence in accordance with timescales to be agreed.

Therefore the total additional S106 Contributions required to facilitate the increased size of the development is £120,000. An appropriate monitoring contribution is also sought in line with the Planning Obligations SPD.

The contributions are necessary, directly relevant and fairly and reasonably related in scale and kind to the development, in accordance with Regulation 122 of The Community Infrastructure Levy Regulations 2010.

3.12 Community Infrastructure Levy

The total floorspace of the proposed uses is set out below:

- Class A uses (A1/A3): 1,465m²
- Gym (D2): 880m²
- Student accommodation (Sui Generis): 14,936m²
- Apart-hotel (C1): 3,309m²

The proposed development in its entirety is liable for charge under the Mayoral Community Infrastructure Levy (CIL), at a charge of £35 per square metre. All but the D2 and student accommodation uses proposed are liable for the Barnet CIL, at a charge of £135 per square metre. The total calculations, based on the above figures, are set out below:

- Mayoral CIL: £720,650
- Barnet CIL: £644,490

4. EQUALITIES AND DIVERSITY ISSUES

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

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

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

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

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

The new buildings proposed as part of the application would be required to comply with current legislative requirements in respect of equality and diversity related matters, for example access for the disabled under Part M of the Building Regulations. In addition to this the development, as controlled by the conditions recommended, would ensure that in several regards the building constructed would

exceed the minimum requirements of such legislation. Examples of this would include all the proposed uses being fully accessible and inclusive to all, including the provision of level or appropriately sloping access within the site, not less than 10% of the units proposed being constructed to be wheelchair accessible or easily adaptable for residents who are wheel chair users and the inclusion of disabled standard parking spaces (as set out in greater detail in earlier sections of this report).

With the conditions recommended the proposal is found to accord with development plan policies as they relate to the relevant equalities and diversity matters by providing a high quality inclusive design approach which creates an environment that is accessible to all and would continue to be over the lifetime of the development. The development would therefore have a positive effect in terms of equalities and diversity matters.

It is considered by officers that the submission adequately demonstrates that the design of the development and the approach of the applicant are acceptable with regard to equalities and diversity matters. The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities.

5. COMMENTS ON GROUNDS OF OBJECTIONS

The objections raised are all considered in the above appraisal and analysis.

6. CONCLUSION

Planning permission was granted in December 2010 for a part 7, part 18 storey building comprising a 374 bed apart-hotel (Use Class C1), with bar-club/restaurant use (Use Class A3/A4), gym (Use Class D2) and four commercial units on the ground floor (Use Class A3/A4) with associated works. This in itself was an amendment to a previous permission on the site. The current proposal differs from this extant permission principally by amendments to the uses in the building to reduce the apart-hotel use to 55 rooms and instead provide 319 student accommodation units with associated communal space. Also proposed is an increase in A1/A3 floorspace, omission of car lift and basement car parking and some physical changes to the building including a modest increase in height, depth and width, as well as changes to the external appearance.

The aparthotel will contribute significantly towards the local economy through providing new employment, attracting people to the area on business and leisure trips, generating additional expenditure and supporting local businesses through providing a complementary land use. The proposed student accommodation would contribute to a mixed and balanced community, would contribute to the local economy, and is therefore also supported. The accommodation proposed under this application is being considered in addition to the student village that is identified in the Colindale AAP for the Peel Centre site. It would potentially benefit the Middlesex University Hendon Campus by providing additional accommodation within walking and cycling distance of the University. The accommodation will also be accessible for other higher education establishments given the accessible location adjacent to

Colindale Tube Station and bus routes. The current application would therefore not conflict with the AAP or Middlesex University aspirations to accommodate a student village within Colindale on the Peel Centre site.

The proposed building will utilise sustainable methods of construction and will connect to the Energy Centre currently being constructed on the former Colindale Hospital development which will supply heating and hot water requirements for the Aparthotel.

The proposal would see the development of one of the key sites identified in the Adopted Colindale Area Action Plan and will contribute to the regeneration of the area. The revised design will deliver a high quality building in a prominent location framing the new public piazza and transport interchange at this gateway location in Colindale.

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 the satisfactory completion of the Section 106 Agreement, **APPROVAL** subject to conditions is recommended, as set out in the recommendations section at the beginning of this report.

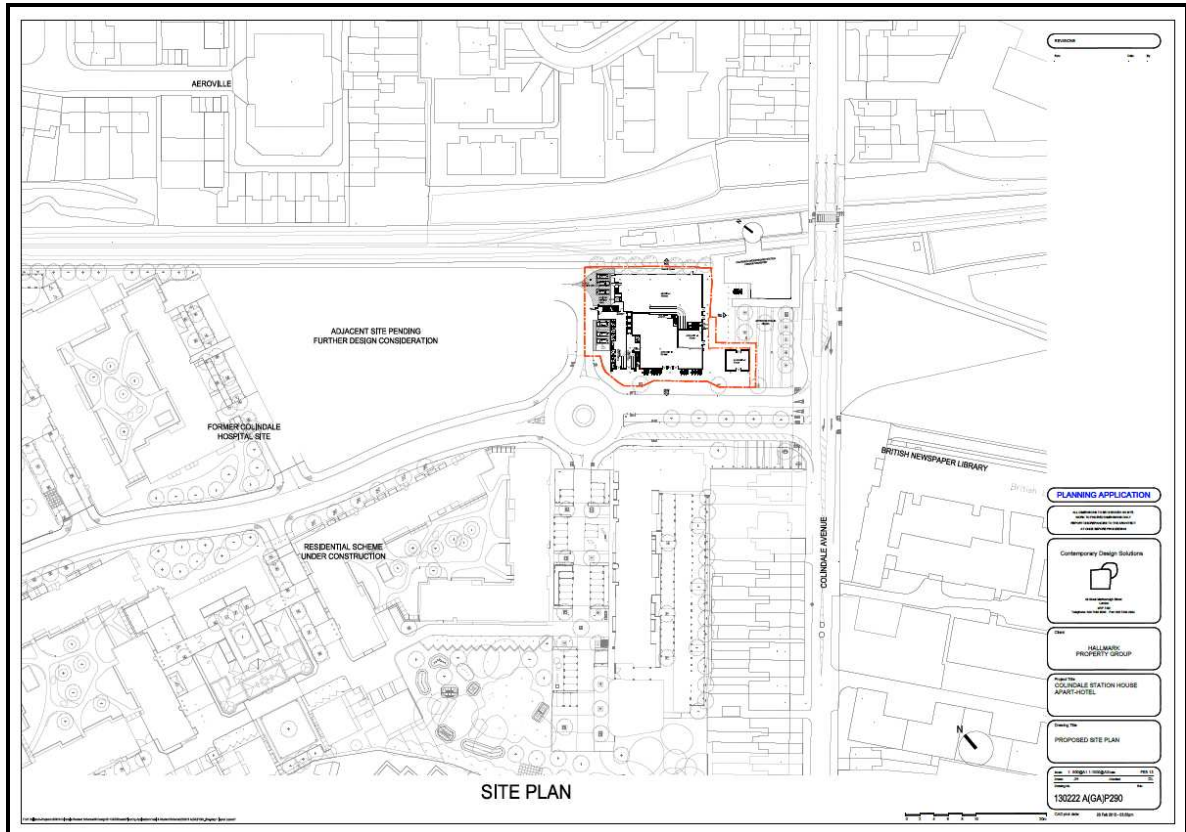
APPENDIX 1: KEY PLANNING HISTORY FOR THE SITE

App Ref.	Address	Description of Development	Decision and Date
H/01159/08	Colindale Hospital, Colindale Avenue, London NW9 5HG	Demolition of curtilage buildings to Listed Hospital Administration Block.	APPROVED 02/12/2008
H/00395/09	Colindale Hospital, Colindale Avenue, London NW9 5HG	Enabling works application for the provision of new site access, spine road with footpaths, emergency access to the health protection agency together with associated sub-surface infrastructure.	APPROVED 03/06/2009
H/00342/09	Colindale Hospital, Colindale Avenue, London NW9 5HG	Redevelopment of the former Colindale Hospital to include the erection of 714 residential units including the change of use and conversion of the listed former Administration building to residential, a new primary care trust facility (Use Class D1) of 1,132sqm, commercial units (Use Class A1/A2//A3/B1) and site management office (Use Class D1/B1), together with access roads, car parking and cycle parking, new public and private open space, children's play space and landscaping. Application includes the submission of an Environmental Statement.	APPROVED 20/11/2009 following completion of S106 agreement
H/00343/09	Land at Station House and part of Colindale Hospital, Colindale Avenue, London, NW9 5HG	The demolition of Station House and construction of a 293 bed, part 6, part 13 storey Aparthotel of up to 8965sqm, together with a 369sqm restaurant (Use Class A3) and three ground floor commercial units (Use Class A1/A2/A3) totaling 780sqm with associated access, car parking and landscaping, retention of and alterations to the Colindale Underground station building and the provision of a new public square and a transport interchange incorporating bus stops, taxi rank and associated landscaping.	APPROVED 20/11/2009 following completion of S106 agreement
H/00344/09	The Administration Building,	Listed Building Consent application for works of repair and internal and external alterations to convert the former Colindale	APPROVED 20/11/2009

	Colindale Hospital, Colindale Avenue, London, NW9 5HG	Hospital Administration Building into residential use.	
H/00041/10	Land at Station House and part of Colindale Hospital, Colindale Avenue, London, NW9 5HG	Section 73 application for amendments to wording of conditions 2 (Restriction to Hotel Use), 4 (Maximum Stay), 5 (A1/A3 Units Layout), 6 (A3 Specified Use), 8 (Details of Piazza), 10 (Materials), 12 (Refuse), 13 (Protection from Vibration), 14 (Land Contamination), 15 (Details of Ventilation and Extraction), 17 (Noise Report), 18 (Sound Insulation), 19 (Tree Protective Fencing), 20 (Services in Relation to Trees), 21 (Trees Method Statement), 23 (Landscaping Details), 26 (Construction Method Statement), 27 (Parking), 28 (Car Park Stacker Maintenance), 29 (Parking Management Plan), 30 (Cycle Parking Provision), 32 (Drainage Strategy), 34 (BREEAM Standard), 35 (Details of Green/Brown Roofs), 36 (Connection to Decentralised Heating Network), 37 (Details of Taxi and Coach Bays), 38 (PPG24 Noise Report) of approved planning consent ref. H/00343/09 and inclusion of new condition in relation to phasing plan.	APPROVED 05/05/2010 following completion of Deed of Variation to S106 agreement
H/03982/10	Land at Station House and part of Colindale Hospital, Colindale Avenue, London, NW9 5HG	Construction of a part 7, part 18 storey building comprising a 374 bed Aparthotel (Use Class C1) together with a bar-club / restaurant (Use Class A3/A4), gym (Use Class D2) and four commercial units on the ground floor (Use Class A1/A3) along with associated car parking and landscaping.	APPROVED 24/12/2010 following completion of S106 agreement
H/00305/13	Land at Station House and part of Colindale Hospital, Colindale Avenue, London, NW9 5HG	Non-material minor amendment to planning permission Ref: H/03982/10 dated 24/12/2010 for the "Construction of a part 7, part 18 storey building comprising a 374 bed Aparthotel (Use Class C1) together with a bar-club / restaurant (Use Class A3/A4), gym (Use Class D2) and four commercial units on the ground floor (Use Class A1/A3) along with associated car parking and landscaping" to amend the wording of the conditions 10, 11, 13, 17 and 18.	APPROVED 18/04/2013

APPENDIX 2: PLANS OF THE PROPOSED DEVELOPMENT

Proposed site layout and context:



APPENDIX 3: INFORMATIVES

1. A summary of the development plan policies relevant to this decision is set out below:

The London Plan

The London Plan (adopted July 2011) is the development plan in terms of strategic planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The London Plan policies (arranged by chapter) most relevant to the determination of this application are:

Context and Strategy:

1.1 (Delivering the Strategic Vision and Objectives for London)

London's Places:

2.6 (Outer London: Vision and Strategy); 2.7 (Outer London: Economy); 2.8 (Outer London: Transport); 2.13 (Opportunity Areas and Intensification Areas); and 2.18 (Green Infrastructure: The Network of Open and Green Spaces)

London's People:

3.1 (Ensuring Equal Life Chances for All); 3.2 (Improving Health and Addressing Health Inequalities); 3.3 (Increasing Housing Supply); 3.4 (Optimising Housing Potential); 3.5 (Quality and Design of Housing Developments); 3.8 (Housing Choice); and 3.9 (Mixed and Balanced Communities)

London's Economy:

4.1 (Developing London's Economy); 4.5 (London's Visitor Infrastructure); 4.7 (Retail and Town Centre Development); and 4.12 (Improving Opportunities for All)

London's Response to Climate Change:

5.1 (Climate Change Mitigation); 5.2 (Minimising Carbon Dioxide Emissions); 5.3 (Sustainable Design and Construction); 5.6 (Decentralised Energy in Development Proposals); 5.7 (Renewable Energy); 5.9 (Overheating and Cooling); 5.10 (Urban Greening); 5.11 (Green Roofs and Development Site Environs); 5.12 (Flood Risk Management); 5.13 (Sustainable Drainage); 5.14 (Water Quality and Wastewater Infrastructure); 5.15 (Water Use and Supplies); 5.17 (Waste Capacity); 5.18 (Construction, Excavation and Demolition Waste); and 5.21 (Contaminated Land)

London's Transport:

6.1 (Strategic Approach); 6.2 (Providing Public Transport Capacity and Safeguarding Land for Transport); 6.3 (Assessing Effects of Development on Transport Capacity); 6.4 (Enhancing London's Transport Connectivity); 6.5 (Funding Crossrail and Other Strategically Important Transport Infrastructure); 6.7 (Better Streets and Surface Transport); 6.9 (Cycling); 6.10 (Walking); 6.11 (Smoothing Traffic Flow and Tackling Congestion); 6.12 (Road Network Capacity); and 6.13 (Parking)

London's Living Places and Spaces:

7.1 (Building London's Neighbourhoods and Communities); 7.2 (Inclusive Environment); 7.3 (Designing Out Crime); 7.4 (Local Character); 7.5 (Public Realm); 7.6 (Architecture); 7.7 (Location and Design of Tall and Large Buildings); 7.13 (Safety, Security and Resilience to Emergency); 7.14 (Improving Air Quality); 7.15 (Reducing Noise); and 7.19 (Biodiversity and Access to Nature)

Implementation, Monitoring and Review:

8.2 (Planning Obligations); and 8.3 (Community Infrastructure Levy)

Barnet Local Plan

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

CS3 (Distribution of growth in meeting housing aspirations)

CS4 (Providing quality homes and housing choice in Barnet)

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

CS8 (Promoting a strong and prosperous Barnet)

CS9 (Providing safe, effective and efficient travel)

CS11 (Improving health and well being in Barnet)

CS12 (Making Barnet a safer place)

CS13 (Ensuring the efficient use of natural resources)

CS14 (Dealing with our waste)

CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

DM01 (Protecting Barnet's character and amenity)

DM02 (Development standards)

DM03 (Accessibility and inclusive design)

DM04 (Environmental considerations for development)

DM05 (Tall buildings)

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

DM09 (Specialist Housing – HMOs, student accommodation and housing for older people)

DM16 (Biodiversity)

DM17 (Travel impact and parking standards)

Supplementary Planning Guidance and Documents

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

Local Supplementary Planning Documents and Guidance:

Colindale Area Action Plan (2010)
Planning Obligations (April 2013)
Sustainable Design and Construction (April 2013)
Contributions to Education from Development (February 2008)
Contributions to Health Facilities from Development (July 2009)
Contributions to Library Services from Development (February 2008)
Residential Design Guidance (April 2013)

Strategic Supplementary Planning Documents and Guidance:

Accessible London: Achieving an Inclusive Environment (April 2004)
Sustainable Design and Construction (May 2006)
Health Issues in Planning (June 2007)
Wheelchair Accessible Housing (September 2007)
Planning for Equality and Diversity in London (October 2007)
Land for Industry and Transport SPG (September 2012)
Housing (November 2012)

National Planning Guidance

National planning policies are set out in the National Planning Policy Framework (NPPF). This 65 page document was published in March 2012 and it replaces 44 documents, including Planning Policy Guidance Notes, Planning Policy Statements and a range of other national planning guidance. 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, such as this proposal, which are considered to accord with the development plan.

2. With reference to Article 31 (1)(cc) of The Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended), this decision has been taken in accordance with paragraphs 187-189 of The National Planning Policy Framework. Pre-application advice was sought and provided and the submitted application was in accordance with that advice. Officers have sought to negotiate mitigation measures in relation to the potential highways impacts of the proposal during the course of the application and have therefore sought to be positive and proactive in the handling of the application.
3. In complying with the contaminated land condition parts 1 and 2:
 - a) Reference should be made at all stages to appropriate current guidance and codes of practice at August 2012 this would include:
 - 1) The Environment Agency CLR model procedures;
 - 2) BS10175:2011 Investigation of potentially contaminated sites – Code of Practice;
 - 3) The Environment Agency "Guiding principles for land contamination (GPLC)"; and
 - 4) Guidance for the safe development of housing on land affected by contamination, Environment Agency R&D Publication 66:2008.
 - b) Clear site maps should be included in the reports showing previous and future

layouts of the site, potential sources of contamination, the locations of all sampling points, the pattern of contamination on site, and to illustrate the remediation strategy.

c) All raw data should be provided in a form that can be easily audited and assessed by the council. (e.g. trial pit logs and complete laboratory analysis reports).

d) Details as to reasoning, how conclusions were arrived at and an explanation of the decisions made should be included. (e.g. the reasons for the choice of sampling locations and depths).

4. The London Plan promotes electric vehicle charging points with 20% active and 20% passive provision and should be provided. The parking layout should include provision of electric charging points for all elements of the development.

5. Where a developer proposes to discharge water to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

6. The applicant is advised that any occupiers of the site would not be able to purchase any type of parking permit, voucher or similar issued within a Controlled Parking Zone (CPZ) in the area that a property address might otherwise be eligible for as part of the councils ongoing management of the public highway.

7. The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; drainage; excavation; construction methods; security; boundary treatment; safety barriers; landscaping and lighting.

8. The Mayor of London introduced a Community Infrastructure Levy (CIL) on 1st April 2012 setting a rate of £35 per sqm on all 'chargeable development' in Barnet and the Barnet CIL sets a rate of £135. Your planning application has been assessed to require a charge of £720,650 under the Mayoral CIL and £644,490 under the Barnet CIL.

This will be recorded to the register of Local Land Charges as a legal charge upon your site should you commence development. This Mayoral CIL charge will be passed across to Transport for London to support Crossrail, London's highest infrastructure priority.

If Affordable Housing Relief or Charitable Relief applies to your development 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 will be sent a 'Liability Notice' that will provide 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, this is also available from the Planning Portal website.

The Community Infrastructure Levy 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 statutory requirements, such requirements will all be set out in the Liability Notice you will receive.

If you fail to receive a 'Liability Notice' from the Council within 1 month of this grant of planning permission, please contact us: cil@barnet.gov.uk.

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LOCATION: Former East Camp, RAF Hendon, Aerodrome Road, Grahame Park Way, Hendon, London NW9.

AGENDA ITEM 10

REFERENCE(S): W00198AA/04

WARD: Colindale

APPLICANT: St George North London Limited

PROPOSAL: Deed of variation to Section 106 Agreement in respect of Clause 1 (definitions) and Planning Obligation Schedule R.

RECOMMENDATION:

That, subject to Cabinet Resources Committee (CRC) approval and the completion of all necessary legal and other documentation, a Deed of Variation to the Section 106 Agreement attached to planning permission W00198AA/04 is authorised to secure the following changes:-

- (i) **Clause 1 (Definitions):** To alter the wording to the definitions of “*Affordable Housing*”, “*Affordable Housing Contract*” and the insertion of the definitions “*Affordable Rented Housing*” and “*Affordable Rented Housing Price*”;
- (ii) **Schedule R (Affordable Housing):** To alter the wording of schedule R to allow the remaining discount market sale (DMS) units (208) to be sold as full market value private tenure units and that the 20% covenant value stake that the Council owns from the already built DMS units (49) is transferred to St George.

And to allow:

75 Shared ownership to be sold as private tenure units; and

Change in mix and tenure of the remaining 177 rented homes to be provided from social rent to affordable rent and the provision of 26 x 1 bed, 80 x 2 bed, and 71 x 3 bed flats.

1. BACKGROUND

In April 2005 Outline Planning Permission (Ref W00198AA/04) was granted for the residential-led mixed use redevelopment of the former RAF East Camp site (now known as Beaufort Park), following completion of a Section 106 Agreement securing community and infrastructure benefits. The outline consent allows for 2,800 residential homes and approximately 7,850 sqm of non-residential and commercial floorspace. A subsequent full planning application was approved in 2009 for an additional 190 homes and 799 sqm of non-residential accommodation on the site of the former Listed Watch Tower building which was relocated to the RAF Museum directly to the north of the development. The total number of homes approved at Beaufort Park is therefore 2,990 with 8,649 sqm of non-residential floorspace.

The approved outline planning permission established an overall Masterplan for the development of the site which is divided into phases. Detailed designs have been approved for each of the phases through Reserved Matters and a number of phases have been completed and are under construction. The development is now close to being 50% complete.

The original s106 secured a total of 641 affordable units (427 social rent and 214 shared ownership) plus 257 Discount Market Sale units. This mix of tenures was aimed at meeting a range of needs as follows:

- 427 social rent – homes built for households nominated by the Council at target rent set by the Government
- 214 shared ownership – homes sold to households on a part buy part rent basis where shares are sold between 25% and 75% of the market value and rent is paid on the unsold equity. Priority is given to Barnet residents.
- 257 discounted market sale (DMS) – homes sold to households at 80% of the market value. The remaining 20% equity is covenanted to the Council. Occupiers can buy out the Council's interests at 20% of the market value. This sum is a commuted sum and can only be used to contribute towards the costs of providing affordable housing.

A total of 250 social rented, 139 shared ownership and 49 DMS units have been delivered at Beaufort Park to date.

2. MATERIAL CONSIDERATIONS

2.1 Relevant Planning History

App Ref.	Address	Description of Development	Decision and Date
W00198AA/04	Former RAF East Camp, Hendon, Aerodrome Road, Grahame Park Way, Hendon, London NW9	Redevelopment of site comprising 2800 residential units (Class C3), approximately 7850sqm of retail (Class A1), financial and professional services (Class A2), food and drink (Class A3), business (Class B1), leisure and community (Class D1 and D2) uses and driving test centre (sui generis) with associated landscaped open space, car parking and access arrangements. Submission of Environmental Statement.	APPROVED 08/0805 following completion of Section 106 Agreement.
W00198AK/05	Former RAF East Camp	Phase A: Reserved matters providing 485 units.	APPROVED 21/09/05
W00198AG/05	Former RAF East Camp	Phase B: Reserved matters providing 191 units.	APPROVED 26/05/05
W00198BE/06	Former RAF East Camp	Phase C1 and C2: Units provided being 145 (through a non-material amendment H/02365/10 approved 12/07/07).	APPROVED 17/01/07
W00198BT/07	Former RAF East Camp	Phase C3 and C4: Units provided being 190 (this 190 is above the 2800 approved by the Outline Permission).	APPROVED 14/08/09
W/00198BJ/07	Former RAF East Camp	Phase C5 and C12: Units provided being 517.	APPROVED 06/06/07
H/00146/12	Former RAF East Camp	Phase C5 and C12: Units provided being 560. This reserved matters application allowed an increase from 517 to 560 units.	APPROVED 21/12/12
H/02713/09	Former RAF East Camp	Phase D: Units provided being 350.	APPROVED 12/11/09
W00198/AQ/05	Former RAF East Camp	Phase E: Units provided being 309.	APPROVED 30/11/05
H/01259/08	Former RAF East Camp	Phase E: Units provided being 442.	APPROVED 01/07/09
H/00172/12	Former RAF East Camp	Phase E: Units provided being 337. NOTE: The current approval following amendments for phase E permits 377 units for this phase in total.	APPROVED 23/11/12
H/00123/10	Former RAF East Camp	Phase F: Units provided being 533.	APPROVED 18/03/10
W00198AW/06	Former RAF East Camp	Phase G: Units provided being 306.	APPROVED 05/07/06
H/04118/10	Former RAF East Camp	Phase G: Units provided being 309. The current approval following amendments for phase G permits 309 units for this phase in total.	APPROVED 10/01/11

2.2 Proposed Change to Affordable Housing at Beaufort Park

Since the grant of the outline planning permission and completion of the original s106 agreement in 2005 there have been significant changes in the housing market and to the way affordable housing is funded by Government. This has impacted on the amount of affordable housing that can be delivered by private developments in recent years.

The most significant change is the availability of capital funding (housing grant). Housing associations can no longer receive a capital grant towards acquiring affordable homes from developers. As a result of this, the amount a housing association can pay for an affordable housing unit is significantly reduced.

The s106 agreement for Beaufort Park included a set price for the social rented and shared ownership affordable homes which was based on the assumption that grant would be available. Given the grant money is no longer available the affordable housing provision at Beaufort Park can no longer be delivered as originally envisaged. The monetary shortfall at Beaufort Park between the original price set in the section 106 agreement and the current amount housing associations are able to pay to acquire the affordable homes is approximately £45 million.

In light of these changes and the funding shortfall in relation to the remaining affordable units at Beaufort Park, St George are now proposing a revised affordable housing package that is based deliverable and aims to meet the Council's priorities for rented homes.

Reflecting the need and priority for rented homes in the borough the proposal is to deliver the remaining 177 rented homes within the development and cross subsidise these through increased private sales. This will be done by converting the remaining 75 shared ownership units and 208 DMS units to private sale. In addition the 20% equity stake that the Council currently has in the 48 built and occupied DMS homes will also be transferred to St George to help subsidise the delivery of the remaining rented units (this is discussed further below).

The existing S106 requirements and the revised affordable housing offer is summarised in the table below:

Unit Type	Existing S106 requirements for AH	Affordable homes delivered to date	Remaining affordable homes to be delivered	Revised proposal for delivering the remaining affordable homes
1 bed shared ownership	53	39	14	0
2 bed shared ownership	107	75	32	0
3 bed shared ownership	54	25	29	0
Sub-total	214	139	75	0
1 bed rented	0	0	0	26
2 bed rented	213	161	52	80
3 bed rented	214	89	125	71
Sub-total	427	250	177	177
Discounted Market sale	257	49	208	0
Sub -total	257	49	208	0

Change to rented mix

The mix of unit sizes within the 177 rented homes is also proposed to be amended (as per table above) to reflect the borough's needs whilst also taking into account the design issues and housing association requirements related to this type of flatted development. The changes comprise the introduction of 1 bed units, reduction in the number of 3 bed units and an increase in the number of 2 bed units. This housing mix has been viewed by the Council's Housing Officer who considers this mix to address a need of the borough and is therefore considered to be acceptable. The unit mix is within the scope of what is acceptable within the SPD for Affordable Housing taking into account that this is a high density flatted development and that the borough has a large shortfall (5,148 units per annum) of affordable homes of all sizes with the largest shortfall being for one and three bedroom homes.

Transfer of Council's equity stake

The Council has a 20% equity stake in 48 DMS properties built to date (1 of the 49 has been bought out already). The value of this equity stake is approximately £2.4 million. Any of the owners of the remaining 48 DMS properties at any time can buy out the Council's interest at 20% of the market value. If they do so, under the terms of the section 106 agreement the money can only be used to provide affordable housing in the borough.

In order to make the rented units viable, St George has requested that the Council's interests (the 20% equity stake) be transferred to them. The value of this interest will then help subsidise the 177 rented homes that will be delivered. As described above, the remaining 208 DMS units will no longer be provided but instead the projected value of these units, which is in the region of approximately £10.3 million, will go towards cross subsidising the rented accommodation.

DMS housing is an Intermediate form of affordable housing, but is only considered affordable housing (in the case of homes for sale) if, as stipulated within the Council's Affordable Housing SPD 2007:

- The purchase price is "...no greater than 3.5 times the household income...";
- "A planning covenant (in the case of housing for sale) or the involvement of a RSL ensures that the housing remains affordable in the long-term to households identified as being unable to afford market housing."; and
- The costs to the household of purchasing or renting will be at least 30 per cent lower than the costs of homes of similar type that can be acquired on the open market in the lowest price-quartile for that size and type of accommodation.

In this instance, flats within the Beaufort Park development sell at well above the established price point for the Colindale area with the DMS on offer only reduced to 80% the market value and not 70%.

Having viewed an overview of prices for properties for sale within the Colindale area, it is considered that those properties for sale within Beaufort Park, even with a 20% discount on the market price, sell well above the lowest price-quartile of housing for sale in Colindale on the open market. Therefore, the DMS does not make a contribution to the provision of affordable housing because even at 80% of the market value, the homes are still a higher price than the lowest quartile resale values of those homes for sale in Colindale on the open market.

Furthermore, if the average household income in the Colindale area is assumed at £30,000 then £105,000 represents the value 3.5 times this income, and thus represents a purchase price that

is considered to be affordable. Beaufort Park products sell for far higher than this figure, even with a 20% discount price for the DMS homes. Therefore, these DMS units would not be considered affordable. In this case it is considered that the loss of the remaining 208 DMS units is acceptable on the basis that the subsequent increased value to the development will enable the delivery of the remaining 177 rented affordable units.

Removal of Shared Ownership

In addition to the reduction in DMS, it is proposed that the remaining 75 shared ownership are not provided and this will allow St George to build these units as private sale properties. The increased revenue received by St George as a result of this change will contribute to reducing the price to be paid by the housing association for the rented homes, thus contributing towards the delivery of the remaining 177 rented homes.

There is currently a significant amount of shared ownership being built in Colindale and this is currently being sold to non-Barnet residents as supply is greater than demand from local residents. There is therefore less of a need for shared ownership in the area. In this instance the loss of the remaining 75 shared ownership units is considered acceptable on the basis that the subsequent increased value to the development will enable the delivery of the remaining 177 rented affordable units which are the type of affordable housing that the Council has an identified demand for.

Change from Social Rent to Affordable Rent

Since the original s106 agreement was signed, the Government has introduced Affordable Rent as a type of affordable accommodation where rents of up to 80% of market rents can be charged.

The remaining 177 rented units at Beaufort Park are proposed to be provided as affordable rent instead of social rent. This will also contribute to bridging the shortfall as the revenue received by St George for affordable rent is greater than that received for social rent.

When all of the proposed changes are factored together, St George have advised that they will receive approximately £5.32 million less for the affordable housing than the price stated in the s106 Agreement to which their board has agreed to accept this.

Delivery of the revised affordable homes

Should the above changes to the affordable provision within the development be agreed, an updated reserved matters planning application would be forthcoming to include all 177 affordable homes to be contained within Block F. Discussions have been undertaken between St George and a housing association in relation to taking on the units which indicate that the principle of the location, design, layout of the 177 affordable homes within Block F are broadly acceptable to the housing association, subject to the detailed design and management of such arrangements. These homes, subject to approval of reserved matters, are projected to be started in the summer of 2014. This provides some certainty as to the delivery of the 177 affordable homes within St George's projected timescale.

Summary of proposed changes

St George propose the following changes to the approved affordable housing within the Beaufort Park development to deliver a revised affordable housing package that is considered viable and deliverable:

- Continue to deliver rented accommodation, however, instead of social rent as previously agreed, this will be in the form of affordable rent;
- Amend the mix of the 177 affordable rented homes to be delivered to be: 26 x 1 bed, 80 x 2 bed, 71 x 3 bed;
- Convert the remaining 75 shared ownership and 208 discount market sale homes that were to be provided as part of the original affordable housing package agreed under the s106 to private sale homes;
- Transfer the beneficiary of the 20% covenanted value in the 48 DMS already sold (£2.4 million) from the Council to St George.

The changes to the s106 will be secured through a revision to the existing S106. The revisions to the s106 will ensure that the affordable housing remains affordable in perpetuity.

The proposed variation to the existing S106 will allow future development phases to be delivered in a timely manner and will allow the Council to receive New Homes Bonuses and any further S106 contributions for infrastructure requirements.

2.3 Proposed Amendments to Schedules within Section 106

2.3.1 Clause 1 (Definitions):

To alter the wording to the definitions of “*Affordable Housing*”, “*Affordable Housing Contract*” and the insertion of the definitions “*Affordable Rented Housing*” and “*Affordable Rented Housing Price*”.

The definition of “*Affordable Housing*” is to be amended to differentiate between the homes built as social rent, shared ownership and discount market sale.

A new definition is to be inserted which refers to the 177 affordable rented homes. This will allow a separate definition to be introduced which deals specifically with the affordable rented homes subject to this deed of variation application.

2.3.2 Schedule R (Affordable Housing) to the S106 Agreement

Wording would be altered to adjust the number of Discounted Market Sale Units (DMS). These alterations change the number of DMS from 257 to 49 and will remove the Council’s authority to refuse the release of payment to St George (the new beneficiary) should the DMS units be sold in the future.

2.3.3 New Clauses

New clauses would be added to state a clear timeframe as to when the Council is to transfer their interests and how the release payment will be made to St George.

2.3.4 Further Negotiation

Details regarding the exact wording of the varied S106 sections are still under negotiation between St George and the Council. However, the principle of the alteration to the S106 is considered to be acceptable.

Furthermore, as the proposal involves the transfer of Council's interest in the existing DMS properties, the proposal requires the approval of the Cabinet Resources Committee (CRC).

3. CONCLUSION

Overall, the proposed alterations to the affordable housing provision within the Beaufort Park development are considered to be acceptable in principle and are considered necessary in order to ensure the viable and timely delivery of 177 affordable rented homes within the next phase of development. To secure the revised affordable housing the above variations to the S106 are recommended for approval subject to approval at the Cabinet Resources Committee (CRC) and the completion of all necessary legal and other documentation.

Meeting	Planning and Environment Committee
Date	23 July 2013
Subject	698 Finchley Road - F/01413/13
Report of	Head of Governance
Summary	This report captures an application that was submitted to the West Area Planning Sub-Committee for determination. However following the vote of refusal the Chairman exercised powers in order to refer the decision to the Planning and Environment Committee, its parent body, for determination.
Officer Contributors	Paul Frost, Business Governance Officer
Status (public or exempt)	Public
Wards Affected	Garden Suburb
Reason for urgency / exemption from call-in	N/A
Function of	Council
Enclosures	Appendix A - 698 Finchley Road_F0141313, planning application Appendix B – Extract of the Addendum to the Officers Report, 02 July 2013 Appendix C – Extract of the Decisions of the West Area Planning Sub-Committee
Contact for Further Information:	Paul Frost 020 8359 2205 paul.frost@barnet.gov.uk

1. RECOMMENDATIONS

- 1.1 That the Planning and Environment Committee consider the referred report (Appendix A) from the West Area Planning Sub-Committee and determine the application.**
- 1.2 That the Planning and Environment Committee note the West Area Planning Sub-Committee reasons to refuse the application at section 9.2 of this report and further note the reason why the Chairman referred the application to its parent Committee.**

2. RELEVANT PREVIOUS DECISIONS

- 2.1 West Area Planning Sub-Committee, 02 July 2013, resolved to refer application, 698 Finchley Road_F0141313 to the Planning and Environment Committee.

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

- 3.1 The Council operates a robust decision making framework in support of its corporate priorities and therefore has implemented the referral mechanism as documented within this report. This process highlights good governance principles which are governed by the Councils Constitution as documented within section 8 of this report.

4. RISK MANAGEMENT ISSUES

- 4.1 Whilst in planning terms, this is not a material consideration, there is a risk to the authority that should the application be refused costs may be encountered during an appeal stage, hence the reason for this report and reason for application - , 698 Finchley Road_F0141313 being referred to its parent Committee.

5. EQUALITIES AND DIVERSITY ISSUES

- 5.1 The decision making processes of the Council, as documented within the Council's Constitution, perform the need to be transparent and accessible to all sectors of the community. This report is in support of this and therefore allows views and scrutiny during consultation and meets equality consideration.

6. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)

- 6.1 As highlighted at section 7.2 and 9.3
- 6.2 There are no further cost implications that this report addresses. Members are minded to consider any future appeal cost to the authority which will be met from existing service budgets.

7. LEGAL ISSUES

- 7.1 The Council has a legal and statutory obligation to consider and determine planning applications in line with planning policy under the Council's Constitution.
- 7.2 The Chairman of the West Area Planning Sub-Committee, on 02 July 2013 noted the likelihood of the Council encountering an award of cost at an appeal should the application be refused. However, it must be recognised that in planning terms this is not a material consideration and it is therefore irrelevant and must be discounted in the determination of the planning application in accordance with carrying out the Council's statutory function.

8. CONSTITUTIONAL POWERS

- 8.1 Council Constitution, Responsibility for functions, Section 3 sets out delegated powers in order for a planning application to be determined.
- 8.2 Council Constitution, Committee and Sub-Committees, Section 11 sets out a Chairman's power to refer an item to the bodies parent decision maker:

The Chairman of an area sub-committee may refer a matter up to the parent body, together with the sub-committee's recommendations

9. BACKGROUND INFORMATION

- 9.1 Planning application, 698 Finchley Road_F0141313 (Appendix A) was presented to the West Area Planning Sub-Committee on 02 July 2013.
- 9.2 Following the sub-Committee's consideration of this application a vote was taken which refused to grant planning permission for the following reasons:
- *That the increase in height of the building would have an un-neighbourly impact on the adjoining church.*
 - *That the changes to the scheme would result in the loss of affordable housing.*
- 9.3 However following the vote the Chairman referred the item to the Planning and Environment for its consideration and determination. The Chairman had concerns that the reasons for refusal may not be valid in planning terms and as such put the authority at risk of costs through appeal proceedings for unreasonable behaviour.
- 9.4 It was noted that this application would be reported to the Planning and Environment Committee on 23 July 2013 and that all interested parties will be consulted.

10. LIST OF BACKGROUND PAPERS

10.1 Agenda, Report, Addendum to the Officers report and Decisions to/of the West Area Planning Sub-Committee on 02 July 2013,

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CIId=121&MIId=6640&Ver=4>

Cleared by Finance (Officer's initials)	GH/AD
Cleared by Legal (Officer's initials)	CH

LOCATION: R/O 698 Finchley Road, London, NW11 7NE
REFERENCE: F/01413/13 **Received:** 09 April 2013
Accepted: 17 April 2013
WARD(S): Garden Suburb **Expiry:** 12 June 2013
Final Revisions:
APPLICANT: Walnut Investments Group Limited

PROPOSAL: Erection of a four storey building comprising 9no. self-contained residential units, including 2no car parking spaces, refuse area and cycle storage.

RECOMMENDATION: Approve Subject to Conditions

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans: P-100, P-101, P-200, Design and Access Statement dated April 2013, Arboricultural Report and Method Statement dated March 2013.

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

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

Reason:

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

- 3 Before this development is commenced, details of the levels of the building(s), road(s) and footpath(s) in relation to adjoining land and highway(s) and any other changes proposed in the levels of the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

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 DM01 and DM04 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF, CS1, CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.4, 7.5, 7.6 and 7.21 of the London Plan 2011.

- 4 Before the development hereby permitted commences, details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

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 DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012) and 1.1, 7.4, 7.5 and 7.6 of the London Plan 2011.

- 5 Before the development hereby permitted is brought into use or occupied the

site shall be enclosed except at the permitted points of access in accordance with details previously submitted to and approved in writing by the Local Planning Authority.

Reason:

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

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

Reason:

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

- 7 A scheme of hard and soft landscaping, including details of existing trees to be retained, shall be submitted to and agreed in writing by the Local Planning Authority before the development, hereby permitted, is commenced.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and 7.21 of the London Plan 2011 and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012).

- 8 All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

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

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

- 10 No site works or works on this development shall be commenced before temporary tree protection has been erected around existing tree(s) in accordance with details to be submitted and approved in writing by the Local Planning Authority. This protection shall remain in position until after the

development works are completed and no material or soil shall be stored within these fenced areas.

Reason:

To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

- 11 Prior to the commencement of development a scheme for foul water drainage shall be submitted to and approved by the Local Planning Authority. The approved scheme shall be fully implemented before the first occupation of any of the approved flats.

Reason:

To ensure adequate foul water drainage at the site.

- 11 No development shall take place until a 'Demolition & Construction Method Statement' has been submitted to, and approved in writing by, the Local Planning Authority. The Statement shall provide for: access to the site; the parking of vehicles for site operatives and visitors; hours of construction, including deliveries, loading and unloading of plant and materials; the storage of plant and materials used in the construction of the development; the erection of any means of temporary enclosure or security hoarding and measures to prevent mud and debris being carried on to the public highway and ways to minimise pollution. Throughout the construction period the detailed measures contained within the approved Statement shall be strictly adhered to.

Reason:

In the interests of highway safety and good air quality in accordance with Policy DM17 and DM04 of the Adopted Barnet Development Management Policies DPD (2012) and policy 5.21 of the London Plan (2011).

- 12 Prior to the commencement of development a scheme for surface water drainage shall be submitted to and approved by the Local Planning Authority. The approved scheme shall be fully implemented before the first occupation of any of the approved flats.

Reason:

To ensure adequate surface water drainage at the site.

- 12 Before this development is commenced details of the location, extent and depth of all excavations for drainage and other services in relation to trees on the site shall be submitted and approved in writing by the Local Planning Authority and the development carried out in accordance with such approval.

Reason:

To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

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

Reason:

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

- 14 The dwelling(s) shall achieve a Code Level 3 in accordance with the Code for Sustainable Homes Technical Guide (October 2008) (or such national measure

of sustainability for house design that replaces that scheme). No dwelling shall be occupied until a Final Code Certificate has been issued certifying that Code Level 3 has been achieved and this certificate has been submitted to and approved by the local planning authority.

Reason:

To ensure that the development is sustainable and complies with policy DM02 of the Adopted Barnet Development Management Policies DPD (2012), the adopted Sustainable Design and Construction Supplementary Planning Document (June 2007) and policies 5.2 and 5.3 of the London Plan (2011).

- 15 Before the development hereby permitted commences, details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins or other refuse storage containers where applicable, together with a satisfactory point of collection shall be submitted to and approved in writing by the Local Planning Authority and shall be provided at the site in accordance with the approved details before the development is occupied.

Reason:

To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS14 of the Adopted Barnet Core Strategy DPD (2012).

- 16 Before the development hereby permitted is occupied the parking spaces shown on Plan P-100 shall be provided and shall not be used for any purpose other than the parking of vehicles in connection with the approved development.

Reason:

To ensure that parking is provided in accordance with the council's standards in the interests of pedestrian and highway safety, the free flow of traffic and in order to protect the amenities of the area in accordance with policies DM17 of the Adopted Barnet Development Management Policies DPD (2012) and 6.1, 6.2 and 6.3 of the London Plan 2011.

17 Part 1

Before development commences other than for investigative work:

- a. A desktop study 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 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

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 policies DM04 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF of the Adopted Barnet Core Strategy DPD (2012) and 5.21 of the London Plan 2011.

- 18 No structure or erection with a height exceeding 1.05m above footway level shall be placed along the frontage of the development from a point 2.4m in from the highway boundary for a distance of 2.4m on both sides of the vehicular access.

Reason:

In the interests of highway safety.

INFORMATIVE(S):

- 1 The reasons for this grant of planning permission or other planning related decision are as follows: -

- i) The proposed development accords with strategic planning guidance and policies as set out in The Mayor's London Plan: July 2011 and the Adopted Barnet Core Strategy (2012) and Development Management Policies DPD (2012).

In particular the following policies are relevant:

Core Strategy (Adopted) 2012:CS NPPF, CS 1, CS 4, CS 5

Development Management Policies (Adopted) 2012: DM01, DM02, DM04, DM06, DM08, DM10, DM17

- ii) The proposal is acceptable for the following reason(s): -

Having taken all material considerations into account, it is considered that subject to compliance with the attached conditions, this proposal complies with the Adopted Barnet Local Plan policies and guidance and would be in keeping

with the character and appearance of the surrounding area. It is not considered to have a detrimental impact on the residential amenities of neighbouring occupiers or on highway safety.

The proposed development includes provision for appropriate contributions in accordance with Regulation 122 of the Community Infrastructure Levy Regulations 2010.

- iii) In accordance with paragraphs 186 and 187 of the NPPF, the Council takes a positive and proactive approach to development proposals, focused on solutions. The Local Planning Authority has produced planning policies and written guidance to guide applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. The Local Planning Authority has negotiated with the applicant / agent where necessary during the application process to ensure that the proposed development is in accordance with the Council's relevant policies and guidance.
- 2 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. Your planning application has been assessed at this time as liable for a £20447 payment under Mayoral CIL.

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. Your planning application has therefore been assessed at this time as liable for a £78867 payment under Barnet CIL.

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.

If affordable housing or charitable relief applies to your development 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 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 Community Infrastructure Levy 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: cil@barnet.gov.uk.

1. MATERIAL CONSIDERATIONS

National Planning Policy Framework

The Mayor's London Plan: July 2011

Core Strategy DPD (Adopted) 2012: CS NPPF, CS 1, CS 4, CS 5

Development Management Policies DPD (Adopted) 2012: DM01, DM02, DM04, DM06, DM08, DM10, DM17

Residential Design Guidance SPD (Adopted) 2013

Sustainable Design and Construction SPD Adopted (2013)

Planning Obligations SPD (Adopted) 2013

Relevant Planning History:

Site Address:	Land rear of 698 Finchley Road, London, NW11 7NE
Application Number:	F/00147/11
Application Type:	Outline Application
Decision:	Refuse
Decision Date:	11/21/2011
Appeal Decision:	Allow subject to conditions
Appeal Decision Date:	11/21/2011
Proposal:	Erection of a four-storey building comprising 10 self-contained units with 2 car parking spaces and cycle storage. (OUTLINE - Access, Layout and Scale)
Case Officer:	Fabien Gaudin

Site Address:	Land rear of 698 Finchley Road, London, NW11 7NE
Application Number:	F/00869/12
Application Type:	Details Application
Decision:	Approve with conditions
Decision Date:	05/10/2012
Appeal Decision:	No Appeal Decision Applies
Appeal Decision Date:	No Appeal Decision Date exists

Proposal: Reserved matters application seeking approval for i) Appearance and Landscaping pursuant to Appeal decision reference APP/N0590/A/11/2157809 dated 21/11/2011.
Case Officer: Junior C. Moka

Consultations and Views Expressed:

Neighbours Consulted: 137 Replies: 339 letters received including 337 objections
Neighbours Wishing To Speak 3

A petition objecting to the scheme with 452 signatures was also received.

The objections raised may be summarised as follows:

- lack of cycle parking
- proposed trees could undermine the wall and cause nuisance to the walkway of the church
- the wall is of poor quality and should be well maintained by any owner
- lack of parking/impact on parking
- should be a restriction that no further access is granted from Hoop Lane as it would increase traffic issues
- bin storage detail is unclear
- cycle storage access is unclear
- could be conflict between cyclists, pedestrians and vehicles with regard to the lane to the rear of the site
- overlooking of church
- loss of light to church
- church will suffer from noise during and after construction of the flats
- out of keeping with the environment as it is next to a cemetery, crematorium and conservation area
- excessive height of new building and building is not sympathetic to the character of the area
- musical tradition of the church could prejudice future residents including their use of the balconies
- density
- too close to the church
- no affordable provision
- residents would disrupt services
- the building will make church yard an intimidating space
- loss of protected trees
- traffic and access
- impact on listed building
- subsidence

External consultees

Thames Water - objection regarding drainage

Date of Site Notice: 02 May 2013

2. PLANNING APPRAISAL

Site Description and Surroundings:

The application site lies close to the junction of Finchley Road and Hoop Lane. It is adjacent to St Edward the Confessor which is a locally listed building. The site is very prominent in the streetscene and glimpses of the site can be seen from a significant distance on Golders Green Road and Hoop Lane because of the adjacent cemetery. Hoop Lane is one of the main access roads to Hampstead Garden Suburb along Finchley Road and although the site is not within the conservation area its prominent position along Hoop Lane gives additional importance to its external appearance.

Proposal:

Outline permission was granted by the Planning Inspectorate in 2006. Matters of siting, access and design were approved then with matters of external appearance and landscaping being reserved. It should also be noted that ref: F/00147/11 gained outline planning permission (access, layout and scale) at appeal for the erection of a four storey building comprising 10 self contained units with 2 car parking spaces and cycle storage. The building proposed in the 2011 scheme is very similar to that which is proposed in the current application.

The current application differs from the 2011 approval because it is only for 9 flats (2 x 1 bedroom, 6 x 2 bedroom, 1 x 3 bedroom) and includes the provision of balconies and a roof terrace. The current scheme also includes minor fenestration changes and makes provision for 2 car parking spaces. The current proposal would also be larger than the previous approval, albeit not by much, and would be approximately 0.48m greater in height. It should be drawn to the attention of councillors that there have been amendments resulting in the removal of some of the balconies and one of the roof terraces since the .

Planning Considerations:

Principle of the proposal

Given that approval was granted at appeal for a very similar scheme under ref: F/00147/11 it is considered that the principle of residential flats at the site has already been established. Furthermore, the 2011 scheme, which was for 10 flats, was more intensive than the current proposal which is only for 9 flats. It should also be noted that given the established principle it is not considered reasonable to refuse the application because of possible noise disturbance from the church on the flats or from the flats on the church.

Design & Historic Environment

Policy DM01 states that 'Development proposals should be based on an understanding of local characteristics. Proposals should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.'

Given that the proposal is very similar in appearance to the 2011 approval it is deemed that the design of the application has already been established at appeal. The current proposal includes minor external changes such as the installation of balconies and alterations to windows, all of which are considered sympathetic to the design of the building already approved. Furthermore, the relatively minor changes to the approved scheme are not considered to detract from the setting of the listed 'St Edward the Confessor Church' to the north of the site.

Although the current proposal would be greater in height than the approved scheme it is still considered to be sympathetic to the scale of neighbouring buildings as it would be lower in height than the building to the south west of the site.

Amenity

Policy DM01 states that 'Development proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users'.

The only significant change to the 2011 scheme in terms of amenity is the creation of balconies/roof terraces on the first, second and third floors. Amendments have been made to the application which have resulted in the removal of the balconies and roof terrace nearest to the residential development along Finchley Road. The other balconies are considered acceptable in terms of amenity because they are either separated from dwellings by Hoop Lane or face the church.

The proposal is not considered to have a detrimental impact on the church in terms of overlooking and loss of sun light given that the church is not a residential building.

A planning condition will ensure that construction is limited to daytime hours to reduce the impact of building works on local residents.

It should be noted that the current proposal would be situated at a similar distance from the church as the approved scheme, and although the current scheme is approx 0.48m higher, and so there would be no significantly greater impact on the church or church yard with regard to overdominance.

Trees

The site is an area of land fronting onto Hoop Lane (to the south) adjacent to the Jews' Cemetery (to the east). It is bounded by 698 Finchley Road to the west and St Edwards Church to the north.

On the Hoop Lane frontage, located within the public footpath, are two mature London Planes. These trees are part of an avenue of mature London Planes, approx. 20m in height, which border Hoop Lane. It appears that Planes were originally planted along both sides of the road from the junction with Finchley Road to Meadway Gate, in front of Golders Green Crematorium and the Jews' Cemetery. The Planes are very clearly visible from Hoop Lane and Finchley Road, are of considerable size and prominence in the streetscene, and are of significant public

amenity value.

The Planes are included in a Tree Preservation Order (internal reference TPO/CA/398).

Whilst concerns have previously been expressed about the impact of any proposal on these trees it is considered that as the size of the proposed building is very similar to that already approved that impact on trees is not a reason for refusal. The proposed front balconies have been removed from the current scheme to ensure that they do not impact on the crowns of these street trees.

Planning conditions will ensure that existing trees are protected and conditions will also ensure that proposed landscaping is well maintained and does not cause a nuisance with regard to highway safety.

Sustainability

The adopted Sustainable Design and Construction SPD (2013) outlines the requirement for all minor residential schemes to be built to level three of the Code for Sustainable Homes.

A planning condition will ensure that the flats are constructed to Code Level 3.

Affordable Housing

Policy DM10 states that 'Having regard to the borough-wide target that 40% of housing provision should be affordable, the maximum reasonable amount of affordable housing will be required on site, subject to viability, from all new sites, providing 10 or more units gross or covering an area of 0.4 hectares or more.'

The proposal is for less than 10 units and the site area is less than 0.4 hectares and so an affordable housing contribution is not required.

Parking

The proposal includes the provision of 2 car parking spaces which is insufficient when compared against the parking standards in policy DM17 which states that there is a requirement for '1 to less than 1 space per unit for development consisting mainly of flats'.

However the following should be considered:

- The site is located within a walking distance of a town centre amenities
- The site is within a controlled parking zone
- The site is in a good public transport accessibility area near bus routes and Golders Green Underground Station

Furthermore, given that the site already has approval for 10 flats it is not considered reasonable to refuse the application on parking grounds.

Drainage

A planning condition will ensure that adequate surface and foul water drainage is provided at the site to address Thames Water's comments.

Financial Contributions

The applicant is eligible to make financial contributions to both the Mayoril and Barnet CIL. The former has a rate of £35 per m² whilst the rate for the latter is £135 per m².

Other Issues

The scheme includes the provision of 5 Sheffield Cycle Stands which would provide cycle parking for 10 bicycles and so would be in accordance with the minimum standards of The London Plan which requires one space per unit.

A planning condition will ensure adequate bin storage.

Problems surrounding maintenance of boundary walls are a civil issue.

It is not reasonable to restrict any further access from Hoop lane and any new applications for development will be assessed on their own merits with regard to highway safety.

Given the relatively small number of residents who will occupy the flats it is not considered that there would be excessive pedestrian and cycle traffic movements in the area.

Access to the site is not an obstacle to development as the site history mentioned above illustrates.

Issues surrounding subsidence would be dealt with at the building control stage.

The application site is less than 0.4 hectares in area and is only for 9 flats and so an affordable housing contribution is not required.

3. COMMENTS ON GROUNDS OF OBJECTIONS

Covered in report.

4. EQUALITIES AND DIVERSITY ISSUES

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

5. CONCLUSION

Having taken all material considerations into account, it is considered that subject to compliance with the attached conditions, this proposal complies with the Adopted Barnet Local Plan policies and guidance and would be in keeping with the character and appearance of the surrounding area. It is not considered to have a detrimental impact on the residential amenities of neighbouring occupiers or on highway safety. This application is therefore recommended for **APPROVAL**.

SITE LOCATION PLAN: R/O 698 Finchley Road, London, NW11 7NE

REFERENCE: F/01413/13



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WEST AREA PLANNING SUB-COMMITTEE

2 July 2013

ADDENDUM TO ACTING ASSISTANT DIRECTOR OF PLANNING & DEVELOPMENT MANAGEMENT'S REPORT

R/O 698 Finchley Road (Ref: F/01413/13)

Pages 11-24

Additional objections state that:

- The reduction from 10 to 9 units removes the affordable housing obligation.
- The current proposal would be more intensive because the consented scheme would provide for 27 occupants whereas the proposal would be for 29 occupants.
- The current proposal would be 0.81m higher than the consented scheme and not 0.48m higher as stated in the report.
- The amended drawings are not online.
- The current proposal would have a greater impact than the approved scheme because of larger window /door openings and the provision of new balconies and terraces.

Response to additional objections:

- The issue of affordable housing contributions has been covered in the report.
- It is unlikely that the current scheme would be more intensive than the approved scheme because not all of the rooms are likely to be occupied.
- The applicant has confirmed in writing (via email which is available to view online) that the current proposal would only be 0.48m higher than the approved scheme.
- Amended drawings have been available to view online since 28 May 2013.
- Issues surrounding overlooking have been addressed in the report and the amended drawings have removed some of the balconies/terraces to ensure that there would be no detrimental impact on amenity.

Page 19, 3rd paragraph last sentence should end:

It should be drawn to the attention of councillors that there have been amendments resulting in the removal of some of the balconies and one of the roof terraces since the **application was submitted**.

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Decisions of the West Area Planning Sub-Committee

2 July 2013

Members Present:-

Councillor Maureen Braun (Chairman)
Councillor Eva Greenspan (Vice-Chairman)

Jack Cohen
Claire Farrier
Sury Khatri
John Marshall

Hugh Rayner
Agnes Slocombe
Gill Sargeant
Darrel Yawitch

Apologies for Absence

Councillor Melvin Cohen

1. **698 FINCHLEY ROAD_F0141313**

The Sub-Committee noted the receipt of the additional information as set out in the tabled addendum.

The sub-Committee heard from Mr Jim Biek and Ms Rachel Beard who spoke in objection to the application and a response from the applicant's representative.

The Sub-Committee refused the item for the following reasons.

1. That the increase in height of the building would have an un-neighbourly impact on the adjoining church.
2. That the changes to the scheme would result in the loss of affordable housing.

However following the vote the Chairman referred the item to the Planning and Environment for its consideration. The Chairman noted concerns that the authority could face costs should this application be appealed by the applicant which the Councils legal representative earlier stated during the discussion stage of the application.

It was noted that this application will be reported to the Planning and Environment Committee on 23 July 2013 and that all interested parties will be consulted.

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AGENDA ITEM 14

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