

MEETING

PLANNING COMMITTEE

DATE AND TIME

WEDNESDAY 25TH OCTOBER, 2017

AT 7.00 PM

VENUE

HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BG

TO: MEMBERS OF PLANNING COMMITTEE (Quorum 3)

Chairman: Councillor Melvin Cohen LLB

Vice Chairman: Councillor Wendy Prentice

Maureen Braun
Claire Farrier
Eva Greenspan

Mark Shooter
Jim Tierney
Tim Roberts

Agnes Slocombe
Steven Sowerby
Laurie Williams

Substitute Members

Anne Hutton
Reema Patel
Philip Cohen
John Marshall

Dr Devra Kay
Gabriel Rozenberg
Arjun Mittra

Sury Khatri
Hugh Rayner
Shimon Ryde

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

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

Andrew Charlwood – Head of Governance

Governance Service contact: Kirstin Lambert kirstin.lambert@barnet.gov.uk 020 8359 2177

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ASSURANCE GROUP

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the last meeting	5 - 10
2.	Absence of Members	
3.	Declarations of Members' disclosable pecuniary interests and non-pecuniary interests	
4.	Report of the Monitoring Officer (if any)	
5.	Addendum (if applicable)	
6.	Plot 299, 128 Colindale Avenue, London, NW9 4AX (Colindale Ward)	11 - 34
7.	Underhill Stadium And Hockey Club, Barnet Lane, Barnet, EN5 2DN (Underhill Ward)	35 - 122
8.	Reserved Matters Application for Phase 1B (North) of the Brent Cross Cricklewood (Golders Green, West Hendon and Childs Hill Ward)	123 - 290
9.	Brent Cross Cricklewood Regeneration Area NW7 (Golders Green, Child's Hill and Hendon Wards)	291 - 294
10.	Montrose Playing Fields, Montrose Avenue, Colindale, NW9 5BY (Burnt Oak Ward)	295 - 306
11.	National Institute for Medical Research, The Ridgeway, London, NW7 1AA (Burnt Oak)	307 - 310
12.	Any item(s) that the Chairman decides are urgent	

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Decisions of the Planning Committee

28 September 2017

Members Present:-

AGENDA ITEM 1

Councillor Melvin Cohen (Chairman)

Councillor Maureen Braun	Councillor Stephen Sowerby
Councillor Claire Farrier	Councillor Mark Shooter
Councillor Eva Greenspan	Councillor Laurie Williams
Councillor Tim Roberts	Councillor Jim Tierney
Councillor Agnes Slocombe	Councillor Sury Khatri (substitute for Councillor Wendy Prentice)

Apologies for Absence

Councillor Wendy Prentice

CHAIRMAN'S INTRODUCTION

The Chairman welcomed everyone to the meeting, explained that the meeting would be audio recorded and outlined the change in running order.

Councillor Farrier moved that Item 9 on the agenda, in relation to Underhill Court be deferred, as it had not been possible to access the site on the site visit. Councillor Tierney seconded the motion.

A vote was taken as follows:

For (deferral)	5
Against (deferral)	5
Abstained	1

The Chairman used his casting vote in favour of **NOT** deferring the item.

RESOLVED that the item be heard at this meeting.

1. ABSENCE OF MEMBERS

Apologies had been received from Councillor Prentice, with Councillor Khatri substituting for her.

2. MINUTES OF THE LAST MEETING

RESOLVED that the minutes of the meeting held on 19 September 2017, be agreed as a correct record.

3. DECLARATIONS OF MEMBERS' DISCLOSABLE PECUNIARY INTERESTS AND NON-PECUNIARY INTERESTS

The following non-pecuniary interests were declared:

Councillor Slocombe	Agenda item 8 -Phoenix Canoe Club as had attended open days at the Club
Councillor Tierney	Agenda Item 6 – Plot 299 as had sat on a Licensing Sub-Committee in relation to this matter, but stated that that this was a different interest for the Council, so he could take part
Councillor Khatri	Agenda item 8 – Phoenix Canoe Club as had chaired a joint meeting with Brent Council in relation to the Club
Councillor Khatri	Agenda Item 7 – Silkstream Park as had met the applicant’s agent in a previous meeting

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. ADDENDUM (IF APPLICABLE)

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

6. PLOT 299, 128 COLINDALE AVENUE, LONDON, NW9 4AX (COLINDALE WARD)

The Committee received the report and the addendum to the report.

Representations were heard from Jeannie Harris, Sreekumar Sreekanth, Councillor Narenthira and the Applicant’s agent.

A vote was taken on the Officer’s recommendation to approve the report:

For (approval)	2
Against (approval)	7
Abstained	2

The vote in favour of approving the application was **lost**.

It was moved by Councillor Farrier and seconded by Councillor Tierney that the application be **refused** for reasons such as the application going against original use(as it was not A1, A2 or A3), lack of marketing evidence, noise and disturbance, not contributing to community.

At this point, Officers advised that the reasons being suggested by Members needed to relate to planning reasons and suggested that the application be deferred with a minded to refuse decision to allow a report to be submitted to the next meeting of this Committee with proposed reasons for refusal, based on those discussed by the Committee.

It was moved by Councillor Greenspan and seconded by Councillor Braun that the Committee be minded to refuse the application, agreeing to defer the reasons for refusal, to allow a report to be submitted to the next meeting of this Committee with proposed reasons for refusal, taking into account earlier comments by Committee Members.

A vote was taken as follows, minded to refuse the application with reasons for refusal to be deferred to the next meeting:

For (deferral)	11
Against (deferral)	0
Abstained	0

RESOLVED that the Committee be minded to REFUSE the application and that the reasons for refusal be DEFERRED to the next meeting to allow a report to be submitted.

7. SILKSTREAM PARK AND MONTROSE PLAYING FIELDS MONTROSE AVENUE COLINDALE NW9 5BY (BURNT OAK WARD)

The Committee received the report and addendum to the report.

A representation was heard from the Applicant.

A vote was taken on the Officer’s recommendation to approve the application:

For (approval)	11
Against (approval)	0
Abstained	0

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

8. LAND TO REAR OF 1-24 UNDERHILL COURT, BARNET, EN5 2BD (UNDERHILL WARD)

The Committee received the report and addendum to the report.

Representations were heard from Bakhtiar Choudhury and the Applicant’s agent.

Councillor Williams moved that the application be deferred to consider the provision of a parking bay for four additional vehicles – The motion was not seconded.

A vote was taken on approving the application:

For (approval)	11
Against (approval)	0
Abstained	0

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

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

9. PHOENIX CANOE CLUB COOL OAK LANE LONDON NW9 7ND (WEST HENDON WARD)

The Committee received the report and addendum to the report.

A vote was taken on approving the application:

For (Approval)	11
Against (Approval)	0
Abstained	0

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

10. BRITISH LIBRARY NEWSPAPER LIBRARY, 130 COLINDALE AVENUE, NW9 4HE (COLINDALE WARD)

The Committee received the report and addendum to the report.

A representation was heard from the Applicant's agent.

A vote was taken on approving the application:

For (approval)	11
Against (approval)	0
Abstained	0

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

11. THE FORMER PEEL CENTRE, COLINDALE, LONDON (COLINDALE WARD)

The Committee received the report.

The Committee voted on varying the wording contained within schedule E to the section 106 agreement dated 23 December 2015 by agreement between London Borough of Barnet and Redrow Homes in relation to the planning permission which was granted for the reasons detailed in the report.

For (variation)	11
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Against (variation)	0
Abstained	0

RESOLVED that it be agreed to vary the wording contained within schedule E to the section 106 agreement dated 23 December 2015 by agreement between London Borough of Barnet and Redrow Homes in relation to the planning permission which was granted for the reasons detailed in the report.

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

None.

The meeting finished at 9pm

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LOCATION: Plot 299, 128 Colindale Avenue, London, NW9 4AX

REFERENCE: 17/2248/FUL **Registered:** 06/04/2017 **AGENDA ITEM 6**

WARD: Colindale

APPLICANT: Planning Potential Ltd

PROPOSAL: Change of use of 97sqm of Plot 299 of 128 Colindale Avenue from flexible A1/A2/A3 use to a betting shop (Sui Generis use)

Recommendation

Determine

Report Back

Members will recall that this application was recommended for approval at Planning Committee on Thursday 28th September. The Committee determined to defer the decision, with a 'Minded to Refuse' recommendation in order for a report to be prepared outlining the Reasons for Refusal. Members are asked to consider the accompanying commentary make a final decision on the scheme.

The main areas of concern raised by Members of the Committee were as follows:

- Proposal goes against originally approved flexible A1/A2/A3 use;
- The absence of a marketing strategy for alternative uses as part of the application submission;
- Noise and disturbance resulting from the proposed use on nearby residential properties;
- Anti-social behaviour directly resulting from the proposed use; and
- A betting shop cannot be used by all members of the community.

Each of these areas of concern is responded to below by officers and relevant reasons for refusal are provided.

Proposal going against the original use

Members raised concerns that the proposed change of use would conflict against the flexible A1/A2/A3 use of this unit, as approved under outline application H/05856/13. Particular reference was made to Condition 9 of this permission which states:

Upon their first occupation, the commercial units on the ground floor of the buildings hereby approved shall be occupied for uses falling within Class A1, A2, A3 or D1 of the Town and Country Planning (Use Classes) Order 1987 and for no other purpose.

Reason:

To enable flexibility for the first occupation of the commercial units hereby approved, in accordance with policies DM12 and DM13 of the Barnet Local Plan.

Although the proposal is resulting in a change of use, it should be noted that when the application was approved betting shops did fall within the A2 use class. Application H/05856/13 was recommended for approval by planning officers and

approved by Members of the Planning Committee in the knowledge that a betting shop could occupy this unit. Application H/05856/13 was approved with no conditions attached to the permission restricting the occupation of this unit by a betting shop.

There is no restriction on the change of use of units within the original approval for this site, as long as the appropriate application process has been made. In addition, there are no policies which specifically restrict betting shop uses in this area.

Given the above, Planning Officers advise that the following Reason for Refusal is not progressed. If members are minded to refuse on this ground, please see the below reason for refusal:

The proposed sui generis use would fail to comply with the previously approved flexible A1/A2/A3 use, contrary to DM12 of Development Management Policies DPD (adopted September 2012).

The absence of a marketing strategy

Councillors noted at committee that no evidence of a marketing strategy was submitted with the application.

The existing unit is for flexible A1, A2 and A3 uses. The unit in question is not currently occupied by an A1 use. The need for marketing evidence is only required for an A1 use as there are no policy requirements for marketing evidence of A2 and A3 uses.

Officers consider that a marketing strategy is not required. However, if Members are minded to refuse on this ground, please see the refusal wording below:

The proposal has failed to provide evidence of effective marketing of an A1 use or any of the other uses previously approved under application H/05856/13 for this unit or any of the other units within the 128 Colindale Avenue parade contrary to part iv of policy DM12 of Development Management Policies DPD (adopted September 2012).

Noise and disturbance resulting from the proposed use

Councillors raised concerns that the proposed use would result in noise and disturbance, especially during evenings, which would detrimentally impact the amenities of neighbouring occupiers, including residential units above the premises. A condition was included in the original committee report restricting the hours of opening of the premises to 8am-10pm Monday to Saturday and 9am-9pm on Sundays and bank holidays. The Local Planning Authority considers this sufficient restriction of opening hours to mitigate against disturbance to local residents. It should be noted that betting shops are often located in town centre locations, with residential units above and adjoining betting premises. Furthermore, as stated in the committee report, there are a number of units in the local area which are open late at night. This includes a number of nearby units as listed below, as well as the Co-op which was granted consent at the same meeting to extend the opening hours to 7am-11pm Mon-Sat and 10am-11pm Sun (planning reference: 17/4788/S73).

Sainsbury's Local: 14 Charcot Rod, NW9 5WU; open daily 7am-11pm

Spaccanapoli restaurant: 5 Charcot Road, NW9 5HG; open 9:30am-10:30pm Mon-Thurs, 9am-11pm Fri-Sat, 9am-10pm Sun

Tesco Express: 8 Heritage Avenue, NW9 5AA; open daily 6am-11pm

The Beaufort Pub and Dining: 2 Heritage Avenue, NW9 5AA; open daily 11am-11pm

Colindale Local: 189 Colindale Avenue, NW9 5HY, open 6am-11pm Mon-Fri, 7am-11pm Sat-Sun

Colindale Underground station is also open 5.15am-1am and additionally now throughout Friday and Saturday nights.

It should be noted that all the premises listed above are open later than the proposed betting shop. These are also all located in close proximity to high density residential developments.

The Council's Environmental Health team have confirmed that it is very rare to receive complaints about noise from betting shop units. The few complaints which have been received are primarily due to the use of air conditioning units. This can be controlled by a condition.

The Environmental Health Team and Planning Officers advise against refusing the application on the grounds of noise and disturbance. If Members are still minded to refuse on this ground, please see the reason for refusal below:

The proposed change of use will result in noise and disturbance to nearby residential amenities, in particular residential units of 128 Colindale Avenue, contrary to policy 7.15B (parts a and b) of the London Plan (2016) and part d of policy DM04 of Development Management Policies DPD (adopted September 2012).

Anti-social behaviour

Members raised concerns at Committee that anti-social behaviour could result from the proposed use of the premises.

The committee report details that this is a licensing issue. Both licensing and planning permission is required for a betting shop to operate. In the event that anti-social behaviour directly results from the betting shop or the use is managed contrary to its licence (e.g. serving people under 18), then enforcement action can be carried out and its licence revoked. If this occurs, even if the premises still has planning permission for a betting shop use, it cannot be run as a betting shop as its licence has been revoked.

As anti-social behaviour is not a planning matter, Planning Officers advise against this being used as a reason for refusal. In the event that Members do seek to refuse the application on this ground, please see suggested wording below:

The proposed betting shop would result in anti-social behaviour which would have a detrimental impact on the amenities of local residential occupiers, contrary to policy 7.3B of the London plan policy (2016), part d of policy DM01 of Development Management Policies DPD (adopted September 2012) and CS12 of Local Plan Core Strategy DPD (adopted September 2012).

Betting shop cannot be used by all members of the community

There are a range of potential occupiers of A1/A2/A3 uses which would not serve all members of the community, for example estate agents. Therefore, Officers would advise against using this reason for refusal. In the event Members are minded to refuse this application on this ground, please see the reason for refusal below:

The proposed betting shop would not be usable to all members of the local community and would therefore fail to comply with policy CS6 of the Local Plan Core Strategy DPD (adopted September 2012).

Consultation response

Subsequent to the last committee (28th September 2017) 4 additional objections have been received. The additional comments put forward by these letters reflect those already considered by Committee. As such, these are not being listed in detail as the purpose of this report is to consider reasons for refusal following members' decision to defer the decision in mind to refuse. The new responses have been appended for Members' reference.

APPENDIX 1: COMMITTEE REPORT (reported to planning committee 28/09/17)

LOCATION: Plot 299, 128 Colindale Avenue, London, NW9 4AX

REFERENCE: 17/2248/FUL **Registered:** 06/04/2017

WARD: Colindale

APPLICANT: Planning Potential Ltd

PROPOSAL: Change of use of 97sqm of Plot 299 of 128 Colindale Avenue from flexible A1/A2/A3 use to a betting shop (Sui Generis use)

Recommendation

Approve subject to the following conditions:

- 1) The development hereby permitted shall be carried out in accordance with the following approved plans: 15817-11; 15817-10; Planning Statement: Plot 299, 128 Colindale Avenue, NW9 4AX.

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

- 2) This development must be 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.

- 3) The use hereby permitted shall not be open to members of the public before 08:00am or after 10:00pm on weekdays and Saturdays or before 09:00am or after 09:00pm on Sundays and Bank and Public Holidays.

Reason: To safeguard the amenities of occupiers of adjoining residential properties.

- 4) Before the development hereby permitted is first occupied, the name and contact number of manager shall be displayed on the outside of the building.

Reason: To safeguard the amenities of occupiers of adjoining residential properties.

- 5) None of the windows of the development hereby permitted shall be obscure glazed.

Reason: To safeguard the amenities of occupiers of adjoining residential

properties.

6) a) No development shall take place until a scheme of hard and soft landscaping to the front of this unit, including details of planting heights, densities and positions of any soft landscaping, has been submitted to and agreed in writing by the Local Planning Authority.

b) All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

c) Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

7) a) Before the development hereby permitted is first occupied, details of CCTV to be installed shall be submitted to and approved in writing by the Local Planning Authority.

b) The CCTV shall be installed in accordance with the details approved under this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure the amenity of existing and future residents is not compromised in accordance with policies DM01 and DM02 of the Development Management Policies DPD (adopted September 2012), the Residential Design Guidance SPD (adopted April 2013) and the Sustainable Design and Construction SPD (adopted April 2016)

MATERIAL CONSIDERATIONS

Key Relevant Planning Policy

Introduction

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

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

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

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

The London Plan

The London Plan (2016) 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); 2.15 (Town Centres); 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); 3.6 (Children and Young People's Play and Informal Recreation Facilities); 3.8 (Housing Choice); 3.9 (Mixed and Balanced Communities); 3.10 (Definition of Affordable Housing); 3.11 (Affordable Housing Targets); 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) and 3.13 (Affordable Housing Thresholds).

London's Economy:

4.1 (Developing London's Economy); 4.2 (Offices); 4.3 (Mixed Use Development and Offices); 4.4 (Managing Industrial Land and Premises); 4.6 (Support for and Enhancement of Arts, Culture Sport and Entertainment Provision); 4.7 (Retail and Town Centre Development); 4.10 (Support New and Emerging Economic Sectors); 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); 5.5 (Decentralised Energy Networks); 5.6 (Decentralised Energy in Development Proposals); 5.7 (Renewable Energy); 5.8 (Innovative Energy Technologies); 5.9 (Overheating and Cooling); 5.10 (Urban Greening); 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); 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 of Tall and Large Buildings); 7.13 (Safety, Security and Resilience to Emergency); 7.14 (Improving Air Quality); 7.15 (Reducing Noise) and 7.18 (Protecting Local Open Space and Addressing Local Deficiency).

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 relevance to the determination of this application are:

Core Strategy (Adopted 2012):

CS NPPF (National Planning Policy Framework – Presumption in favour of sustainable development)
CS1 (Barnet's Place Shaping Strategy – Protection, enhancement and consolidated growth – The three strands approach)
CS3 (Distribution of growth in meeting housing aspirations)
CS4 (Providing quality homes and housing choice in Barnet)
CS5 (Protecting and enhancing Barnet's character to create high quality places)
CS6 (Promoting Barnet's Town Centres)
CS7 (Enhancing and protecting Barnet's open spaces)
CS8 (Promoting a strong and prosperous Barnet)
CS9 (Providing safe, effective and efficient travel)
CS10 (Enabling inclusive and integrated community facilities and uses)
CS11 (Improving health and well-being in Barnet)
CS12 (Making Barnet a safer place)
CS13 (Ensuring the efficient use of natural resources)
CS14 (Dealing with our waste)
CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

DM01 (Protecting Barnet's character and amenity)
DM02 (Development standards)
DM03 (Accessibility and inclusive design)
DM04 (Environmental considerations for development)
DM05 (Tall Buildings)

DM06 (Barnet's Heritage and Conservation)
DM08 (Ensuring a variety of sizes of new homes to meet housing need)
DM10 (Affordable housing contributions)
DM11 (Development principles for Barnet's town centres)
DM13 (Community and education uses)
DM14 (New and existing employment space)
DM15 (Green belt and open spaces)
DM16 (Biodiversity)
DM17 (Travel impact and parking standards)

Supplementary Planning Guidance and Documents:

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

Local Supplementary Planning Documents:

Sustainable Design and Construction (October 2016)
Residential Design Guidance (April 2013)
Planning Obligations (April 2013)
Affordable Housing (February 2007 with updates in August 2010)
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)
All London Green Grid (March 2012)
Shaping Neighbourhoods: Play and Informal Recreation (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 which are considered to accord with the development plan. In March 2014 the National Planning Practice Guidance was published (online) as a web based resource. This resource provides an additional level of detail and guidance to support the policies set out in the NPPF.

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. Where permission to be granted, obligations would be attached to mitigate the impact of development which are set out in Section 10 of this report.

Colindale Area Action Plan (CAAP)

Relevant Planning History

Details of site history are listed in Appendix 2 of this report.

Public Consultations and Views Expressed

As part of the consultation procedure, 379 letters were sent to local residents. A site notice was also displayed on 27/04/2017.

183 responses were received by the council, all of which were objections.

Objections

- 1) Proposal will lead to crime and anti-social behaviour
- 2) The premises will be open late
- 3) Increase noise and disturbance for local residents and detrimental impact on residential amenity
- 4) Increase in litter
- 5) Information in shop front about application not displayed for long enough
- 6) Proposal fails to comply with planning policies including DM12 (iii) and (iv).
- 7) This use not appropriate in a residential area
- 8) Not appropriate to have a bettering shop opposite a college
- 9) Does not promote jobs or help the community
- 10) Proposal does not meet local needs - convenience shops/ cafes / restaurant day care facility would be more appropriate
- 11) There are balconies above the betting shop which will be disturbed
- 12) The application site is close to a playground
- 13) There are already multiple betting shops close to the site
- 14) Will lead to increase in gambling addiction
- 15) Increase in parking
- 16) Proposal would go against local communities diverse religious beliefs
- 17) Will detrimentally impact on local property prices
- 18) There has not been enough consultation with local community
- 19) Betting shop will be in an area with a high number of vulnerable people
- 20) Previous application had been refused

Officer Response

The Metropolitan police have been consulted as part of the appraisal procedure process. They have recommended some conditions be attached. Conditions restricting the use of obscure glazing; requesting details of CCTV to be implemented; restricting the opening hours of the betting shop unit and details of hard and soft landscaping measures have been attached to this permission. Other conditions recommended by the Metropolitan Police do not relate to planning matters and do not meet the conditions tests as stated in the regulations. These therefore cannot be attached.

The Local Planning Authority cannot consider the betting shops influence on student or young people's lifestyle choices as this is not a material planning consideration. Furthermore, it is illegal to permit any person under the age of

18 to enter a licensed gambling premise, and therefore any users of the Betting shop will be responsible adults above the age of 18. This is regulated by the Trading Standards & Licencing Authority.

There are currently no betting shops in this part of the Colindale Area, with the nearest betting shop located on Burnt Oak Broadway. There are currently retail uses in close proximity to other retail units including a Sainsbury's Local and newsagents. The proposed change of use of this flexible A1/A2/A3 unit is not considered to have a detrimental impact on retail provision in this part of Colindale. There are no restrictions in local or national policies regarding the implementation of a betting shop use as part of a mixed use development.

A condition restricting the opening hours of the betting shop means that there should not be any disturbance during anti-social hours. It is not considered that this use should result in a detrimental increase in litter. As part of the appraisal procedure, the Council's Highways Department was consulted. They raised no objection to the change of use on highways grounds. The impact of a proposal on local property prices is not a planning material consideration.

In the event that anti-social behaviour directly results from the premises and/or the proposed betting premise is operated in breach of their licence, enforcement can be carried out by the appropriate authorities, either the licencing authority or the gambling commission.

The council has followed the appropriate consultation procedures which is compliant with planning regulations. The council published their site notices around the site on 27/04/2017 as per standard consultation procedures.

The applicant has confirmed in the submitted planning statement that 7 new jobs will be created through the implementation of the Betting Shop use including a full time manager, a full time assistant manager, a senior cashier, 3 part time cashiers and a cleaning position. These jobs will be available to local people.

A previous application was submitted to change the use of this unit under a S73 application, but this was withdrawn. Compliance of the proposal with planning policy is addressed in the appraisal section of this report.

Statutory Consultation responses

LB Barnet Highways

No objection to change of use.

Metropolitan Police

The Metropolitan Police Service have raised concerns about the location of a betting shop at this venue. They have stated that there is the potential for this site to become a generator for crime/anti-social behaviour.

Historically these operations have extended hours of activity which when located in close proximity to residential entrances may reduce the effectiveness of their access control strategy and this combined with readily available public seating within the vicinity of available alcohol (Sainsbury's Local 90m away) increases the likelihood for it to have a negative impact on the quality of life for the local residents.

The police are unable to support this application at this present time. They have stated in their response that if the Local Authority is minded to grant planning permission for this use, the following conditions are attached:

1. Hours of operation 9am until 6pm. Monday to Saturday - closed Sundays.
2. No seating outside.
3. No obscuring of the windows.
4. Defensive planting under all curtain walling.
5. Full CCTV coverage inside the venue which is to be extended outside to cover the public footway.
6. Entrance doors to the shop to be positioned as far as possible from the corner and any other residential doors. Additionally consideration should be given to a defensive planting strip to clearly define both uses.
7. Toilet facilities to be open at all times - if they close the venue closes.
8. Office to be located within 5m of the main entrance with direct field of vision.
9. Entry into the venue to be controlled via the office- with an electronically operated lock
10. Name and contact number of manager displayed on the outside of the building.

Officer Response to Metropolitan Police Objection

The vast majority of betting shops are located in town centres and parades with residential units above or nearby to these uses. The location of the residential units above this proposed betting shop does not represent a significantly different arrangement. There is no public seating directly outside the premises and any applications for new seating would be resisted. Conditions have been implemented in accordance with the Metropolitan Police's comments requiring restricted hours of opening, that windows are not obscure glazed and that a scheme of CCTV and hard and soft landscaping provision be submitted to the Local Authority for approval. The hours of opening restrictions are longer than those proposed by the Police. It is considered that as there are nearby shops, restaurants, bars and pubs open in the evening, it would be unreasonable to

restrict opening hours of the betting shop to 6pm. The other condition recommendations outlined in the Police's response do not relate to planning material considerations and do not meet the condition's test as outlined in the Regulations. Therefore, these cannot be implemented.

Site Description

The application site is situated on the ground floor of a new residential development (Application Reference: H/05856/13) on Colindale Avenue, which comprises of 395 flats across 6 separate blocks of 4-11 storeys. The development is substantially complete.

The application site does not lie in a conservation area, but does however fall within the Colindale Area Action Plan (CAAP) area which seeks the creation of a new neighbourhood centre on Colindale Avenue.

Proposal

This application seeks to change the use of 97 sqm of Plot 299 located at the ground floor of 128 Colindale Avenue from flexible A1/A2/A3 to sui generis, specifically a betting shop. The other 145.5sqm of the unit will remain for A1/A2/A3 use.

PLANNING CONSIDERATIONS

Policy Context

National Planning Policy Framework and National Planning Practice Guidance

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

The National Planning Policy Framework (NPPF) was published on 27 March 2012. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

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

The Mayor's London Plan 2016

The London Development Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2050. It forms part of the development plan for

Greater London and is recognised in the NPPF as part of the development plan.

The London Plan provides a unified framework for strategies that are designed to ensure that all Londoners benefit from sustainable improvements to their quality of life.

Barnet's Local Plan (2012)

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents. Both were adopted in September 2012.

- Relevant Core Strategy Policies: CS NPPF, CS1, CS5, CS6.
- Relevant Development Management Policies: DM01, DM12

Supplementary Planning Documents

Sustainable Design and Construction SPD (adopted October 2016)

- Provides detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet.

Main issues for consideration

The main issues for consideration in this case are:

- Whether the principle of a change of use from flexible A1/A2/A3 to a Betting shop (Sui Generis) is acceptable;
- Whether harm would be caused to the character and appearance of the existing building, the street scene and the wider locality and
- Whether harm would be caused to the living conditions of neighbouring residents.

ASSESSMENT OF PROPOSALS

Principle of a change of use

The existing site premises are currently unoccupied. Therefore, it should be noted that the A1/A2/A3 use is the site's approved rather than existing use.

The Core Strategy identifies that '*Colindale Avenue will provide the vibrant heart and gateway of Colindale as a sustainable mixed-use neighbourhood centre anchored by a new public transport interchange with pedestrian piazza*'

The Local Planning Authority have considered the Development Management policies within the adopted Local Plan (Development Management Policies) Development Plan Document (September 2012) and note that there are no specific policies that restrict the implementation of Sui Generis uses. Although these policies do protect retail uses in primary or secondary retail frontage in an established town centre and in shopping parades, this unit does not lie in either of these land designations.

Policy DM12: Maintaining local centres and parades states that *'the council will protect all retail uses (Class A1) in the existing local centres, parades and isolated shops unless it can be demonstrated that:*

- i. there will be no significant reduction of shopping facilities as a result; and*
- ii. that alternative shopping facilities that are similarly accessible by walking, cycling or public transport exist to meet the needs of the area; and*
- iii. the proposed use is within Class A2, A3, A4, A5 or meets an identified local need; and*
- iv. there is no demand for continued Class A1 use, and that the site has been marketed effectively for such use.*

It is considered that the loss of 97sqm of floorspace proposed under this application does not represent a significant reduction of shopping facilities. There are a range of retail facilities close to the site. These include a newsagents at Colindale Station (35 metres from the site) and a Sainsbury's Local on Charcot Avenue (90 metres from the site) which are accessible by walking. There is also a Boots (The Hyde, 7 minute walk from the site), a Tesco Express (Heritage Avenue, 10 minute walk) a Morrisons (Edgware Road, 10 minute walk) and Asda Superstore (off Edgware Road, 10 minute walk) nearby. The Brent Cross Shopping Centre is a 20 minute journey from the site by public transport.

There is a lack of betting shops in this area, with the nearest betting shop being located on Burnt Oak Broadway (0.5 miles from the site). It is noted that the unit is not currently occupied by an A1 use and instead has received permission to be flexible A1/A2/A3. The proposal will therefore not definitely result in the loss of an A1 unit. Furthermore, as demonstrated above there is sufficient retail provision in the local area. In these circumstances it is considered that the requirement of marketing evidence is onerous.

At the time that the application was approved, betting shop uses were classified as A2. Subsequent to the approval of planning permission H/05856/13, the classification of this use was changed. It is however considered that this use would add to the vitality of this small parade as this new use would maintain an active frontage. As such, this use is not considered detrimental to the usability of this parade.

In addition to local planning policies, the Local Planning Authority also has regard for the Mayor's London Plan (2016) Policy 4.8, paragraph 4.50A which states that the planning system should be used to help manage clusters of uses - in specific, avoiding over-concentrations of betting shops and hot food takeaways. There is not considered to be an 'over-concentration' of either betting shops or hot food takeaways in the Colindale area. Furthermore, this policy is primarily focused on Town Centre locations, which the proposed site does not lie in. Therefore the proposal does comply with London Plan policy 4.8.

Overall it is considered that a betting shop in this location would not be inappropriate, and that the proposals would not lead to the loss of an A1 unit or an over concentration of sui generis uses or betting shops within this out-of-centre shopping area.

Condition 9 of application H/05856/13 did restrict the uses of the ground floor

commercial units to Class A uses. A betting shop is considered to have a positive contribution of the activity of this parade and as such it is considered that this use is appropriate. Furthermore, at the time that this permission was granted betting shops were considered to be a Class A2 use.

Impact on character and appearance of the existing building, the street scene and the wider locality

No changes to the appearance of the building are proposed in this application, thus it is considered that the proposals will not result in unacceptable harm to the character and appearance of the host building, street scene or wider locality, in accordance with Policy DM01.

Separate application for new shop signage and shopfront were approved earlier this year (see details of these applications under Appendix 2 of this report).

Impact on the living conditions of neighbouring residents

As there are residential units above the proposed betting shop, consideration has to be given to how the proposed use will impact on nearby residential units. The proposed use is not considered to give rise to demonstrable undesirable living conditions for the neighbouring and nearby residential units to an extent that would warrant the applications acceptable reason for refusal. The majority of betting shops units are located in town centres and parades with residential units above and/or nearby.

Opening hours of the new Betting Shop will be controlled by condition to ensure that the use is not in operation past unsocial hours (before 08:00am or after 22:00pm). These opening hours are comparable with other shops, restaurants, bars and pubs in the local area (e.g. Sainsbury's Local on Charcot Avenue is open 7am-11pm daily). In addition a betting shop operating around these hours will increase the level of natural surveillance and may actually deter criminal behaviour along the locality. A condition has been implemented requiring a scheme of CCTV to be submitted which will further increase natural surveillance and security in this area.

Licensing of the premises

On 4th July 2017 license was granted for betting premises (other than track).

The Police and the applicant agreed the following 3 conditions:

1. CCTV shall be installed to Home Office Guidance standards and recordings shall be kept for 31 days and shall be made available to the police and licensing officers if requested. The CCTV system will cover the entry and exit point and the main customer area to include the machine areas and staff area of the premises. External cameras to be installed to cover the outside areas including the front door and along the boundary of the premises.
2. A maglock will be fitted to the front door of the premises and shall be controlled by staff.
3. An incident record shall be kept and made available to the Police and Responsible Authorities.

The licensing Sub-Committee imposed the following additional conditions:

1. There is to be at least two members of staff on duty at all times.
2. Posters will be prominently displayed in the premises which advise customers that no anti-social behaviour will be tolerated.

In the event that anti-social behaviour directly results from the premises and/or the proposed betting premise is operated in breach of their licence, enforcement can be carried out by the appropriate authorities, either the licencing authority or the gambling commission.

EQUALITY AND DIVERSITY ISSUES

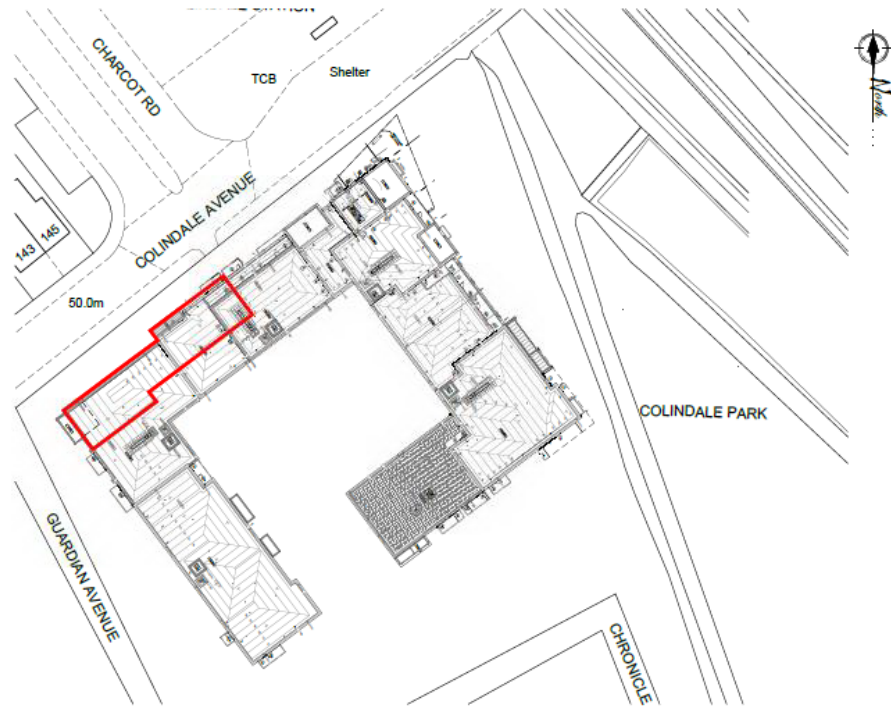
The proposal does not conflict with either Barnet Council's Equalities Policy or the commitments set in the Equality Scheme and supports the Council in meeting its statutory equality responsibilities.

CONCLUSION

Having taken all material considerations into account, it is considered that subject to compliance with the attached conditions, the proposed development would have an acceptable impact on the character and appearance of the application site, the street scene and the locality. The development is not considered to have an adverse impact on the amenities of neighbouring occupiers. Furthermore, the proposal is not considered detrimental to the functionality or activity of this new parade. This application is therefore recommended for approval.

APPENDICES

Appendix 1: Site Plan



Appendix 2: Planning History

Description: Demolition of all existing buildings; redevelopment to provide 395 flats, 772sqm of retail/financial/professional/restaurant/café uses (Use Classes A1/A2/A3) and 112sqm of floorspace for retail/financial/professional/restaurant/café uses (Use Classes A1/A2/A3) or community use (Use Class D1) in six blocks ranging from 4 to 11 storeys; associated highways and public realm works including formation of piazza adjacent to Colindale Avenue and Colindale Park; associated access from Colindale Avenue, internal street network, car and cycle parking, refuse storage, landscaping and amenity space provision; associated plant and relocation of existing substation

Planning Reference: H/05856/13

Decision: Approve following legal agreement

Decision Date: 23/12/2017

Description: Installation of 3no internally illuminated fascia signs and 2no internally illuminated hanging signs

Planning Reference: 17/2508/ADV

Decision: Approve subject to conditions

Decision Date: 08/06/2017

Description: New Shop Front

Planning Reference: 17/2507/FUL

Decision: Approve subject to conditions

Decision Date: 05/06/2017

Appendix 2: Consultation responses received after 28th September committee

London
02/10/17

Dear Harriet,

I am writing to you regarding the planning application by Paddy Power to operate a new betting shop on the Edition housing development on Colindale Avenue.

Our organisation provides high quality care, housing and short-term support to people in crisis living on Barnet.

Elysian House which we care and maintain is nested within the residential Pulse Colindale development and we have become aware that there is a great deal of opposition to the idea of yet another betting shop in this locality.

We are concerned on the impact it will have on our Elysian House rehabilitation programme on our patients that may find the proposed betting shop interesting to visit although may not have the monies to gamble but surely meet many people in and out of the proposed Paddy Power premises that could influence them indirectly and cause issues for Elysian House including unwanted visitors coming back to the recovery house.

It is also felt that a betting shop is not the most important facility for the area, which is lacking in Doctor and GP surgeries, and/or local corner shops servicing the community such as coffee shops.

We have concerns that a betting shop sets a bad example to the community especially the vulnerable as being the only visible form of recreation/entertainment in the area.

We believe our community deserve something better than an encouragement to gambling.

Kind regards,
Marta Pisarri

Contract Manager
BEH Recovery Houses
Look Ahead Care, Support and Housing

Dear Ms Beattie

I trust you are well. Recently I was made aware of a potential betting outfit - Paddy Power - been considered an approval to operate as a business on 128 Colindale Avenue NW9 4AX. While my business (the new up coming restaurant next to The Stay Club) is new to the community, I have been very familiar with the neighbourhood for the last 20 years and have seen the massive improvement over the years.. So it strikes me as a rather bizarre decision to be considering such an inappropriate business in a largely residential new development which include families with young children and young adult students.

As far as I am aware it has always been a major Barnet Council objective to regenerate the community. So far the council has been very successful. It is quite clear betting premises will undermine this objective in a massive way. Betting premises often attract patrons who promote negative socio-economic values in a community. These include ant-social behaviour, crime, and public nuisance and disorderly behaviour. My wife and I are investing a lot of resources in our restaurant to ensure that it is family friendly and promotes the area as a destination attraction. So are the other businesses in the area. In addition there are numerous International families and students with residences in the community. All a betting shop will do is drive down the value perception of the new developments in the Colindale area.

Make no mistake just as the community will lose out, so will Barnet Council. From an economic and a social stand point, betting shops have no value in a residential development. I therefore implore, that you not only refuse the application on Colindale Avenue, but no betting shops should be allowed anywhere in the surrounding areas either - from Beaufort Park to the new developments on Aerodrome road.

Regards

Dr Ayo Osunrinade
Managing Director
Very Good Entertainment Ltd

Dear John

I am writing directly to you with my deepest concerns on the current planning application of Paddy Power 17/2248/FUL as the Chair of Colindale Village RA.

CVRA is committed to:

- safeguard and promote the interest of residents in the area on matters concerning housing and the environment;
- help to improve living conditions, community facilities and services for residents living in the neighbouring area; and
- represent the views of residents in our neighbourhood particularly those with low income and vulnerable due to various addictions such as alcohol, gambling, etc.

The community has observed that Barnet council has made undetermined mistakes in the process from licensing [and by sending letters of the applicant "Paddy Power" to the colindale community on Barnet council letter headed paper when Paddy power could have simply manually posted to ALL the development without the need and intervention of Barnet Council bringing costs of printing and posting twice] see attached letter.



Keith Balcombe
Chairperson
New Hendon Village Residents Association
Lark Court
Lanacre Avenue
Colindale
NW9 5QD
02 October, 2017.

Barnet Council
Planning Department
1255 High Road
Whetsone
Barnet
N20 0EJ

RE: Opposition to Paddy Power Shop Colindale

Dear Sir / Madam

New Hendon Village Residents Association is an active committee representing over 300 households at the New Hendon Village development and Graham Park Estate. The association was formed in 2012 and is recognised and supported by Genesis Housing.

At our meeting on 20 September 2017 the opening of a Paddy Power betting shop was discussed as an agenda Item. As a group of residents at the meeting we were unanimous in our disapproval over plans for such a shop to open in our community.

Colindale is changing, for the better. The formation of our residents association has been instrumental in the development of a sense of community; this has united residents of both the long established and new housing developments. The area is benefiting from new projects including Barnet College, Colindale Library and the soon to arrive council buildings.

As residents we are concerned that the opening of a betting shop will do nothing to enhance the local area and will be a backward step for our developing locality. As a group of residents we are concerned that the social impact of this shop will devastate lives, ruin families and have a negative impact on our social spaces. A new betting shop is not required in the area, particularly as there are at least 5 such establishments within walking distance of Colindale Station.

As a significant group of residents we are opposed to this establishment and we ask that our opinion be taken into consideration. We look forward to hearing from you.

Yours sincerely

Keith Balcombe
Chairperson New Hendon Village Residents Association

LOCATION: Underhill Stadium And Hockey Club, Barnet Lane, Barnet, EN5 2DN

REFERENCE: 17/4840/FUL

Received: 04.08.2017

AGENDA ITEM 7

WARD: Underhill

Expiry: 03.11.2017

APPLICANT: Bowmer and Kirkland / Education Funding Authority

PROPOSAL: Demolition of the former Underhill Stadium and associated structures and redevelopment of the site to provide a part two, part three storey building for a secondary school and 300 place sixth form, provision of external sports facilities including MUGA, restoration of former sports pitches. Provision of car and cycle parking and landscaping.

EXECUTIVE SUMMARY

The current application is a resubmission of previously refused application 16/5948/FUL which sought permission for the following development:

Demolition of the former Underhill Stadium and associated structures and the redevelopment of the site to provide a part two, part three storey building for nursery, primary and secondary school, sixth form and sports hall; the provision of internal and external sports facilities including Sports Hall, MUGA, restoration of former sports pitches and the provision of car and cycle parking along with associated landscaping works.

The previous application was reported to Planning Committee on 25th January 2017 with a recommendation for approval however the application was subsequently refused for the following reasons:

- 1) *The proposed development, by virtue of the associated traffic impacts would result in an unacceptable stress on the surrounding vehicular roads to the detriment of the safe and efficient operation of the highway network contrary to London Plan (2016) Policies 6.1 and 6.13, Barnet Local Plan Policies CS9 (Core Strategy) and DM17 (Development Management Policies Document).*
- 2) *The proposed development, and its excessive scale, represents inappropriate development within the Green Belt which would cause substantial harm to the fundamental intention and purposes of including land in the Green Belt and the applicant has failed to demonstrate compelling very special circumstances that warrant an exception to the National Planning Policy Framework (NPPF) (paragraphs*

88-90), Policy 7.16 (A) of the London Plan (2016) and Policy DM15 of the Barnet Development Management Policies Document.

The current application has sought to address these reasons for refusal through the removal of the primary school element of the previous proposal and a reduction to solely a 6FE secondary school (up to 1200 pupils). These issues are addressed and summarised in turn below.

Traffic Impacts of Development

The second reason for refusal of the previous application related to the traffic impact of the proposed school development with specific regard to the junctions on the surrounding highway network.

Assessment of current traffic levels at the surrounding junctions confirms that they are either approaching or at capacity with resultant implications for vehicular queue times and congestion. Having established these existing junction capacity issues, it was then therefore necessary to undertake a transport modelling exercise to forecast the level of additional traffic that would be generated by the development and what impact this would have upon the junction capacities upon occupation of the school. The applicant has submitted a transport statement (fully outlined and assessed within Section 8 of this report) which applies background growth, i.e. natural growth which would occur without the development, to the traffic modelling. Whilst LBB transport officers do not concur with the application of such background growth, its application is largely superfluous on the basis that both the applicant and LBB transport officers accept the same conclusion; that mitigation is required in order to mitigate traffic conditions at the identified junctions and to reduce congestion.

Having established that mitigation would be required, highway improvement works in respect of the following were proposed:

- A1000 Barnet Hill/Underhill/Fairfield Way junction works to provide 2 lanes of traffic travelling in each direction;
- Barnet Lane/Underhill/Mays Lane Mitigation including uncontrolled crossing point and right turn lane;
- Works identified in the PERS and CERS Audit;
- Works identified from School 20mph Zone Review;
- Closure of existing crossover access on Westcombe Drive as shown on and new access and associated footway upgrade works along with upgrade of existing vehicle crossover on Barnet Lane.

On the basis of the scenario outlined above (i.e. with all identified works implemented) a further transport modelling exercise was undertaken using methodology agreed by both LBB Transport officers and TfL to forecast of the improvements on the impact on levels of congestion at the identified junctions. The traffic modelling clearly shows that the proposed highway works would successfully reduce congestion and queue times at the identified junctions to a level which would be below that which exists at present, without the development.

The highway improvement works are therefore considered to be acceptable and are would be secured through the S106 with the applicant making a financial contribution of £1,572,472 towards the implementation of the works with the balance met by the Council. The S106 would ensure that the works would be fully implemented prior to the first occupation of the development.

On the basis that the proposed highway works would provide direct mitigation for both proposed and existing levels of traffic congestion and would be secured by the S106, officers consider that this particular reason for refusal has been addressed and overcome.

Lack of Special Circumstances

The application site comprises green belt land and the development of an educational facility in this context represents 'inappropriate development' on green belt land and as such is only justified if very special circumstances exist. In this case, the very special circumstances are provided by the clear and overwhelming need for secondary school places within the borough and the lack of alternative sites to meet such need.

The overall number of children on roll at a Barnet school has been increasing each year since 2009/10. The number of children in the Reception year in a Barnet school has risen significantly from 3,548 children in January 2009 to 4,477 in January 2016 – an increase of 929 children. The number of pupils starting in year 7 has also been rising and is projected to reach over 5,000 pupils by 2023/24, compared to 3,905 in September 2015.

As a result of this growth, there are now over 800 extra permanent primary state-maintained Reception school places available each year for children starting school in Barnet compared to 2009. The pressure experienced across Barnet primary schools will continue to feed through into the secondary sector over the next few years and by the end of the decade, a very significant increase in secondary provision is required. If no further new secondary school provision is made available in the borough, on current data, there is a projected shortfall of 22 forms of year 7 secondary entry by 2022/23.

LBB Secondary School Places			
AY	GLA Pupil Projections +3% margin	Current permanent capacity (as at September 2017)	Shortfall in forms of entry
2018-19	4600	4334	-8.9
2019-20	4763	4334	-14.3
2020-21	4740	4334	-13.5
2021-22	4874	4334	-18.0
2022-23	5014	4334	-22.7

In this regard, officers consider that the reduced scale and overall capacity of the school development combined with this clear and demonstrable need for secondary school places as a very special circumstance has addressed and overcome the first reason for refusal of the previous application. Of the shortfall set out in the table above, a lot of the identified need comprises of children already within the borough's school system at primary level and as such the need is particularly pertinent. A full and detailed assessment of the need for school places is set out within paragraphs 5.10-5.33 of this report.

RECOMMENDATION

Recommendation 1: That the applicant and any other person(s) having a requisite interest in the land 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) Travel Plan

- The applicant shall enter into a School Travel Plan (STP) which meets the TFL guidance 'What a School Travel Plan should contain'. To be submitted and approved no later than 3 months prior to occupation
- The STP shall achieve at least bronze level STARS accreditation in year 1 and 2
- The STP shall achieve gold STARS accreditation shall be achieved in year 3 and for the remaining duration of the STP
- An annual 'hands up' survey for staff and pupils shall be included as part of the STP (to include numbers attending breakfast club and after school clubs), review updated and resubmitted for approval annually until the school has all year groups in operation. So lifespan 5 years.
- Full consultation shall be carried out with the full school community and all other stakeholders within 3 months of occupation and updated STP resubmitted for approval..
- A STP champion shall be appointed for the life span of the STP

- Car-based travel proportions for secondary pupils shall be no more than the percentages specified in Tables 8.2 and 8.3 of the submitted Travel Plan (July 2017) over the lifetime of the STP. These targets shall be subject to annual review
- Usage of the pick-up/drop off facility shall be subject to annual review from first occupation up to a period of 3 years from full occupation of the development

(b) Travel Plan Monitoring Fee

- A travel plan monitoring fee of £5000 (£1,000 per year)

(c) Parking Survey / CPZ Review

- The car use targets set out within STP subject to annual review
- Should the car use targets for secondary pupils set out within the STP not be achieved, or/and numbers attending breakfast club are less than 10% and after school activities less than 20% a further parking survey shall be carried out. The methodology and scope of the survey shall be agreed with the LPA in advance. Parking survey to be submitted to the LPA to review
- Subject to results of parking survey, a CPZ review may be triggered The applicant shall cover the cost of the CPZ review to a maximum cost of £13,800 and thereafter shall cover the cost of any implementation to a maximum amount of £81,900
- The clause to remain in place for life span of STP

(d) Traffic Management Order

- The applicant shall cover the cost of the removal of match day parking controls to be triggered if a CPZ is not required to a maximum cost of £20,000
- Installation of yellow 'School Keep Clear' markings up to a maximum of £5,000

(e) Highway Works

Financial contribution of **£1,572,472.95** towards the cost of the following works:

- A1000 Barnet Hill/Underhill/Fairfield Way Junction Mitigation as shown on Drg.No.16011/TA05 Rev B or other approved.
- Barnet Lane/Underhill/Mays Lane Mitigation including uncontrolled crossing point, right turn lane as shown on Drg.No.16011/TA06 Rev A or other approved.
- Works identified in the PERS and CERS Audit subject to approval by LPA.
- Works identified from School 20mph Zone Review subject to approval by LPA.
- Closure of existing crossover access on Westcombe Drive as shown on Drg.No.16011/TA01 Rev C or other approved; and new access and associated

footway upgrade works to be agreed. Upgrade of existing vehicle crossover on Barnet Lane to be agreed following investigation by the highway authority.

The works have been estimated at a cost of £2,172,472.95 and the outstanding £600,000 will be met by the Council. Any additional utilities costs that occur through no fault of the Council and which cannot be met through the contingencies built into the costs estimate will be met by the ESFA. The Section 106 will be worded accordingly to ensure that the works are implemented prior to the occupation of the school.

(f) Construction and Emergency Access

Highway works required to facilitate the development to be carried out under S184 of the Highways Act 1980 shall include as follows:

- Construction and emergency access on Barnet Lane at existing Pavilion.

(g) Replacement Landscaping Scheme

- A scheme of landscaping including replacement trees of an equivalent value to be submitted and agreed by the LPA for land adjacent to A1000/Underhill and Underhill/Barnet Lane junctions

(h) Provision of Pick up/Drop off Facility

- The pick-up/drop off facility shall be brought into use prior to the first occupation of the development and shall be subject to an annual review as part of the Travel Plan. Should a lack of use of the facility be identified then its use shall be discontinued subject to triggers and thresholds to be agreed as part of the S106.

Recommendation 2: That upon completion of the agreement specified in Recommendation 1 and subject to referral of the application to the Mayor of London and the Secretary of State, the Chief Planning Officer approve the planning application reference 17/4840/FUL under delegated powers and grant planning permission subject to the conditions set out in Appendix 2.

Recommendation 3: That the Committee grants delegated authority to the Head of Development Management or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice-Chairman) of the Committee

(who may request that such alterations, additions or deletions be first approved by the Committee).

MATERIAL CONSIDERATIONS

Key Relevant Planning Policy

Introduction

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

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

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

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

The London Plan

The London Plan (2016) 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); 2.15 (Town Centres); 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); 3.6 (Children and Young People's Play and Informal

Recreation Facilities); 3.8 (Housing Choice); 3.9 (Mixed and Balanced Communities); 3.10 (Definition of Affordable Housing); 3.11 (Affordable Housing Targets); 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) and 3.13 (Affordable Housing Thresholds).

London's Economy:

4.1 (Developing London's Economy); 4.2 (Offices); 4.3 (Mixed Use Development and Offices); 4.4 (Managing Industrial Land and Premises); 4.6 (Support for and Enhancement of Arts, Culture Sport and Entertainment Provision); 4.7 (Retail and Town Centre Development); 4.10 (Support New and Emerging Economic Sectors); 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); 5.5 (Decentralised Energy Networks); 5.6 (Decentralised Energy in Development Proposals); 5.7 (Renewable Energy); 5.8 (Innovative Energy Technologies); 5.9 (Overheating and Cooling); 5.10 (Urban Greening); 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); 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 of Tall and Large Buildings); 7.13 (Safety, Security and Resilience to Emergency); 7.14 (Improving Air Quality); 7.15 (Reducing Noise) and 7.18 (Protecting Local Open Space and Addressing Local Deficiency).

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 relevance to the determination of this application are:

Core Strategy (Adopted 2012):

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

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

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

CS7 (Enhancing and protecting Barnet's open spaces)

CS8 (Promoting a strong and prosperous Barnet)

CS9 (Providing safe, effective and efficient travel)

CS10 (Enabling inclusive and integrated community facilities and uses)

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)

DM13 (Community and education uses)

DM15 (Green belt and open spaces)

DM16 (Biodiversity)

DM17 (Travel impact and parking standards)

Supplementary Planning Guidance and Documents:

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

Local Supplementary Planning Documents:

Sustainable Design and Construction (April 2013)

Planning Obligations (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)

All London Green Grid (March 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 which are considered to accord with the development plan. In March 2014 the National Planning Practice Guidance was published (online) as a web based resource. This resource provides an additional level of detail and guidance to support the policies set out in the NPPF.

The Community Infrastructure Levy Regulations 2010:

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

Environmental Impact Assessment (EIA)

The EIA procedure in the UK is directed by the Town & Country Planning (Environmental Impact Assessment) Regulations 2017 (the 'Regulations'), EU Directive 85/337/EEC (as amended), Circular 02/99 as well as the National Planning Practice Guidance (2016).

Screening for EIA development

In respect of EIA screening, the proposed development does not fall within 'Schedule 1' development. However, the development is considered to constitute the 'Schedule 2' development namely, an 'urban development project' in accordance with Section 10(b) of Schedule 2 of the Regulations. The threshold identified for such projects is an area exceeding 0.5ha. Although, it is noted that the site is not located in a sensitive area as defined in the regulations.

Prior to the submission of this application, an EIA Screening Opinion was sought by the applicant pursuant to section 13 of the Town and Country Planning Act 1990. Following assessment, officers considered the whole scheme of development, incorporating the extant permission, and took the view that it did fall within Schedule 2 of the Regulations.

Previous application 16/5948/FUL was accompanied by a full Environmental Statement which covered the following topics:

- Socio-Economic
- Landscape and Visual Impact Assessment
- Historic Environment
- Transport
- Noise
- Flood Risk and Hydrology
- Ecology and Trees
- Air Quality
- Daylight and Sunlight
- Ground Conditions
- Lighting

As part of the consideration of the previous application, all of the topics outlined above were fully and comprehensively assessed. In assessing such topics, no significant impacts were identified which could not be mitigated through planning conditions or planning obligations. Whilst the current scheme differs from that previously considered, the nature of the impacts identified would be largely similar and in most cases have reduced since consideration of the previous application. In light of the previous assessment, it was considered that the submission of an Environmental Statement was not necessary in this case. Notwithstanding the lack of Environmental Statement, each of the topics outlined above have been fully assessed and are addressed through appropriate conditions or S106 obligations.

PLANNING ASSESSMENT

1.0 SITE DESCRIPTION

- 1.1 The application site relates to the former home of Barnet Football Club, Underhill Stadium, and the open space to the south of the stadium. The site is located to the east of Barnet Lane, to the south of Westcombe Drive and to the west of Fairfield Way and has an area of 4.17 hectares.
- 1.2 Underhill Stadium is the former home of Barnet Football Club who have since moved from the site to The Hive Stadium near Edgware. The now vacant stadium incorporates semi enclosed stands on three sides (east, west and south) which rise to a maximum height of 9.3 metres. There is an existing vehicular access point from Priory Grove which runs perpendicular to Westcombe Drive to the north of the site.
- 1.3 The land to the south of the vacant stadium consists of open space formerly used as Cricket and Hockey playing pitches along with an associated pavilion building, which is vacant. At the southern extremity of the red line site is an existing hard surfaced car parking area which runs in a linear strip perpendicular to Barnet Lane. A further vehicular access from Barnet Lane point exists adjacent to the vacant Pavillion building.
- 1.4 Adjoining the site to the west, north and east are residential properties on Barnet Lane, Westcombe Drive and Fairfield Way respectively. To the south of the site is a large expanse of open space currently laid out as playing pitches.
- 1.4 The entire site is located within the green belt. The site is not located within a conservation area and there are no heritage assets within or near the site.

2.0 PROPOSED DEVELOPMENT

- 2.1 Permission is sought for the comprehensive redevelopment of the site to provide a new 6FE secondary school accommodating up to 1200 pupils at secondary and sixth form level. The proposed pupil capacity is broken down as follows:
- Secondary School: 900 places
 - Sixth Form: 300 places
- 2.2 It is proposed that the school would be opened on a phased basis, with the school having an initial intake 180 pupils in Year 7 in September 2019. The capacity would increase each year until reaching full capacity of 1,200 pupils by 2025.

- 2.3 As part of the development, internal and external sports facilities including a sports hall, a Multi-Use Games Area (MUGA) will be provided along with the restoration of the sports pitches to the south of the site. The MUGA would be illuminated by floodlighting accommodated on 10 metre high columns located on the corners of the space. The applicant has indicated that the sports facilities would be available for use by the local community outside of school hours.
- 2.4 The school building would be built largely on the site of the existing football stadium to the north of the site which would be demolished. The proposed school buildings would comprise a single rectangular block running parallel to Priory Grove, located to the eastern part of the site. The school building would be part 2 storey and part 3 storey, with a height of approximately 11.5 metres at its highest point. The school sports hall would form an integral part of the building.
- 2.5 The external play areas would be located to the west and south of the main building with the MUGA and basketball courts located further to the south of the site. The play areas would utilise the natural topography of the site and the proposed landscaping scheme to provide distinct play areas for each year group. The existing sports fields to the south which are currently unused, would be restored and brought back into use for the school and for community use outside of school hours.
- 2.6 To the north of the site adjacent to Westcombe Drive, a car park would be provided with a total of 62 spaces (59 spaces plus 3 disabled spaces). Access to the car park would be from Westcombe Drive whilst egress would be via a separate point on Barnet Lane. Cycle parking would be laid out in a linear manner adjacent to the east elevation of the school buildings, opposite Priory Grove.
- 2.7 There is an existing car park to the south of the sports fields on the southern part of the site which would be utilised for a pick up and drop off area.

3.0 RELEVANT PLANNING HISTORY

- 3.1 Underhill Stadium is the former home of Barnet Football Club who moved from the site in 2013. The following applications relate directly to the application site and are relevant to the consideration of the planning application:
- Planning permission was **granted** on 12th December 1990 for the erection of new turnstile entrance, new lavatories and internal fencing and new emergency exit gates (application ref: N02646D).

- A certificate of lawful use was **granted** on 30th June 1995 for conversion of offices under the West Stand to provide additional bar space (application ref: N02646P).
- Planning permission was **granted** on 2nd April 2001 for the erection of a single storey refreshment bar (application ref: N02646T/01).
- Planning permission was **granted** on 29 March 2006 for the extension of the access road, formation of hard-surfaced area and associated fencing to provide emergency access and egress improvements plus an enlarged parking area on the northern part of the cricket ground and pedestrian access (application ref: N02646Y/05).
- Planning permission was **granted** on 25 October 2006 for retention of administration offices and toilet block at south stand end, turnstiles to south and north west entrances to the ground, disabled access to Cricket Club Pavilion and 1.8m high fence and gates at Westcombe Drive entrance. Erection of turnstiles, catering and toilet blocks to the south, north and northwest entrances of the ground; new vehicular access and egress from Barnet Lane and a new access road to the south of the Cricket Club Pavilion; disabled parking and covered viewing at the north (application ref: N02646AA/06).
- Planning permission was **granted** on 1st February 2008 for improvements to Underhill Stadium including erection of part single, part two storey (plus accommodation in roof space) building fronting Westcombe Drive providing turnstiles, catering and toilet facilities, club offices, lounge, media, steward briefing and police control rooms and parking for 8 No. cars accessed from Westcombe Drive. Erection of part open/part covered North stand with disabled provision, toilet facilities and means of escape exit alongside No. 2 Westcombe Drive, in between 8 and 10 Westcombe Drive. Erection of covered South stand incorporating turnstiles, club shop, box office, toilets, catering units, sponsors lounge, media room, disabled facilities and offices/sponsors boxes. Turnstiles and escape gates to south east entrance to Priory Grove. Erection of 4 No. 25m high floodlight pylons to replace the existing 8 floodlight pylons. Alterations to car and bicycle parking layout behind South stand. Erection of 2.4m high perimeter fence. Erection of single storey male, female and disabled changing rooms at north end of Barnet Cricket club site (application ref: N02646AB/07). It appears that this permission was only partially implemented; the floodlight pylons were installed and alterations were made to the south stand.

- Planning permission was **refused** on 10th February 2017 for Demolition of the former Underhill Stadium and associated structures and the redevelopment of the site to provide a part two, part three storey building for nursery, primary and secondary school, sixth form and sports hall; the provision of internal and external sports facilities including Sports Hall, MUGA, restoration of former sports pitches and the provision of car and cycle parking along with associated landscaping works.

The application was refused for the following reasons:

1. The proposed development, by virtue of the associated traffic impacts would result in an unacceptable stress on the surrounding vehicular roads to the detriment of the safe and efficient operation of the highway network contrary to London Plan (2016) Policies 6.1 and 6.13, Barnet Local Plan Policies CS9 (Core Strategy) and DM17 (Development Management Policies Document).
2. The proposed development, and its excessive scale, represents inappropriate development within the Green Belt which would cause substantial harm to the fundamental intention and purposes of including land in the Green Belt and the applicant has failed to demonstrate compelling very special circumstances that warrant an exception to the National Planning Policy Framework (NPPF) (paragraphs 88-90), Policy 7.16 (A) of the London Plan (2016) and Policy DM15 of the Barnet Development Management Policies Document.

4.0 CONSULTATIONS

- 4.1 As part of the consultation exercise 848 letters were sent to neighbouring occupiers in August 2017. The application was also publicised through site notices and a press notice was published in the Barnet Press on 8th August 2017. The consultation process carried out for this application is considered to have been entirely appropriate for a development of this scale and nature. The extent of consultation exceeded the requirements of national planning legislation and complied with Barnet's own adopted policy on consultation to be carried out for schemes of this nature.
- 4.2 As a result of the consultation, a total of 531 responses were received with 493 objections, 36 letters of support and 2 neutral responses.

4.3 A summary of the objections received is set out in table 1.1 below. The objections received have been summarised, consolidated and outlined by category of objection.

Objection	Officer Response
<p>Despite the reduction in the scale of the scheme from an all through to solely a secondary school, the development would still result in an unacceptable increase in traffic and congestion on surrounding roads, particularly at the junction of Underhill and the A1000. The potential for road safety problems would increase. Emergency vehicle access would be harmed.</p>	<p>Assessment of the junctions surrounding the site (A1000/Underhill and Underhill/Barnet Lane) show that both junctions are currently either at or approaching full capacity. Traffic modelling undertaken demonstrates that with the development, these junctions would be over capacity with resultant implications for traffic and congestion. However it is critical to note that as part of the Section 106, a contribution equating to 60% of the cost of the remodelling of the junctions would be secured. The remaining 40% of the funding would be met from the Council. Traffic modelling using an agreed methodology clearly shows that the junction remodelling would significantly ease the existing capacity issues and would ease traffic flow in the immediate vicinity. A full assessment of the impact of the development on surrounding traffic conditions is set out fully in Section 8 of this report.</p> <p>On the basis that both existing and future potential traffic congestion would be mitigated through the proposed junction remodelling, officers consider that there is no basis for the refusal of the application on transport grounds.</p>
<p>The development would result in unacceptable levels of noise and disturbance to neighbouring residential occupiers.</p>	<p>The development is accompanied by an Noise Impact Assessment which shows that noise levels at the site would be within acceptable range. The information has been reviewed by the Council's Environmental Health officers whom concur with the findings. Appropriate conditions are recommended which would control the hours of use of the school facilities outside of school hours to minimise any potential noise disturbance.</p>
<p>There is no justification for the school in</p>	<p>Officers consider that there is a clear and</p>

<p>terms of school places. The secondary school is not needed as the existing Totteridge Academy is located in close proximity and is under subscribed. Why aren't existing schools expanded to accommodate the additional school places needed?</p>	<p>demonstrable need for secondary school places in the borough as set out in paragraphs 5.1-5.28 of this report. The Totteridge Academy is under capacity however even if the existing capacity were utilised then additional secondary school places would still be needed. Furthermore, in planning terms, any expansion of TTA would represent further encroachment on to undeveloped green built land as opposed to the current scheme which entails development of previously developed land. Any such development of TTA would therefore not be sequentially preferable.</p>
<p>The school buildings would result in overlooking of neighbouring residential occupiers.</p>	<p>All of the school buildings would be located in excess of the recommended separation distances necessary to minimise overlooking, 23 metres.</p>
<p>There is inadequate parking proposed and the development would result in increased parking stress in the local area.</p>	<p>The applicant proposes 59 car parking spaces in order to provide a space for every staff member forecast to drive to school. This equates to a ratio of 0.5 spaces per staff member. Of those spaces, 4 will be exclusive to car share and 3 will be Blue Badge spaces. On the basis of the modal split forecasts set out within the Transport Statement, it is considered that this level of parking would be adequate and is supported by LBB transport officers.</p>
<p>The development could result in an unacceptable increase in discharge to the local sewerage system.</p>	<p>A condition is attached which would require the submission of details relating to the site drainage. This condition would mean that the sewerage connections and discharge would be assessed by the local statutory undertaker for sewers to ensure that it would be appropriate.</p>
<p>The scale of the development is excessive and would result in an unacceptable loss of outlook for adjoining residential occupiers.</p>	<p>In the context of the surrounding residential properties, the 3 storey element would be in excess of 23 metres from the surrounding rear elevations minimising the impact on outlook. With regards to the 2 storey element of the development, this would be of a similar scale to that of the residential</p>

	<p>properties and at its closest point would have a separation distance over 23 metres. On this basis, it is considered that the development would not result in any undue loss of outlook for surrounding residential occupiers.</p>
<p>There is inadequate justification for the development on green belt land.</p>	<p>It is acknowledged that the scheme represents 'inappropriate development' on green belt land however it is considered that there is adequate justification in terms of the need for school places and the lack of alternative sites. The justification for the development on green belt land is set out fully in Section 5 of this report.</p>
<p>The development encroaches onto the previously undeveloped open space to the south of the stadium.</p>	<p>The structural mass of the development is limited to the previously developed land to the north of the site currently comprising the former Barnet FC stadium. The MUGA would marginally encroach onto the existing fields however the encroachment would be marginal, Sport England have outlined no objection to the application on this basis.</p>
<p>Construction traffic associated with the development would result in road blockages and reduced road safety.</p>	<p>A condition is attached requiring the submission of a construction management plan for approval by the LPA. The plan would be required to demonstrate how construction traffic would minimise road blockages and minimise the risks to road safety.</p>
<p>The applicant has failed to commit within the application to give an undertaking that local residents will be able to have an effective say in the management of issues that affect their amenity.</p>	<p>The day to day operation of the school would be managed by Ark. The applicant has been made aware of the desire for local residents to be engaged in the management of issues which may arise and systems will be put in place to facilitate such engagement. A condition on the planning permission requiring details of such systems would be inappropriate.</p>
<p>The school would not serve local children and is likely to be filled by children from elsewhere in the borough.</p>	<p>The geographical origin of pupils at the school in itself is not a material planning consideration. The trip generation data submitted by the applicant makes full</p>

	consideration for pupils travelling from outside of the local area and this modal share is fully accounted for within the conclusions drawn and the mitigation that would be secured in terms of junction remodelling.
The scale and intensity of the use would result in significant noise and disturbance to neighbouring residential occupiers.	The application has been assessed by the Council's Environmental Health officers who considered that the noise levels emanating from the site could be adequately controlled through conditions.
The development would result in additional stress being placed upon the public transport network.	The application has been assessed by TFL with regards to public transport impact who found that the impacts would not be unacceptable subject to S106 obligations relating to the installation of two new fixed bus stops and bus stop clearways on Mays Lane for the 326 route.
No information has been provided relating to the community use of the school site in terms of hours or activities. Such use could result in additional noise disturbance for local residents.	A condition is attached requiring the submission of a community use plan which would set out how the school would be made available outside of school hours for wider community use. The hours of use of the school for community purposes would also be controlled through the community use agreement in order to minimise the risk of noise and disturbance to local residents.
Not enough open space is provided to serve the needs of the school.	The school would be served by the large playing fields to the south of the site along with a MUGA which is considered to be adequate open space for the school. The amount of open space provided is also in line with DfE standards for secondary schools.
The pick-up and drop off facility is not a feasible option and parents will inevitably drop off children at the entrance, causing road safety problems.	The pick-up and drop off facility proposed to the south of the school playing fields, is the only feasible and safe location to provide a pick-up and drop-off facility. Pro-active initiatives encouraging parents not to utilise on street drop offs would be required as part of the travel plan. 'School Keep Clear' Markings would also be installed at appropriate locations adjacent to the

	pedestrian entrance.
The development would result in additional pollution within the immediate vicinity.	The application has been fully assessed by LBB Environmental Health officers who considered that the scheme, subject to appropriate conditions, would not result in unacceptable levels of pollution.
The development would negatively impact on local wildlife.	The application was referred to Natural England who offered no objection to the scheme.
The 3 storey height of the building is not in keeping with the surrounding context.	The area surrounding the application site is characterised by mainly two storey development of a residential scale with the development comprising a mix of two and three storey elements. The three storey elements of the development would be located away from the site boundaries with the development stepping down to two storeys in height at sensitive points adjoining the surrounding residential development. It is considered that this graduated height would ensure that the development would visually integrate with its surroundings. It is considered that the three storey elements would be located a sufficient distance from the surrounding development so as not to create any visual incongruity.
Additional evening and weekend use would result in additional noise and disturbance to neighbouring residential occupiers.	The use of the school outside of school hours for community purposes would be controlled through a community use plan to be approved by the LPA through condition. The plan would restrict hours of use to minimise the risk of additional noise and disturbance to neighbouring residential occupiers.
The applicant has made no provision for the on-site parking associated with "community use" of the sports facilities.	The parking associated with the community use could be accommodated both in the on-site car parking and on the surrounded streets where capacity has been demonstrated by the parking beat surveys.

- 4.4 A representation was received from Theresa Villiers MP (Member of Parliament for Chipping Barnet), the representation can be summarised as follows:
- The need for additional school places is recognised
 - Despite the reduction from an all through school to solely a secondary school, the location of the school is still inappropriate
 - There are serious concerns around the traffic impact that would arise from the scheme
 - The development could result in additional parking stress on surrounding streets
 - Consideration should be given to reducing the number of pupils to address concerns

4.5 Summary of Responses from External Consultees

Sport England - No objection to this application which is considered to meet exceptions E3 and E5 of adopted Playing Fields Policy subject to conditions relating to the submission of a Community Use Agreement, playing field improvement details and surface and construction information for the proposed Multi-Use Games Area.

Natural England – No objection to application. LPA should assess the application in accordance with its own policies.

Historic England – No archaeological requirement

Greater London Authority (GLA) – The proposed school development is ‘inappropriate’ on Green Belt land. The pressing need for school places, lack of alternative sites, and enhanced community use could be accepted as very special circumstances on the previously developed part of the site. A detailed views assessment should be submitted to allow an assessment of the impact of development on the openness of the green belt.

Partial loss of the existing sports and recreation facilities is outweighed by the benefits of the proposal, including the proposed improvements to sports provision and the community use of facilities

Further clarification and modelling is required for TfL on trip generation, as well as deletion of a dedicated drop off/pick up facility, restrained approach to parking, secured provision of new fixed bus stops, comprehensive assessment of existing conditions for cycling and walking in the local area are required. Submission of a full delivery and servicing plan and a construction logistics plan should be secured. The travel plan and its funding should also be secured

Thames Water – No objection to the scheme subject to conditions.

London Fire Brigade – The brigade is satisfied with the proposals in terms of access for vehicles. It is strongly recommended that sprinklers are fitted within the development.

- 4.6 It should be noted that the following bodies were consulted on the application and did not respond:

London Green Belt Council
Environment Agency
Campaign for Protection of Rural England (CPRE)

- 4.7 Summary of Responses from Internal Consultees

LBB Education – Fully supportive of the application on the basis that there is a need for school places in the borough at both primary and secondary level. The school place need is fully discussed in Section 5 of this report.

LBB Environmental Health – Air quality is not a significant issue and the findings of the report are accepted. Deliveries to the school should be considered to minimise risk of additional air pollution. Land contamination can be addressed through conditions. No concerns with regards to noise impact.

LBB Traffic and Development – No objection to application subject to conditions and S106 obligations securing adequate mitigation. Comments are set out fully in Section 8 of this report.

LBB Travel Plans – Travel Plan should be subject to a review mechanism which monitors if the school is hitting targets with regards to sustainable methods of transport. If necessary, a CPZ review would be triggered if targets are not met.

LBB Drainage – No objection subject to conditions relating to surface water drainage (SUDS)

LBB Greenspaces – No objection subject to condition relating to protective fencing for existing trees.

- 4.8 It should be noted that the following parties were consulted on the application and did not respond:

LBB Children's Services
LBB Waste and Recycling

5.0 LAND USE / PRINCIPLE OF DEVELOPMENT

- 5.1 The current application follows on from previously refused application 16/5948/FUL which proposed an all through school of up to 1680 pupils. The previous application was partly refused for the following reason:

The proposed development, and its excessive scale, represents inappropriate development within the Green Belt which would cause substantial harm to the fundamental intention and purposes of including land in the Green Belt and the applicant has failed to demonstrate compelling very special circumstances that warrant an exception to the National Planning Policy Framework (NPPF) (paragraphs 88-90), Policy 7.16 (A) of the London Plan (2016) and Policy DM15 of the Barnet Development Management Policies Document.

- 5.2 The current application has sought to address and overcome this reason for refusal through the reduction in the size of the school from an all through school (primary + secondary) to solely a secondary school with 6 forms of entry and up to 1200 pupils. This section will assess the acceptability of the proposed land use in this location and will also specifically assess the extent to which the reduction in the size of the school has addressed the previous reason for refusal.
- 5.3 There are two critical issues to take into consideration in determining the acceptability of the principle of development, the first of which relates to the green belt status of the land. The development involves the redevelopment of a site located on green belt land and as such, it is necessary to consider the implications of the development on the green belt in the context of green belt policies.
- 5.4 Paragraph 88 of the NPPF states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt.
- 5.5 Paragraphs 89 and 90 of the NPPF goes on to outline certain types of development which may be appropriate on green belt land including agriculture, forestry, outdoor sport and recreation uses. An educational facility is not included on the list of appropriate uses and as such can be considered to be an 'inappropriate' development. Paragraph 87 states inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations (paragraph 88).
- 5.6 Policy 7.16 (A) of the London Plan states that 'the Mayor strongly supports the current extent of London's Green Belt, its extension in appropriate circumstances and its protection from inappropriate development.'

- 5.7 Policy DM15 of the Barnet Development Management Policies Document states that except in very special circumstances, the Council will refuse any development in the Green Belt or MOL which is not compatible with their purposes and objectives and does not maintain their openness.
- 5.8 With regards to the policy context set out above, it is clear that the development represents inappropriate development on green belt land. Given that inappropriate development is by definition harmful, the proper approach in assessing applications seeking to demonstrate very special circumstances is whether the harm by reason of inappropriateness and the further harm caused to the openness and purpose of the Green Belt is counterweighed by the benefit arising from the development so as to amount to very special circumstances justifying an exception to the Green Belt policy. This approach was established in *Doncaster Metropolitan Borough Council v Secretary of State for the Environment, Transport and the Regions* [2002].
- 5.9 A recent appeal on Land at Henley Road, Maidenhead, Berkshire SL6 6QL (Appeal ref: APP/T0355/V/15/3011305) was allowed by the Planning Inspectorate and endorsed by the Secretary of State. The appeal was allowed on the basis that the education need for the school on the appeal site was compelling and should be given substantial weight and the weight of other material considerations outweighs the totality of the harm caused by the development so that the very special circumstances exist to justify the construction of the appeal scheme in the Green Belt. Whilst this school related to children with special educational need, it demonstrates that there is some precedent for educational need being used as a special circumstance.

Need for School Places

- 5.10 The application relates to the provision of a 6FE secondary school, the Ark Pioneer Academy, providing for children from Year 7 through to sixth form. Whilst the application is made by the Education Funding Authority, The Education Act 1996 states that Local Authorities have a duty to educate children within their administrative area and to provide a school place for each child within the borough who requires one. To this end, the Council's Education Department were consulted on the application and outlined the existing situation with regards to school places in the borough at both primary and secondary level.
- 5.11 Barnet has experienced unprecedented demand for primary school places in recent years and that the increase is projected to continue until 2020. The overall number of children on roll at a school within the borough has been increasing each year since 2009/10 with the number of children in the Reception year in a Barnet school having

risen significantly from 3,548 children in January 2009 to 4,477 in January 2016 – an increase of 929 children. The number of pupils starting in year 7 has also been rising and is projected to reach over 5,000 pupils by 2023/24, compared to 4,450 in September 2015. The upsurge in primary school places that has already occurred will inexorably lead to an increase in demand for secondary school places when these children reach secondary level education.

5.12 The existing situation with regards secondary school places and pupil projections at secondary level are set out in the subsequent sections of this report. The pupil projections are generated by the Greater London Authority (GLA) and take the following into account:

- The number on roll at Barnet schools from the January Census;
- Housing development data;
- Births, migration and fertility data.

5.13 To calculate the deficit/surplus of school places, the Council carries out a comparison of the number of permanent school places against the pupil projections to estimate how many additional forms of entry are likely to be required. The GLA projections are one source of data and the school place planning is also supplemented by local knowledge of parental preference and admissions data. To allow for parental preference and in-year movement of pupils, the Council allows a 3% margin on GLA projections to ensure there is sufficient capacity.

Secondary School Places

5.16 Pupil place planning at secondary level is undertaken on a borough-wide basis due to the lower number of secondary schools and the expectation that pupils can travel further distances, with places offered to secondary school place applicants within a 3 mile 'safe walking distance'. This differs from primary provision in Barnet which is planned across six geographically based planning areas and school places are offered to Reception applicants within a 2 mile 'safe walking distance' of their home address.

5.17 As stated in paragraph 5.11, the number of children requiring a Year 7 place in Barnet has been increasing steadily and GLA projections indicate that this growth will rise rapidly and then continue through to 2023/24. A significant number of additional primary school places have been provided at schools in the east of the borough, including several bulge classes (temporary additional classes incorporated in existing schools to meet specific demand). It is inexorable that the children taking up these additional primary school places will require a secondary school place at the end of the primary stage.

5.18 Barnet does currently have a small surplus of secondary school places, in specific schools (Totteridge Academy, Whitefields in Cricklewood and Bishop Douglass, a catholic school in East Finchley). The table below outlines the secondary schools in the east of the borough close to the application site and sets out their current capacity. As is demonstrated in the table below, all of the secondary schools in the area, with the exception of Totteridge Academy, are already either at or over capacity.

School	PAN	At or Over Capacity 2016/2017
East Barnet School	210	Yes
Totteridge Academy	180	No
QE Girls School *	180	1 Vacancy
QE Boys*	180	Yes
Finchley Catholic*	180	Yes
Friern Barnet School	162	No
Compton School	210	Yes
Wren Academy *	180	Yes
JCoSS*	180	Yes
Ashmole Academy	180	Yes
St Andrews the Greek Apostle*	150	Yes

**Indicates that school has admission restrictions*

5.19 In the east of the borough, there has been a significant increase in demand for primary school places which has resulted in Alma, Monkfrith, Brunswick Park, Martin and Moss Hall schools being permanently expanded to take on 30 additional children per year in addition to 60 additional children per year at the Wren Academy. By 2016/17 this has resulted in 210 additional permanent primary school places being provided in the aforementioned schools.

5.20 In addition to this permanent increase primary schools in the east of the borough have had to take on bulge classes in recent years. The table below shows the bulge classes that have had to be taken on in the school years since 2009/2010.

School	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17
All Saints					30			
Church Hill		30						
Coppetts				30				

Wood								
Danegrove	15		30					
Grasvenor Infants					30			
Holly Park		30		30				
Holy Trinity					30			
Livingstone					30	30		
Manorside			30			30	30	
Northside					30			
Queenswell Infants				30				
St Catherines				30				
Summerside				30	30		30	
Tudor	30	30						30
Underhill				30			30	30
Woodridge			30					
Total	45	60	120	180	180	60	90	60

5.21 It is clear from both the scale of the increase in permanent additional primary school places and the number of bulge classes that have been commissioned, that there are a significant number of additional children currently in the primary school system that will require a secondary school place. The cumulative number of children arising from both the permanent additional places and the bulge classes is set out below.

	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17
Additional Reception Places	45	60	180	270	300	210	300	270
Year that	Sept	Sept	Sept	Sept	Sept	Sept	Sept	Sept

Cohort enter Secondary School	will	2015	2016	2017	2018	2019	2020	2021	2022
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5.22 It is clear from the table above that there has been a clear and significant increase in primary school intake and it is inexorable that the children currently in the primary school system will need a secondary school place. It is also clear that there is insufficient capacity within the existing secondary school system to meet this demand. The proposed development would have its first intakes at reception and year 7 level in September 2018 and all of the secondary schools in the borough with the exception of Totteridge Academy (along with negligible capacity elsewhere) are at full capacity. There is therefore a clear and demonstrable need for additional secondary school places and this will continue to be the case in subsequent school years.

Conclusion

5.23 The proposed development would provide a 6FE secondary school (1200 pupils). Given the increase in the additional primary school places being required and the lack of sufficient existing capacity in secondary schools in the borough, there will be an inexorable resultant increase in demand for secondary school places when the increased primary school intake reach Year 7. Given the fact that these children are already in the school system makes the need for additional secondary school place especially imperative.

5.24 Much of the opposition to the application from local residents and stakeholders has drawn attention to the fact that the Totteridge Academy is currently under capacity and that the additional secondary school places could be provided by TTA instead of the proposed development. However, based on the data outlined relating to school place demand, even if TTA were brought up to full capacity, the additional school places proposed by the current application would still be required – such is the scale of the requirement for the secondary places.

5.25 Having regard to all of the above and in conclusion, it is considered that there is a clear and compelling need for secondary school places in the borough which this development would directly address.

Lack of Alternative Sites

5.26 Having established that there is a very strong need for additional school places in the borough, in order to satisfy the policy test set out in the NPPF regarding very special

circumstances it is also necessary to assess the availability of alternative sites within the borough which could be developed to meet the established school demand.

- 5.27 As part of the application, the applicant has carried out a sequential assessment identifying alternative sites for the proposed school, either located on brownfield land or on sites that would have lesser impact on the openness of the Green Belt. The assessment incorporates consideration of the sites' suitability to accommodate either a secondary school to meet the established demand for school places.
- 5.28 The parameters of the site search area incorporated all of the borough along with the western areas of Enfield and the southern areas of Hertsmere which neighbour the borough and which form part of the wider catchment area for secondary schools. The search criterion in terms of site area is based on EFA guidelines with the minimum site area required for an secondary school being set at 1.3 hectares. This is inclusive of space for all school buildings and outdoor recreation and sport.
- 5.29 On the basis of the criteria set out above, the following sites were identified using the Council's UDP and were assessed as part of the document. The sites are set out below along with the site area and a summary of the applicant's conclusions on the reasons for discounting the sites.

Site	Area	Reason for Discounting
Arkley Reservoir, Rowley Green Road	2.6ha	Area of developable land only 0.37ha and allocated for housing. Unavailable and unsuitable.
Watling Avenue Car Park, Burnt Oak	1.33ha	The land is subject to long term development plans by LB Barnet. The site is also located in a flood plain and cannot be developed without significant flood alleviation. Unavailable, unsuitable and unviable for primary or secondary provision.
North London Business Park	15.8ha	The land has recently been the subject of a planning application (15/07932/OUT) which sought to deliver a residential led mixed use scheme. The application was refused however it is likely to be the subject of an appeal. Whilst a school was proposed as part of the scheme, this would be a Greek Orthodox school which would replace the school currently on site. The site is therefore unavailable for alternative development schemes. Unavailable.
Colindale Hospital	6.6ha	Currently being redeveloped. Unavailable.

New Barnet Gas Works, Albert Road	4.9ha	The land has recently been granted permission for redevelopment with work set to commence. Unavailable.
Scratchwood Local Nature Reserve	48ha	The site is allocated as a Local Nature Reserve, is located in the Green Belt and is listed as a site of Metropolitan Importance in the Barnet Local Plan. The site is therefore not sequentially preferable. Unavailable and unsuitable.
Edgware Station	1.4ha	The site is currently in operational use as a bus station. The operational purpose of the site would have to be retained as part of any redevelopment. Unavailable and unsuitable for primary or secondary provision.
Edgware Forumside	1.3ha	The Edgware Town Centre Framework identifies suitable uses for this site as residential and commercial in line with the overarching objective of growth in Edgware. Provision of a school in such a prime town centre location would not be an appropriate use. Unavailable and unsuitable for primary or secondary provision.
College Farm, Fitzalan Road	3.85ha	The site is in operational use as a farm and incorporates listed buildings. Unavailable and unsuitable.
Land at the Rear of 120-204 High Street, Chipping Barnet	2.12ha	Site is occupied by existing built development with further approved development coming forward. Unavailable and unsuitable.
Middlesex University Hendon Campus, The Burroughs, NW4	5.2ha	Site is in operational use as a university. Unavailable.
Inglis Barracks, Bittacy Hill, Mill Hill, NW7	40ha	Land currently being redeveloped as Stonebrook. Unavailable.
Brent Cross, New Town Centre (Ref: 31) and Cricklewood Eastern Lands	NA	Extant permission for a strategic level mixed use development. Unavailable.
Welsh Harp Nature Reserve	51ha	The site is a Site of Special Scientific Interest (SSSI) and a Local Nature Reserve and thus is not sequentially preferable to the application site. Unavailable and unsuitable.

Barnet FC, Underhill	1.7ha	Vacant football stadium with club having relocated and land has been purchased by the EFA so is available. Size appropriate for secondary school. Land is in green belt. The site is the subject of the current application.
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5.30 The Colindale Area Action Plan (AAP) sets out the framework for future development and change in the Colindale area and as part of the document, potential development sites are identified within Colindale. The applicant has also assessed these sites as part of the sequential assessment document with these sites set out below.

Barnet College Site	5ha	Being redeveloped for college and residential. Unavailable.
Grahame Park Estate, Lanacre Avenue	35ha	Strategic redevelopment with an agreed masterplan. Unavailable.
Adastral South	4.6ha	Unavailable as part of Grahame Park masterplan area.
Middlesex University Student Accommodation	2.2ha	Currently in operational use as student accommodation. Unavailable.
Beaufort Park	10ha	The site is mid-way through implementation of a major residential led mixed use development. Unavailable.
Peel Centre East and Site no.13 Peel Centre West	24.8ha	Land is currently being developed for 2900 homes, with a primary school funded through planning obligations. School site not available in short term. Unavailable.
Colindale Hospital Site	NA	Land is currently being redeveloped for a residential led mixed use scheme. Unavailable.
British Library	2.3ha	Land is currently being redeveloped for a residential led mixed use scheme. Unavailable.

5.31 In addition to the sites identified from the UDP and Colindale AAP documents and set out above, the applicant also identified and assessed the following sites.

Former School site adjacent to the recently constructed Broadfields	1.82ha	Extant permission for residential redevelopment. Unavailable and unviable.
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Primary School, Roseberry Drive, Edgware, Middlesex HA8 8JP		
Former St Joseph's College, Mill Hill, NW7 4JZ	NA	Residential led mixed use scheme recently completed. Unavailable.
Former Northways School, The Fairway, Mill Hill, NW7 3HS (15,568m ²)	1.58ha	Extant permission for residential redevelopment. Unavailable and unviable.
National Institute For Medical Research (NIMR) The Ridgeway London NW7 1AA	19ha	Site acquired by Barratts and currently subject to planning application for residential redevelopment. Unavailable.
Barnet/King George V Playing field Playing Fields, EN5 2DA	12.37ha	The land is public open space, in green belt and is not available for development. Land is not sequentially preferable to application site. Unavailable and unsuitable.
Oak Hill Park, EN4 8JP	33.48ha	The land is public open space, Metropolitan Open Land and is not available for development. Land is not sequentially preferable to application site. Unavailable and unsuitable.
New Southgate Recreation Ground, N11 1HJ	5.86ha	The land is public open space, Metropolitan Open Land and is not available for development. Land is not sequentially preferable to application site. Unavailable and unsuitable.
Bying Road Playing Fields, EN5 4NS	6.46ha	The land is public open space, in green belt and is not available for development. Land is also site of Local Importance for Nature Conservation Land is not sequentially preferable to application site. Unavailable and unsuitable.
Montrose Playing Fields, NW9 5JX	11.04ha	The land is public open space and is not available for development. Unavailable and unsuitable.
Whitings Hill Open Space, EN5 2AL	15.12ha	The land is public open space, in green belt and is not available for development. Land is not sequentially preferable to application site. Unavailable and unsuitable.
Old Elizabethans Cricket Club, EN5 2AH	6.16ha	The land is public open space, in green belt and is not available for development. Land is not sequentially preferable to application site. Unavailable and unsuitable.
Moat Mount Open Space, NW7 5AL	18.49ha	The land is public open space and a nature reserve. The site is located within the Green

		Belt and allocated as a Site of Local Importance for Nature Conservation. Land is not sequentially preferable to application site. Unavailable and unsuitable.
Finchley Golf Club, NW7 1PU	NA	The site is currently in use as a golf club and is not currently available for development. In addition, the site is located within the Green Belt and is therefore not more sequentially preferable to the application site. Unavailable and unsuitable.
Watling Park, HA8 ONS	10.9ha	Land is It is public open space and not currently available for development. Unavailable and unsuitable.
Childs Hill Park, NW2 2AT	3.02ha	Land is It is public open space and not currently available for development. Unavailable and unsuitable.
Sunny Hill Park, NW4 4XA	21.54ha	Land is It is public open space and not currently available for development and is also allocated as Metropolitan Open Land and a Site of Local Importance for Nature Conservation. Unavailable and unsuitable.
Elstree Open Space	NA	Land is in the green belt and is Site of Local Importance for Nature Conservation. Unavailable and unsuitable.

5.32 Many of the consultation responses received as part of the consultation exercise raised the potential for the existing Totteridge Academy to be expanded or for the new school to be co-located with the existing TTA. In the first instance in terms of expansion, it has been outlined by the Council's Education Department that it is not EFA policy to expand underperforming schools. The TTA site is also located on green belt land with most of the surrounding land used as sports playing pitches with any development of a new educational facility likely to result in a loss of playing pitches and green belt, making it not more sequentially preferable than the application site. Additional development of the site would require further encroachment onto green built land as opposed to the previously developed land that would be utilised for the proposed development. In addition to TTA, further co-location scenarios are summarised below.

Finchley Catholic High School, Woodside Lane	3ha	Insufficient available land, TPO trees on site and Grade II listed buildings. Unavailable and unsuitable.
Friern Barnet School, Hemmington Avenue	1.54ha	The only developable part of the site is currently occupied by sports pitches so any

		development of the land would result in substandard provision. Unsuitable.
JCoSS, Castlewood Road	4.5ha	The only developable part of the site is currently occupied by sports pitches so any development of the land would result in substandard provision. The land is also designated MOL. Unsuitable.
Livingstone Primary and Nursery School, Baring Road	2.6ha	The only developable part of the site is currently occupied by sports pitches so any development of the land would result in substandard provision. The land is also designated MOL. Unsuitable.
Mill Hill School Foundation, The Ridgeway	36.46ha	The site is in an exposed green belt location and is occupied by an independent school. Any development would also result in loss of sports pitches. Site is not sequentially preferable to application site. Unsuitable.
St James Catholic High School, Great Strand, Colindale	5.27ha	The only developable part of the site is currently occupied by sports pitches so any development of the land would result in substandard provision. Site is outside of the area where there is a demonstrated need for primary school. Unsuitable.
St Michaels Catholic Grammar School, Nether Street	1.8ha	The amount of developable land is insufficient for any scenario. Unsuitable.
The King Alfred School, North End Road	2.2ha	The only developable part of the site is currently occupied by sports pitches so any development of the land would result in substandard provision. Unsuitable.
Frith Manor Primary School, Lullington Garth	2.9ha	The only developable part of the site is currently occupied by sports pitches so any development of the land would result in substandard provision. The land is also undeveloped designated green belt so not sequentially preferable to application site. Unsuitable.
St Mary's and St John's Primary School, Prothero Gardens	2ha	The only developable part of the site is currently occupied by sports pitches so any development of the land would result in substandard provision.

		Unsuitable.
The Orion Primary School, Graeme Park Way	5ha	The only developable part of the site is currently occupied by sports pitches so any development of the land would result in substandard provision. Unsuitable.
Underhill Primary School and Children’s Centre, Mays Lane	1.96ha	The only developable part of the site is currently occupied by sports pitches so any development of the land would result in substandard provision. Constrained access arrangements. Unsuitable.
Elmbank, Barnet Road (Whalebones Site)	1.57ha	Extant planning permission for residential redevelopment. Unavailable and unviable.

Conclusion

- 5.33 Officers consider that the methodology and scope of the sequential assessment carried out is appropriate. The methodology and scope also satisfied the requirements of the GLA. The assumptions and the deductions made within the document are considered to be reasonable, based on the assessment it is evident that there is a clear lack of alternative sites which are available, suitable and viable for redevelopment to provide a secondary school.

Visual Impact on Green Belt

- 5.35 The application was refused for two reasons with the second reason for refusing stating inter alia that *“the proposed development, and its excessive scale, represents inappropriate development within the Green Belt which would cause substantial harm to the fundamental intention and purposes of including land in the Green Belt”*. One of the critical specific issues in the consideration of the current application is therefore the extent to which the reduced development has addressed this reason for refusal and lessened the impact of the development on the green belt.
- 5.36 In terms of assessment, Paragraph 79 of the NPPF sets out that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. Paragraph 80 goes on to outline that the Green Belt serves the following five purposes:
- to check the unrestricted sprawl of large built-up areas
 - to prevent neighbouring towns merging into one another

- to assist in safeguarding the countryside from encroachment
- to preserve the setting and special character of historic towns
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land

5.37 In this case, the built form of the development would be limited to the northern part of the site, which is the site of the existing vacant football stadium. Whilst this part of the site is designated Green Belt land, it represents previously developed land and in this context, Para 89 of the NPPF advises that exceptions to the presumption against inappropriate development in the Green Belt can be considered where this involves ‘the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development’. NPPF policies are carried forward in 7.16 of the London Plan and Barnet’s Green Belt policies CS7 and DM15.

5.38 It is therefore necessary to consider the impact of the development in the context of the green belt having regard to the five purposes of the inclusion of land within the green belt as set out within paragraph 5.36.

5.39 The built form of the proposed development would be confined to the northern part of the site which is currently occupied by a vacant football stadium. The football stadium is surrounded by built development comprised largely of two storey residential dwellings to the north, east and west. Given that the site is largely surrounded by existing development with clearly defined parameters and is confined to previously developed land, it is considered that the scheme would not result in additional urban sprawl.

5.40 Given that the application site represents a vacant football stadium within an established residential area and with clearly defined parameters, it is considered that the development would not result in neighbouring towns merging with each other. In addition, given the location of the site on the edge of this part of the green belt, within an established urban area – it is considered that the development would not result in encroachment into the countryside. The site is also not located in the vicinity of any historic town and thus there would be no impact in this regard.

Impact on Openness of the Green Belt

5.41 As previously set out, the proposed development represents a resubmission of a previously refused scheme and has been reduced in terms of both footprint and

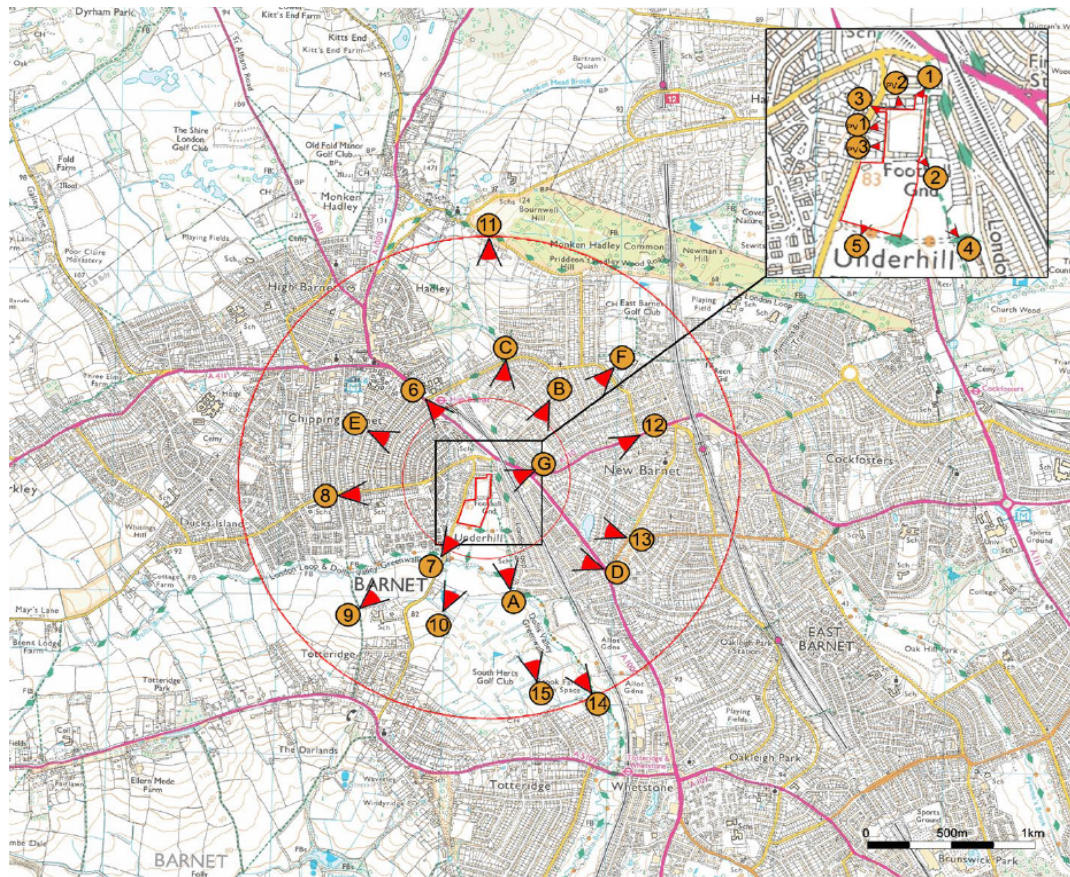
floorspace. Nevertheless, the current scheme would still represent an increase on the footprint and floorspace of the existing development as set out in the table below.

	Footprint (sqm)	Floor space (sqm)	Height (metres)
Existing	3909	3909	9.3
Refused scheme	5200	11,623	11.5
Current Scheme	4704	9718	11.4

- 5.42 Notwithstanding the fact that the development represents a volumetric increase over and above the existing built development, the assessment on openness should not be exclusively a quantitative one. In this regard, within the stage 1 response, the GLA requested that the applicant submit a views assessment based on agreed viewpoints which would allow for consideration of the visual impact of the development.
- 5.43 The built form of the proposed school building will be contained broadly within the footprint of the stadium located in the northern part of the site. The proposed school building varies in height from two storeys at the north, (approximately 7.8 metres in height) to three storeys in the south, (approximately 11.4 metres in height).
- 5.44 The submitted LVIA establishes the baseline conditions by setting an approximate area from where the development could be potentially visible. For the purposes of the assessment, such an area was set at 1.5km around the site. It should be noted that the area does not impact on any of the London Plan Strategic Viewing Corridors and does not feature within the backdrop of any Strategic Views.
- 5.45 Key viewpoints of the application site were agreed with the applicant in pre-application discussions associated with the previous application in order to establish the appropriate scope for the assessment. The agreed viewpoints constituted several points from Green Belt land to the south along with private viewpoints from properties on Barnet Lane and Westcombe Drive. All of the agreed viewpoints have been assessed as part of the LVIA and are set out below.
- V1 – looking south-west from Westcombe Drive
 - V2 – looking north-west from Priory Grove/Barnet Playing Fields
 - V3 – looking south-east from Barnet Lane

- V4 – looking north-west from the Dollis Valley Green Walk National Trail
- V5 – looking north-east from the London loop/Dollis Valley Green Walk National Trail
- V6 – looking south-east from A1000 Chipping Barnet
- V7 – looking north-east from the London loop/Barnet Lane
- V8 – looking east from Mays Lane/Chipping Barnet
- V9 – looking north-east on the PRow from the Totteridge Academy
- V10 – looking north from Barnet Lane and Stables Horse Activity Centre
- V11 – looking south from PRow from Monken Hadley Conservation Area
- V12 – looking south west from Station Road, New Barnet
- V13 – looking west from Lyonsdown Road/Gloucester Road, New Barnet
- V14 – looking north from the Dollis Green Walk
- V15 – looking north from Brook Farm open space/Totteridge
- VP-A – looking north-west from the Dollis Valley Greenwalk
- VP-B – looking south-west from Prospect Road
- VP-C – looking south-west from Meadway
- VP-D – looking north west from Great North Road
- VP-E – looking south-east from Normandy Avenue
- VP-F – looking south-west from Potters Road
- VP-G – looking due west from Great North Road
- PVP-1 – no.26 Barnet Lane
- PVP-2 – no.14 Westcombe Avenue
- PVP-3 – no.16 Barnet Lane

5.46 The viewpoints assessed are shown more clearly in the map excerpt below including a more detailed inset for localised views in and around the site.



Landscape Character and Visual Amenity Assessment

5.43 There are several established character areas in the surrounding vicinity of the site, including the following:

- Dollis Valley (London Green Belt) Character Area
- Chipping Barnet Character Area
- New Barnet Character Area
- Totteridge Character Area
- Whetstone and Woodside Park Character Area

5.44 Both the LVIA associated with the previous application, and the current LVIA assess the impact of the proposed development on the established character of the areas outlined above and conclude that there would be a minor (negligible) or minor (not significant) impact on all of the character areas. These conclusions are reached due to various factors including distance from the character areas to the application site, the existence of screening and the existence of built form already on the site. Officers consider that the conclusions are reasonable.

- 5.45 The LVIA provides visual montages of the existing view along with a CGI of the proposed view. The viewpoints where a notable impact is identified are set out below along with an officer assessment.
- 5.46 *V1 (Moderate/High Impact)* – the north elevation of the proposed development would present clearly in this view and would represent a change from the existing view however the development would not project above the height of the existing football stand, reducing the relative visual impact. The applicant has outlined that the foreground view would also be improved by boundary planting which would be secured by condition.
- 5.47 *V2 (High Adverse Impact)* – the south east corner of the proposed development would present clearly in the foreground of this view. Nevertheless, given the existing view of the south and west stands of the football stadium and their height and positioning, it is considered that the development would not be incongruous in this view nor would it be overly dominant. It should be noted that the viewpoint is in close proximity of the development and thus the relative impact would reduce in more distant views.
- 5.48 *V3 (Moderate Adverse Impact)* – the 2 storey element of the school would partly present to the north edge of the properties on Barnet Lane. The mass of the school building when viewed from this location would be largely subsumed within the massing of the Barnet Lane properties and would be further mitigated by boundary treatments which would be secured through condition.
- 5.49 *V4 (Moderate Adverse Impact)* – the development would present a break in the prevailing vegetation in this view. Given the scale of the development in the context of the tree screening present either side and the removal of the existing large floodlights which project above the treeline it is considered that the development would not be harmful in this view.
- 5.50 *V5 (Moderate Adverse Impact)* – whilst the development would rise above the prevailing tree line on the horizon and would represent a marked change in this view, it would not be wholly incongruous and would offer a more ordered elevation. The elevational treatment would also be an improvement to the existing featureless corrugated metal cladding and provide visual interest. In addition, tree planting to the eastern boundary and elevation would soften views from this location.
- 5.51 *PVP1 (High/Major Impact)* – the west elevation of the development would be clearly present in this view. Whilst it would not rise above the existing ridge line of the West Stand, it would extend further horizontally across the view. Nevertheless, given the

prominence of the existing West Stand, it is considered that the proposed development would not be wholly incongruous or overly dominant in this view. The applicant has outlined that the foreground view would also be improved by boundary planting which would be secured by condition.

- 5.50 *PVP2 (Moderate/Major Impact)* – the north elevation of the development would present clearly to the in this view to the left corner. The extent of the massing has been significantly reduced from the previous scheme and thus the corresponding level of impact has also significantly reduced..
- 5.51 *PVP3 (Medium Adverse Impact)* – the west elevation of the proposed development would rise slightly higher than the ridge line of the existing West Stand however would be largely screened by existing trees. Additional tree planting is proposed by the applicant which would reinforce the screening and would be secured by condition.
- 5.52 Aside from the views outlined above, the visual impact of the development is identified as being minor/negligible impact in all other views.

Conclusion

- 5.53 The LVIA sets out that the impact on the identified character areas would be either minor or negligible. The majority of viewpoints assessed would experience negligible change as a result of the development however as identified above there would be a marked change in some of the views. The most significant impacts would be experienced by the properties to the west and the north of the (PVPs 1 and 2). In both cases, the view would be somewhat mitigated by the planting of screening trees. Whilst these viewpoints are sensitive given that they represent residential curtilages, a balanced view must be taken in terms of the scale of the impact in the context of the green belt and in the context of the wider benefits of the scheme.

Green Belt Conclusion

- 5.54 As set out in paragraph 5.9 of this report, recent appeal decisions from the Planning Inspectorate accepted the need for school places as a very special circumstance which could be used to justify development on green belt land. Officers consider that there is a clear and demonstrable need for secondary school places in the borough. The need is especially pertinent and pressing given that the increased demand has arisen from an exceptional increase in primary school intake and thus the children needing the additional secondary school places are already in the school system.

- 5.55 The proposed school would provide 6FE at secondary level. It is clear that the 6FE proposed would meet existing and future demand for secondary school places that has resulted from the temporary and permanent increase in primary school intake.
- 5.56 Having established a clear and compelling need for school places in the borough, officers also consider that it has been clearly demonstrated that all other sites within the borough have been adequately considered and assessed with regards to their suitability for providing the development and meeting all or some of the school need. The methodology and scope of the sequential assessment is considered to have been appropriate, going over and above the minimum search criteria. It is clear that all of the other sites considered are unavailable, unsuitable or unviable to provide any of the development scenarios considered.
- 5.57 In the absence of any alternative suitable sites, the application site represents the only feasible development option to meet the identified need for school places. Nevertheless given the green belt context, it is still necessary to consider the impact of the development on the openness of the green belt.
- 5.58 Although the application site is designated as Green Belt, the northern portion of the site which would accommodate the built form of the development is presently occupied by the Underhill Stadium which in practice represents previously developed land. The openness of the existing open space to the south of the site would be retained and provided as sports pitches.
- 5.59 In purely quantitative terms, the development would represent an increase in footprint, floorspace and height over and above the existing structures on site. Nevertheless, in qualitative terms the LVIA shows that from most of the agreed viewpoints, the development would not have a significantly harmful visual impact. In some localised views from residential properties to the north and west, the development would have a major adverse impact. Notwithstanding the major adverse impact, the level of the harm identified must be weighed against the wider exceptional circumstances identified. In light of the compelling need for school places and the lack of alternative sites, officers consider that the localised adverse impacts on the openness can be tolerated. It should also be noted that mitigation measures in the form of screening trees are proposed which would lessen the extent of the impact over and above the existing situation.
- 5.60 In light of the above and taking a holistic and balanced view, it is considered that the development would not unacceptably diminish the openness of the green belt. It is further considered that very special circumstances have been demonstrated in

relation to the wider green belt justification. The previous application was refused on the basis that a lack of special circumstances, would mainly related to the lack of justification for the primary school places previously proposed. There is no primary school proposed with the current application and the need for secondary school places is clear, unambiguous and pressing. In this regard, the current application has addressed and overcome the previous reason for refusal and officers consider that the application is in accordance with paragraphs 79, 80 and 87-89 of the NPPF, Policy 7.16 of the London Plan and Policies CS 7 and DM15 of Barnet's Local Plan.

Impact on Sports Playing Pitches

- 5.61 The application site comprises the existing Underhill Stadium, with an intrinsic football pitch and associated stands, terraces and buildings in the northern part of the site. The football ground including the pitch has been unused since Barnet FC moved to The Hive in 2013. The southern part of the site comprises 22,587sqm of former playing fields which are currently unused and overgrown. The playing pitches previously comprised 3 football pitches, a cricket pitch and a cricket training area.
- 5.62 Paragraph 74 of the NPPF states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:
- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements;
 - the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location;
 - the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.
- 5.63 The development as proposed prejudices the use, or leads to the loss of use, of land being used as a playing field or has been used as a playing field in the last five years, as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). It was therefore necessary to consult Sport England on the application as a statutory consultee.
- 5.64 It is Sport England's policy to object to the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all or any part of a playing field, unless one or more of the five exceptions stated in its policy apply. These are set out below.

- Exception 1 - *'A carefully quantified and documented assessment of current and future needs has demonstrated to the satisfaction of Sport England that there is an excess of playing field provision in the catchment, and the site has no special significance to the interests of sport'.*
- Exception 2 - *'The proposed development is ancillary to the principal use of the site as a playing field or playing fields, and does not affect the quantity or quality of pitches or adversely affect their use'.*
- Exception 3 - *'The proposed development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing areas of any playing pitch or the loss of any other sporting/ancillary facilities on the site'.*
- Exception 4 - *'The playing field or playing fields, which would be lost as a result of the proposed development, would be replaced by a playing field or playing fields of an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of development'.*
- Exception 5 - *'The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields'.*

5.65 The development would result in the complete loss of the existing football pitch within Underhill stadium and the development would also marginally encroach onto the land to the south. Sport England have outlined in their consultation response that exceptions 3 and 5 are relevant to the consideration of the application.

5.66 Barnet FC moved to a new facility 'The Hive' in 2013 which incorporates a football stadium and playing pitch. The Hive has directly replaced Underhill and Sport England are of the view that the sports provision at the new site is sufficient to mitigate the implications of the lost playing pitch as part of this development. The element of the proposal contained within the northern part of the site is therefore considered to fall within the aforementioned exception E5.

5.67 A Multi Use Games Area (MUGA) is proposed to the south of the main school building which would mostly be located on the existing car park but would also encroach onto the existing playing field. It has been outlined by Sport England that the extent of the encroachment is negligible and would not impact on the fields' ability to provide playing pitches. Furthermore, subject to appropriate conditions, the proposed MUGA would be constructed in accordance with Sport England's design guidance, would be floodlit and would be available for community use. Sport

England therefore consider that this element of the proposal would meet Sport England exceptions E3 and/or E5 as the development would partly affect land incapable of forming a playing pitch or would provide a facility of sufficient benefit to sport.

- 5.68 In summary, subject to appropriate conditions including a Community Use Plan being secured through condition, Sport England have no objection to the proposed application and have outlined that the policy exception tests with regards to development on playing fields have been met. The application would therefore not result in any unacceptable loss of playing field land and is in accordance with Paragraph 74 of the NPPF.

6.0 DESIGN ASSESSMENT

- 6.1 Paragraphs 56-58 of the NPPF set out the importance of good design. This is reflected in Policy CS5 and DM01 of the Barnet Local Plan, which seeks to achieve a high quality design in all developments.
- 6.2 The proposed development comprises of a school building which would be of a part two, part three storey height and would be accommodated on the northern part of the site within the footprint of the existing stadium. The proposed school building varies in height from two storeys at the north, (approximately 7.8 metres in height) to three storeys in the south, (approximately 11.4 metres in height). The school's sports hall is also integral to this building.

Layout

- 6.3 The proposed school buildings would be laid out in a linear, rectangular form running on a north to south axis and located to the east of the site adjacent to Priory Grove. The current proposal represents a significantly altered form of development than the previously refused application, with all of the massing pulled away from the west boundary of the site which adjoins the rear of the residential properties on Barnet Lane. Whilst the reconfiguration of the school buildings was mainly driven by the wish to minimise the impact of development on the residential amenity of the residential occupiers to the west, it has allowed for all of the outdoor recreation space to be consolidated into a composite area to the west of the main building and has created a more legible and coherent site layout.

Layout of Refused Application (16/5948/FUL)



Layout of Current Application



(Source – ‘Design and Access Statement, Pick Everand’)

6.4 The layout of the development has responded to the natural topography of the site through the implementation of a landscaping scheme which would delineate the outdoor recreation in to distinct areas for different year groups. Overall, the layout of the school is considered to be logical and responds to the site topography and characteristics as well as the surrounding pattern of development.

Height, Scale and Massing

6.5 The area surrounding the application site is characterised by mainly two storey development of a residential scale with the development comprising a mix of two

and three storey elements. The proposed school building varies in height from two storeys at the north, (approximately 7.8 metres in height) to three storeys in the south, (approximately 11.4 metres in height). The height strategy is considered to be appropriate for its location and would not be discordant within the surrounding context.

Design and Appearance

- 6.6 The proposed school buildings would comprise a simply expressed blocked form and the materials strategy would utilise a palette which would make use of predominantly insulated metal cladding panels and brickwork. The main pupil entrance to the school at the north-west corner would be articulated with a canopy with contrasting colouring to provide an easily identifiable feature and aid legibility.
- 6.7 The design and the form of the school is very much driven by its function as an educational facility. Given the use of the building and its location within its own grounds, it would be inappropriate for the development to attempt to pastiche the appearance of the surrounding development. Nevertheless, the use of brickwork would ensure some reference the prevalent materiality of the surrounding context and conditions would be attached to ensure that an appropriate brick is utilised. In this regard it is considered that the detailed design and form of the school and its material palette would create an intrinsically high quality development in its own right.

Conclusion

- 6.8 It is considered that the scheme would represent a high a quality development that would not be incongruous within its surrounding context and thus is accordant with Paragraphs 56-58 of the NPPF and Policies CS5 and DM01 of the Barnet Local Plan.

7.0 Impact on Residential Amenity

- 7.1 Policy DM01 of the Barnet Local Plan states that development proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users.

Daylight, Sunlight and Overshadowing

- 7.2 A daylight and sunlight was carried out by Arup and submitted in support of the application. All daylight and sunlight assessments should be carried out in accordance with BRE Report BR209: 2011 Site Layout Planning for Daylight and

Sunlight: A Guide to Good Practice. The Arup document confirms that the assessment was carried out in accordance with this methodology.

7.3 The following residential properties with windows facing the application site were assessed:

- 2-20 Westcombe Drive (South Side)
- 6-22 Barnet Lane
- 24-30 Barnet Lane

7.4 The scope of the assessment carried out is considered to be wholly appropriate for the scale of the proposed development and its likely impact on the surrounding development.

7.5 The standardised assessment methodology for daylighting is set out within the BRE document Site Layout Planning for Daylight and Sunlight (BRE, 2011). Within this document it is set out that the primary tool is the Vertical Sky Component (VSC) and that the target value for windows to retain the potential for good daylighting is 27% or more than 0.8 times its former value. Nevertheless, it is only necessary to carry out such analysis if surrounding buildings facing the development site would subtend an angle of 25 degrees or above from the existing window.

7.6 The angular assessment contained within the Arup document shows that all of the properties assessed would subtend the proposed development at less than 25 degrees and as such it was not necessary to assess the VSC. Nevertheless, for the sake of clarity and comprehensiveness the Arup document went on to consider the VSC of all of the receptor windows adjacent to the 3 storey element of the proposed development. All of the windows assessed at 2-20 Westcombe Drive would retain a VSC of over 27 following development in accordance with BRE guidelines and demonstrating that they would retain a good level of daylighting.

7.7 In terms of sunlight, BRE guidance recommends that the Annual Probable Sunlight Hours (APSH) received at a given window in the proposed case should be at least 25% of the total available including at least 5% in winter. Where the proposed values fall short of these, and the absolute loss is greater than 4%, then the proposed values should not be less than 0.8 times their previous value in each period.

7.8 The results from the sunlight assessment carried out demonstrate that the APSH and WPSH for the surrounding residential properties would be equal to or greater than the target values of 25% and 5% respectively indicating that sufficient light from the sky would reach the windows.

- 7.9 The assessment from Arup also considers the overshadowing impact of the development. The overshadowing study demonstrates that all of the residential gardens surrounding the application site would receive at least 2 hours of direct sunlight on over 50% of the 21st March. This is in accordance with BRE guidelines. Consideration has also been given to the potential overshadowing of the proposed play areas of the development which demonstrates that minimal shading would occur.

Outlook

- 7.10 The separation distance from the surrounding residential windows to the facing elevations of the proposed development would be a minimum of 22 metres which is in line with Barnet's recommended minimum (Sustainable Design and Construction SPD) and as such is considered to be adequate to ensure that the development would not cause any unacceptable loss of outlook for existing and future neighbouring residential occupiers. The image below clearly shows the extent to which the development would exceed the 22 metre minimum with the blue circles representing a 22 metre radius.

Boundary Distance Plan



Privacy and Overlooking

- 7.11 The Barnet Supplementary Planning Document on Sustainable Design and Construction outlines that new developments should provide a minimum separation distance of 21 metres to neighbouring facing habitable room windows and 10.5 metres to the boundary of neighbouring residential curtilages. The development achieves these minimum distances and as such it is considered that it would not give rise to any unacceptable degree of potential overlooking of neighbouring occupiers.

Noise

- 7.12 The application is accompanied by a Noise Assessment from Buro Happold Engineering (07/06/2017). The main issue for consideration is the operational noise impacts of the school on the living conditions of surrounding residential occupiers.

The Noise Assessment has been reviewed by the Council's Environmental Health officers.

- 7.13 One of the key areas identified with the potential to generate noise is from servicing and deliveries through the main entrance on Westcombe Drive. The proximity of residential properties and the potential for an 'island effect' means that mitigation is required to minimise noise generation. Council EH officers have outlined that servicing and deliveries should be carefully managed to ensure that they are not undertaken at unsociable hours when likely to cause greater disturbance. A condition is thus attached restricting the hours of servicing and deliveries.
- 7.14 Council EH officers have also identified the potential for noise generation from external play areas with the surrounding brick walls shaped with the potential to amplify sound. With this in mind and bearing in mind the relationship of the external playgrounds to the surrounding residential properties, acoustic fencing on the boundaries of the application site would be required in order to mitigate the potential noise impacts identified. The acoustic fencing is required by condition and would cover the following properties:
- Properties to north of no.40 Barnet Lane;
 - Properties to north of no.19 Fairfield Way;
 - 2-20 Westcombe Avenue.
- 7.15 It should be noted that the school would be available for use outside of school hours for the community and consideration has been given to the additional noise impact of such community use. In this regard, it is considered that the community use of the school grounds outside of normal hours would not result in any unacceptable noise disturbance to surrounding residential occupiers. This is subject to the submission of a community use plan through condition which would include maximum hours for community use of the school.
- 7.16 In addition to the above, conditions are also attached relating to the noise generation from on-site plant and machinery. Subject to the conditions outlined, it is considered that the development would not give rise to any unacceptable noise impacts to surrounding residential occupiers.

Conclusion

- 7.17 Having regard to all of the above officers consider that the development, subject to conditions, would not result in an unacceptable impact on the residential amenity of the neighbouring residential occupiers in line with Policy DM01.

8.0 Transport and Highways

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

Accessibility:

8.2 The application site is situated to the east of Barnet Lane, within a primarily residential area. Barnet Playing Fields are situated immediately south of the site, whilst rear gardens of residential properties along Westcombe Drive and Barnet Lane adjoin the site to the north and west. Priory Grove runs to the east of the site providing access to a St John Ambulance depot and scout hut. APA is located 1.0km south of High Barnet local centre, and 1.5km west of New Barnet local centre both within the London Borough of Barnet. Between these centres and around APA there is, typically, high density residential development whilst open space including Barnet Playing Fields and King George V Playing Fields cover a large area of land to the south. Vehicular access to APA will be supported by a one-way traffic circulation movement with entry from Westcombe Drive (modification of an existing crossover for the previous stadium use) and exit onto Barnet Lane (via the established dropped kerb crossover for the previous stadium use). The modifications required on the public highway will require a S278 Agreement with the local highway authority.

8.3 Barnet Lane to the west of the site benefits from consistent street lighting, wide footways on both sides of the carriageway, and where pedestrian desire lines exist, crossings are provided with dropped kerbs. Barnet Lane is within a 30mph speed limit zone. Continuous footways on both sides of the carriageway provide connecting pedestrian routes to nearby residential streets, e.g. Westcombe Drive, Brent Place and Mays Lane which also benefit from lit footways on both sides of the street. At the point where Barnet Lane's western footway terminates, it provides a direct cut-through to the Dollis Valley Estate, and also a controlled pedestrian crossing over Barnet Lane allowing onward movement along the eastern side of Barnet Lane. Dropped kerbs are provided at the crossovers of each of the junctions with Westcombe Drive and Brent Place to aid safe pedestrian crossing. The local TfL cycle guide shows that there is a network of signed and recommended routes for cyclists

within the vicinity of APA. Notably, these routes, which include the Dollis Valley Greenwalk, connect the site with residential areas and potential pupil catchments to the south and west of the site. Where dedicated cycle routes are not present, carriageway widths are wide enough to accommodate both cyclists and vehicles and visibility is generally of a good level aiding inter-visibility between cyclist and vehicles.

- 8.4 A wide range of services are provided from northbound and southbound bus stops located along Barnet Hill (A1000), approximately 200m and 350m from APA respectively. These bus stops serve routes 34, 84/84A, 107, 234, 263, 307, 326, 384, and 389. The northbound stop is located adjacent to the Underhill / Barnet Hill (A1000) signalised T-junction and the southbound stop is opposite High Barnet Underground Station. The stops can be reached within 4-5 minutes respectively on foot. Additional stops on Mays Lane within a 180m walking distance serve routes 326 and 389 only. Stops on Mays Lane are provided with poles and timetable information whilst stops on Barnet Hill are also provided with shelter and flags. All services below operate regularly within the APA catchment area with stops throughout High Barnet, New Barnet and Whetstone residential areas.
- 8.5 High Barnet London Underground (LU) station is the northern terminus of the Northern Line which runs into Central London. High Barnet LU station is located approximately 500m to the north of APA. The station provides direct services to a range of destinations in London including Euston, Kings Cross and London Bridge, and average daytime frequency of departures is every 3 minutes. Changing at Camden Town provides onward access to the Edgware Branch, and further north London destinations. New Barnet mainline rail station is on the East Coast Main Line from Kings Cross, and is located 1.4km to the east of the site. The station is served and managed by Great Northern, who provide regular half hourly stopping services between Moorgate and Welwyn Garden City. Both stations are located in Travelcard Zone 5.
- 8.6 Using the PTAL methodology / formula, a PTAL has been calculated for APA. The results of this assessment are included as Appendix 4 and it can be seen that APA has an AI value of 17.8 or a PTAL banding of 4, with 8 frequent bus services at Barnet Hill (A1000) and High Barnet LU station within walking distance.
- 8.7 Barnet Lane is subject to a 30mph speed limit and is provided to a width of c. 7m in proximity to the site and benefits from lit footways on both sides of the carriageway. The footway on the western side measures approximately 2m in width whilst the footway on the eastern side is set back from the carriageway by a grass verge and measures approximately 2.4m in width. Single yellow line restrictions exist along both sides of the carriageway indicating no waiting is allowed between 10am - 11pm on match days (Tuesdays and Saturdays). The street features signage indicating this, however since the relocation of Barnet Football Club there are clearly no match days to require compliance to these restrictions. Westcombe Drive junctions with Barnet Lane via a simple priority arrangement and runs to the north of APA. The

carriageway measures approximately 5.8 m in width flanked by footways on both sides measuring c. 1.8m in width.

- 8.8 Double yellow line restrictions extend on both sides of the carriageway from its priority junction with Fairfield Way, 50m on its northern side and 60m on its southern side. Westcombe Drive links Barnet Lane with Fairfield Way, which runs in a north-south direction to the east of APA. Fairfield Way is also primarily residential in character and has unrestricted parking to the south of its junction with Westcombe Drive. Lit footways are also present on both sides of the carriageway and the street is subject to a 30mph speed limit. The road provides direct access to Barnet Hill (A1000) to the north via a priority junction arrangement, and transitions to Grasvenor Avenue and Sherrards Way to the south. To the north-west, Barnet Lane junctions with Underhill and Mays Lane via a priority junction, with Underhill leading east and proceeding to link with Barnet Hill (A1000) in the form of a signalised junction.
- 8.9 Mays Lane runs westwards, linking Barnet Lane to various neighbourhoods, residential estates and local amenities to the south-west of Barnet. Fairfield Way, as previously mentioned, provides access to the A1000 Barnet Hill via a dual carriageway T-junction, with ghost island, allowing onward access to High Barnet Underground Station and Barnet Town Centre to the north whilst New Barnet can be accessed to the east, via Station Road (A110). In terms of the wider highway network, the northbound A1000 Barnet Hill junctions with Wood Street (A411) which leads westward towards the A1 via the western residential suburbs of Barnet. Further north, the A1000 becomes The High Street, before linking with the A1081 St Albans Road which provides direct access to both the M25 and A1(M) at Junctions 23 and 1 respectively. The southbound A1000 provides access to the North Circular Road approximately 5.6km to the south of the site, via Great North Road, Pricklers Hill and High Road, passing through Totteridge, Whetstone and Finchley.

Road Safety Analysis

- 8.10 Analysis has been undertaken to determine if there are any trends in the types or location of accidents on the local road network in the vicinity of APA. A total of 23 PIAs occurred on nearby roads/junctions, 4 of which have been classified as 'serious', and 19 as 'slight' (minor). Two of the 'serious' PIAs were recorded close to the Barnet Hill / Fairfield Way junction. The first involved a vehicle passing too close to a pedal cyclist causing the rider to fall and the second was a result of a passenger falling as a bus pulled away from a stationary position. Two further 'serious' incidents were recorded, one of which took place at the A1000 Barnet Hill / Underhill junction where a vehicle turned right into the path of an oncoming emergency vehicle. This incident was attributed to failure to look properly and poor turn or manoeuvre. The final 'serious' incident took place at the Mays Lane / Underhill / Barnet Lane junction whereby a vehicle turning right collided with a pedal cyclist causing the rider to fall. The incident was attributed to failure to look properly and misjudgement of path or speed. The 'slight' (minor) incidents that took place within the search were a result

of, either pedestrians failing to look properly and disobeying the crossing signals or vehicle drivers failing to look properly, poor manoeuvring and carelessness It should be noted that no PIAs were recorded within the vicinity of the site accesses on Westcombe Drive or Barnet Lane and no incidents were recorded at the Barnet Lane / Westcombe junction and the Fairfield Way / Westcombe Drive junction.

Modal Split and Trip Generation:

- 8.11 In respect of modal split information, data has been provided by the LB Barnet Travel Plan officer for all Secondary schools with operational Travel Plans in the Barnet administrative area. The data provided has then been filtered by school type (i.e. Community, Independent or Voluntary-Aided). In order to supplement the above data with operator-specific travel patterns Ark Academy have provided pupil modal split data based on their established operations at Wembley and Enfield (all-through Academies). The average modal split for this data is provided below. Staff modal split has been based on Ark Academy Enfield although in a less accessible area has been assumed to be the same for assessment as a robust analysis. The Park and Stride trips are derived from availability of off-site car parking described in the following pages.

Ark Academy Predicated Pupil Modal Split					
Mode	Percentage	Mode	Percentage	Mode	Percentage
Bus	40.6%	Car Share	1.5%	Rail	2.7%
Car	11.8%	Cycle	1.3%	Walk	31.7%
		Park & Stride	10.0%	Other	0.0%

Ark Academy Predicated Staff Modal Split					
Mode	Percentage	Mode	Percentage	Mode	Percentage
Bus	19.6%	Car Share	5.9%	Rail	19.6%
Car	37.3%	Cycle	7.8%	Walk	7.8%
				Other	2.0%

- 8.12 The overall trip generation forecasts for the proposed development predicated on the modal splits set out above would be as follows:

Mode of Travel	Peak Arrivals and Departures
Bus	511
Car	197
Car Share	25
Cycle	25
Park & Stride	110

Rail	56
Walk	389
Other	7
TOTALS	1,320

- 8.13 Trip distributions have been derived for Secondary age pupils based on 2011 Census Middle Layer Super Output Data. This data has been used to generate the number of Secondary aged pupils by output area, which have then been plotted against existing school locations and capacities. An exercise has been undertaken working outwards from the site until reaching a point where the number of school age pupils exceeds the capacity of local schools by 1,200. It should be noted that this is by no means representative of a school catchment, but indicates the concentrations of school age children within the local population.
- 8.14 Traffic distribution of staff trips this has been undertaken using NOMIS Travel to Work inflow data for the Barnet administrative area. The database has been used to select the ten local authority areas outside of Barnet which generate the highest volume of travel to work trips. The trip generation data has been reviewed by the Council's Transport and Highway officers who concur with the methodology used and the results that have been derived.

Parking Provision:

- 8.15 An on-site staff car parking area will provide marked bays for c. 59 vehicles including 4 allocated as 'car share only', 3 disabled bays. In accordance with London Plan standards 10% of parking bays will be provided with active electric vehicle charging points and a further 10% will be provided with passive charging facilities ie. with the underlying infrastructure provided to be fully connected at a later date. There is also parking space and loading space for a mini-bus. Detailed layouts showing parking layouts, parking allocation and electric charging points will be conditioned to be submitted for approval as part of the planning permission.
- 8.16 Cycle parking facilities will be provided to accord with London Plan standards of 1 cycle parking space per 8 staff / students. Cycle parking will be provided in secure, covered locations and will be increased in line with the projected rise in pupil numbers. Additional 'short-stay' cycle parking will be provided to a standard of 1 per 100 pupils. In Appendix 2 of the TA Dwg EFAAP-ALA-00-XX-DR-L-0001 Rev P01 shows 68 covered cycle spaces and 10 visitor cycle spaces at the school entrance. A further 68 cycle spaces are shown in the outside hard area. The requirements equates to 165 cycle spaces and 12 short stay spaces. All cycle spaces should be secure and covered. Details of cycle will be conditioned to be submitted for approval as part of this planning permission.
- 8.17 Vehicle-based parent-pupil drop-off / pick-up will take place at the designated off-site drop-off / pick-up facility located immediately south of the APA site. Whilst there will be a residual amount of vehicle-based drop-off / pick-up trips that will take place

on-street on surrounding roads, strategies are in place by APA to carefully manage and monitor such activity to reduce impact on local residents.

- 8.18 It is proposed that parents approaching from the south and west (i.e. via Mays Lane or Barnet Lane) use the car park. Drop-off would take place predominantly in the 15-minute period before registration with pick-up in the 15-minute period following the end of day. The car park has a capacity of c. 55 spaces including 4 disabled spaces, that could allow c. 110 pupils to be dropped off / picked-up at this location. This makes allowance for vehicles to 'turnover' twice at the start and end of the day.
- 8.19 The car park requires patch re-surfacing, full 'spray and chip' and introduction of physical drainage features to resolve current ponding (either through surface re-grading and / or gulleys), lining and designated walking routes. The car park access requires resurfacing and upgraded entrance / egress separation feature eg. kerbed or grassed island. These works will be conditioned to be submitted for approval and works on the public highway are to be progressed through a S278 Agreement with the local highway authority.
- 8.20 However, based on the predicted level of car-based trips associated with pupil travel to APA there will still be a residual proportion of pupils who will be dropped off / picked up on local streets surrounding the site. In order to assess the current level of available on-street parking in the vicinity of APA, parking demand data has been obtained. On-street parking beat surveys have been carried out by an independent survey company during the anticipated APA drop-off / pick-up periods; between 07:30-10:00 and 14:30-17:00 on Thursday 14th January 2016. The parking beat surveys established the demand for parking in 15-minute intervals throughout the survey periods. The total number of available spaces within the survey cordon, excluding established driveways and accesses.

Time	No On-Street Parking Restrictions				Single Yellow Line Restrictions			
	Total Number Parked		Spare Capacity		Total Number Parked		Spare Capacity	
	Number	%	Number	%	Number	%	Number	%
0730-0745	57	70%	24	30%	23	20%	94	80%
0745-0800	53	65%	28	35%	25	21%	92	79%
0800-0815	50	62%	31	38%	25	21%	92	79%
0815-0830	46	57%	35	43%	30	26%	87	74%
0830-0845	46	57%	35	43%	31	26%	86	74%
0845-0900	45	56%	36	44%	30	26%	87	74%
0900-0915	46	57%	35	43%	29	25%	88	75%

5								
0915-0930	49	60%	32	40%	28	24%	89	76%
0930-0945	49	60%	32	40%	28	24%	89	76%
Average	49	60%	32	40%	28	24%	89	76%

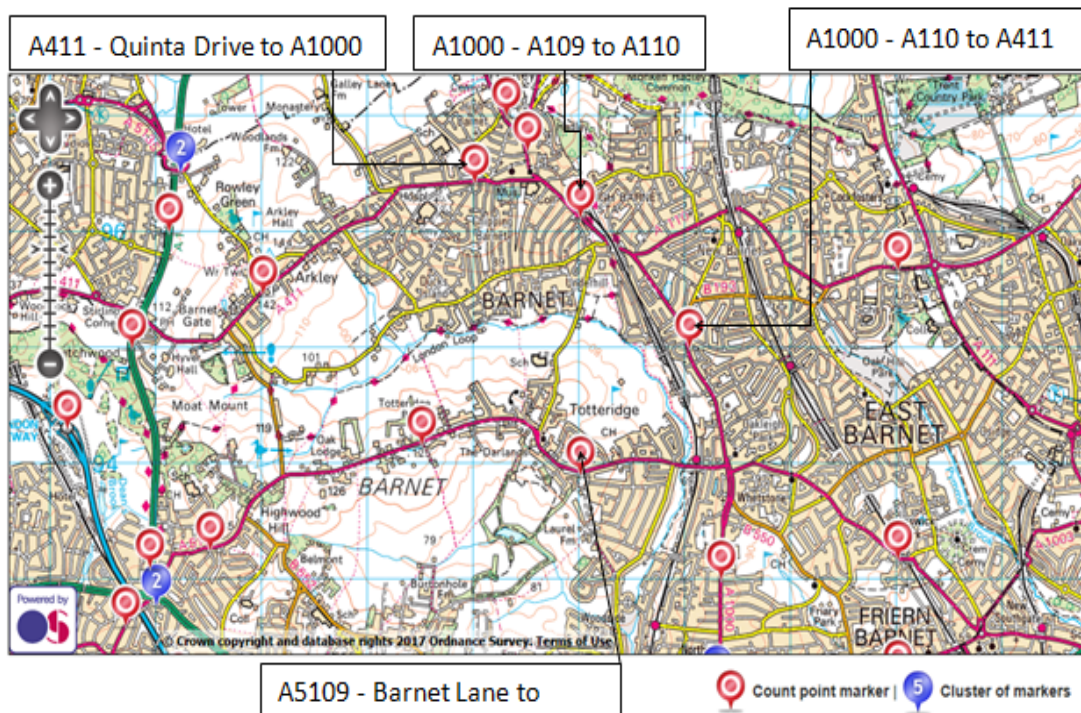
Time	On-Street Parking				Single Yellow Line Restrictions			
	No Restrictions		Spare Capacity		Total Number Parked		Spare Capacity	
	Number	%	Number	%	Number	%	Number	%
1430-1445	59	73%	22	27%	29	25%	88	75%
1445-1500	60	74%	21	26%	29	25%	88	75%
1500-1515	56	69%	25	31%	27	23%	90	77%
1515-1530	52	64%	29	36%	29	25%	88	75%
1530-1545	51	63%	30	37%	28	24%	89	76%
1545-1600	51	63%	30	37%	22	19%	94	81%
1600-1615	53	65%	28	35%	21	18%	96	82%
1615-1630	54	67%	27	33%	21	18%	96	82%
1630-1645	55	67%	26	32%	21	18%	96	82%
Average	55	67%	27	33%	25	22%	91	78%

8.21 On the basis that 15% of pupils will attend Breakfast Clubs, on-street drop-offs for Breakfast Clubs total 24, with 146 drop-offs prior to registration. Given the average availability of 121 spaces over the AM peak period it is considered that the level of on-street drop-offs could be absorbed particularly given that not all drop-offs will occur at exactly the same time and therefore there is the ability for drop-offs to 'turn over' more than once during the 15-20-minute drop-off windows before APA start times. In the afternoon on the basis that 25% of pupils will attend Afterschool Activities here would be 130 on-street pick-ups following the end of the school day and 40 after Afterschool Activities. Given the average availability of 118 spaces over the PM peak period and not all will be picking up at the same time parking can be absorbed on street. It is not expected that the number of sixth formers parking on street would cause any issues although this is likely to slightly reduce the number of spaces available.

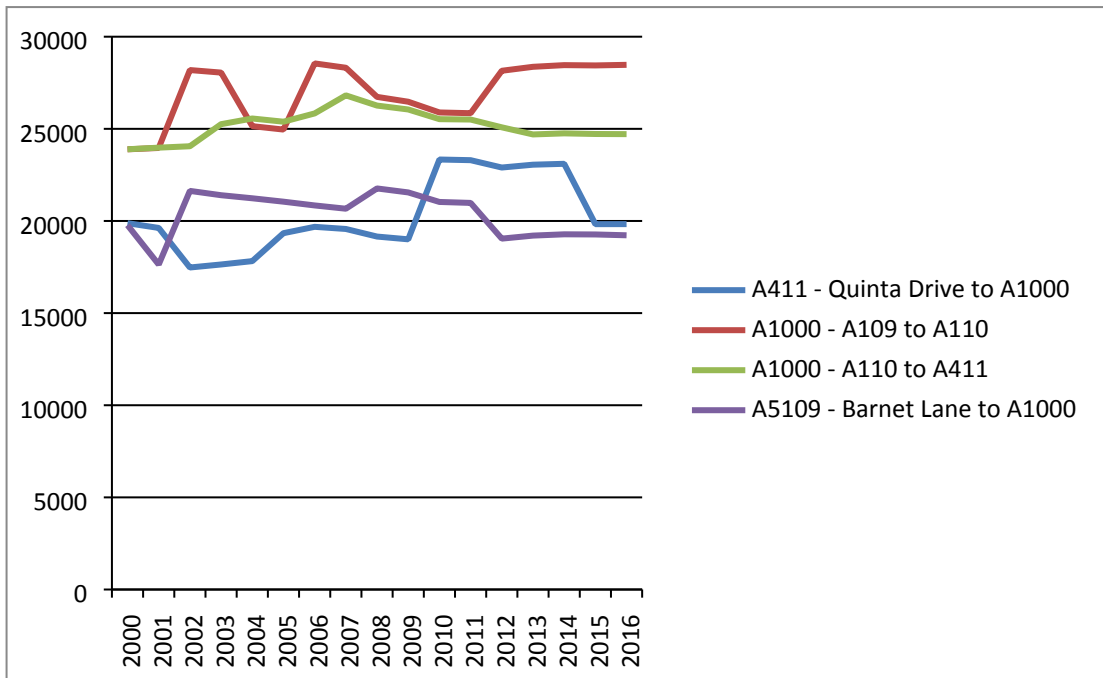
- 8.22 The modal split targets are linked to travel plan measures and number of pupils who will attend breakfast clubs and after school activities. Parking availability may fluctuate during different times of year and increase overtime. To safeguard any on-street parking issues that could evolve from the occupation of the APA to full occupancy the applicant will be required to carry out an annual parking review to be submitted for approval. Subject to the results a Controlled Parking Zone (CPZ) Review may be triggered to be carried out by the local highway authority and the applicant shall cover the cost and thereafter shall cover the cost of any implementation. Contributions shall be set out in a S106 legal agreement.
- 8.23 Due to the change of use of the site the match day parking controls that surround the site will require removal only if no other on-street parking controls are required following full occupation. Contributions shall be set out in a S106 legal agreement.

Traffic Impact

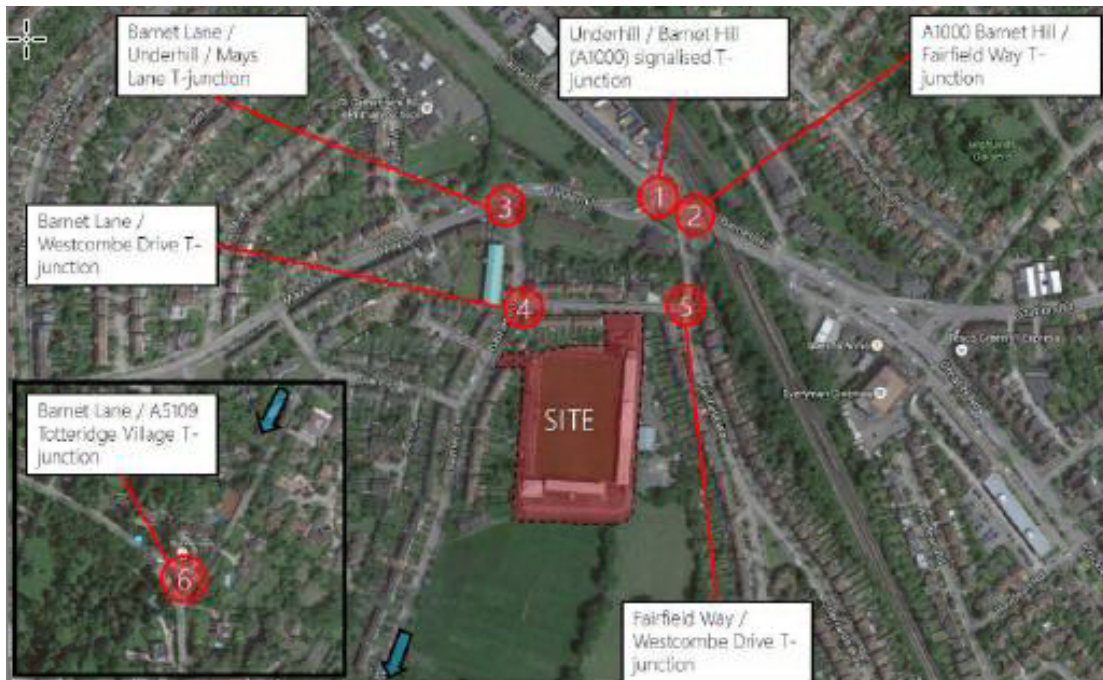
- 8.24 The Transport Assessment includes capacity analysis of junctions surrounding the site. Base surveys were undertaken and growths to 2025, this being the date that the proposed Academy will be at full capacity. A review has been made by the LBB highway officer and DfT traffic count data has been collected for major roads surrounding the sites from 2000-2016 on the locations shown on the diagram below.



- 8.25 The full traffic count data is presented in full within Appendix 2 of this report however the trends over the assessment period are summarised within the graph below.



8.26 The DfT data shows that whilst there are some fluctuations in the area but that the A1000 traffic flow is not increasing. In comparing the Tempro forecast from 2011-2016 this suggests an average increase of 0.34% annually compared to the actual decrease of 0.61%. On this basis, the Council’s Transport and Highways officers consider that the application of TEMPRO growth to the traffic forecasts is inappropriate.



8.27 The Transport Assessment submitted included growth using Tempro factors as above. This is summarised below for 2025 with and without development. No

analysis was carried out with just the development traffic applied to the junction with existing traffic but it can be shown below that there is increase in congestion and delay.

Barnet Hill/Underhill Junction	2025 AM Peak Tempo Growth		2025 PM Peak Tempo Growth	
	Lane/Arm	Deg. Sat %	Queue	Deg. Sat %
A1000 Barnet Hill (S) Left	80.2	13.6	67.1	9.4
A1000 Barnet Hill (S) Ahead	114.8	107.8	103.0	46.5
Underhill Right Left	112.7	48.0	105.5	34.4
A1000 Barnet Hill (N) Ahead Right	104.1	51.3	108.7	66.9

Barnet Hill/Underhill Junction	2025 AM Peak Tempo Growth + Development		2025 PM Peak Tempo Growth + Development	
	Lane/Arm	Deg. Sat %	Queue	Deg. Sat %
A1000 Barnet Hill (S) Left	80.2	13.6	67.1	9.4
A1000 Barnet Hill (S) Ahead	114.8	107.8	103.0	46.5
Underhill Right Left	118.7	62.9	112.5	52.8
A1000 Barnet Hill (N) Ahead Right	122.2	70.1	111.0	77.8

- 8.28 What is clear, whether or not any background growth is applied to the current levels of traffic, is that current congestion would be exacerbated by the proposed development if no mitigation was proposed. The applicant is fully aware of this and as such has made provision for a significant monetary contribution towards highway works that would directly mitigate and reduce the projected levels of congestion to a level which would be below that which currently exists, showing clear betterment in traffic conditions. The full details of the proposed mitigation is set out in the subsequent section of this report.

Mitigation:

- 8.29 A scheme has been developed, that delivers the following improvements within land predominantly under the control of LB Barnet Highways.

- Signalise Fairfield Way / Barnet Hill T-junction and integrate into signal staging with Underhill;
- Provide continuous two-lanes southbound on Barnet Hill with give-way controlled right turn facilities for entry to Underhill and Fairfield Way;
- Provide continuous two-lanes northbound on Barnet Hill with left-turn facilities on nearside lanes;
- Provide two-lane approaches from Underhill and Fairfield Way arms with nearside lanes offering left and right turn facilities, and offside lanes right-turn only;
- Provide staggered and signal-controlled crossing facilities over Underhill and Fairfield Way integrated into signal staging.

8.30 It should be noted that to deliver the scheme additional land-take would be required that is under the control of LB Barnet Estates and Greenspaces departments. Whilst alternative schemes could be delivered solely within the highway boundary, considering the minimal land required and wider benefits of delivering the highway scheme outlined it is considered that suitable landscaping compensation could be developed to facilitate the proposals.

8.31 A junction assessment was submitted using TRANSYT with background growth to 2025 using TEMPRO and development traffic and is summarised below. The capacity assessment is summarised below.

Capacity Analysis of A1000 Barnet Hill / Underhill signalised T-junction – 2024
(Proposed Junction Layout)

Arm	Base + Development			
	Weekday AM Peak		Weekday PM Peak	
	Degree of Saturation	Queue	Degree of Saturation	Queue
A1000 Barnet Hill (S) Ahead Left	79.0%	16.9	62.0%	10.3
A1000 Barnet Hill (S) Ahead	76.0%	16.8	62.0%	11.0
Fairfield Way Left	69.0%	5.3	65.0%	5.0
Fairfield Way Right	69.0%	5.1	64.0%	4.8
A1000 Barnet Hill (S) Int. Ahead Left	54.0%	6.0	48.0%	5.4
A1000 Barnet Hill (S) Int. Ahead	79.0%	10.0	70.0%	8.7
Underhill Left	79.0%	7.2	66.0%	6.4
Underhill Right	79.0%	7.4	65.0%	6.5
Barnet Hill (N) Ahead	51.0%	7.9	55.0%	9.1
Barnet Hill (N) Ahead Right	53.0%	8.1	58.0%	9.3
Barnet Hill (N) Int. Ahead	57.0%	11.1	59.0%	12.4
Barnet Hill (N) Int. Ahead Right	63.0%	11.4	66.0%	12.8

PRC%	13.0%	29.0%
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- 8.32 It is evident from the results above that the proposed highway modifications would deliver a significant benefit in terms of queuing and junction capacity. This is noticeable when comparing ‘base’ conditions under the existing highway layout with ‘base + development’ conditions under the proposed arrangement. The proposals mitigate the impact of APA traffic, whilst providing the additional safety benefit of controlling access to and from Fairfield Way and delivering controlled crossing points over Underhill and Fairfield Way. On this basis it is considered that the highway mitigation proposals are fit for purpose and offer a wider benefit for the local community in terms of highway operation and safety.
- 8.33 It is proposed to implement an improvement scheme for Mays Lane / Underhill / Barnet Lane Priority Junction comprising the widening of the Mays Lane carriageway on its northern side to allow for the addition of a dedicated right-turn lane facility into Barnet Lane.
- 8.34 The improvement scheme will also provide a refuge island crossing point to the east of the junction improving connectivity on the desire line between Barnet Lane and High Barnet London Underground Station. This will not only be of benefit to pupils and staff of APA but the local community alike. It should, again, be noted that to deliver the scheme additional land-take beyond the Highway Boundary would be required that is under the control of LB Barnet Greenspaces. Junction capacity analysis of the proposed highway modifications has been undertaken using LINSIG and is summarised for the AM and PM peak below.

Capacity Analysis of Barnet Lane / Underhill / Mays Lane T-Junction – 2024
(Proposed Junction Layout)

Arm	Base + Development			
	Weekday AM Peak		Weekday PM Peak	
	Degree of Saturation	Queue	Degree of Saturation	Queue
Underhill	41.0%	0.3	32.9%	0.2
Barnet Lane	51.4%	0.5	60.6%	0.8
Mays Lane	96.5%	9.2	47.8%	0.4

- 8.35 The table above shows that the improvement proposals would reduce the queuing on Mays Lane in the AM peak hour period and if re-run with no background growth would show that queuing is below 90% relative capacity. The remaining approach

arms operate within capacity and with minimal queuing over both peak hour periods.

Construction:

- 8.36 In order to minimise disturbance to local residents, a number of mitigating measures will be implemented and enforced throughout the duration of the construction period, the details of which will be provided within a full Construction Logistics Plan (CLP) to be prepared by the site contractor. A framework CLP is included as part of the application and provides swept path analysis to confirm that construction vehicle access can be gained to the site, with the ability to turn on site and depart in forward gear. A full Demolition and Construction Management Plan will be conditioned to be submitted for approval as part of the planning application approval. The applicant is advised that A1000 is a Traffic Sensitive Road; deliveries during the construction period should not take place between 8.00 am-9.30 am and 4.30 pm-6.30 pm Monday to Friday. The widening of Barnet Lane to allow for construction access shall be carried out under a S184 highway agreement with the local highway authority.

Deliveries & Servicing:

- 8.37 The number of service vehicles that deliver to APA on a daily or weekly basis will be minimal. These would be limited to waste collection, and canteen and general supplies.

The principles of delivery and servicing at APA are:

- Canteen and general supplies are serviced using the vehicular access from Westcombe Drive to Barnet Lane. Servicing will generally be restricted to out-of-hours, and certainly outside of the start and finish hours of the Academy day;
- Delivery times are specified to each supplier so as to eliminate the occurrence of multiple vehicles arriving or being on-site at the same time;
- The refuse store is located within APA grounds and at collection time the bins are wheeled out, no more than 30 minutes before the specified out-of-hours collection time.

- 8.38 A Delivery and Servicing Plan is included as part of the application and provides delivery and refuse vehicle swept path analysis demonstrating that vehicles can gain access to the relevant locations on site and are able to enter and exit in a forward gear. The existing footpath on Mays Lane is required to be accessed by a fire tender and therefore is required to be constructed for vehicle loading and details are to be submitted for approval.

Travel Planning:

- 8.39 A Travel Plan has been submitted as part of the planning application and this has been consulted with the Travel Plan Officer who has made the following comments.

Travel Plan

- The applicant shall enter into a School Travel Plan (STP) which meets the TFL guidance 'What a School Travel Plan should contain'. To be submitted and approved no later than 3 months prior to occupation
- The STP shall achieve at least bronze level STARS accreditation in year 1 and 2
- The STP shall achieve gold STARS accreditation shall be achieved in year 3 and for the remaining duration of the STP
- An annual 'hands up' survey for staff and pupils, numbers attending activities (breakfast club and after school activities) shall be included as part of the STP, review updated and resubmitted for approval annually until the school has all year groups in operation. So lifespan 5 years.
- Full consultation shall be carried out with the full school community and all other stakeholders within 3 months of occupation and updated STP resubmitted for approval.
- A STP champion shall be appointed for the life span of the STP
- Car-based travel proportions for secondary pupils shall be no more than the percentages specified in Tables 8.2 and 8.3 of the submitted Travel Plan (July 2017) over the lifetime of the STP. These targets shall be subject to annual review.

Other comments to be included in S106

- Pickup/Drop off from car park for pupils
- S106 should have reference to the 251 bus route which is already overfull. It may be necessary to ask TFL to add an additional bus to this route.

Travel Plan Monitoring Fee

- *A travel plan monitoring fee of £5,000 (£1,000 per year)*

Conclusion

8.40 Having regard to all of the above and subject to the conditions and S106 obligations listed in this report, officers are clear that the application would be acceptable from a transport and highways perspective. It is acknowledged that substantial objection has arisen from local residents on the basis of the likely impact of the development on traffic and congestion on the surrounding network. However, it is imperative to note that highway improvement works are proposed which would mitigate such issues and would reduce congestion to a level below that which exists at present, without the development. A commensurate financial contribution towards the costs of these highway works would be secured through the Section 106 Agreement. Therefore, whilst the previous application was refused on highway grounds, the current application has addressed and overcome this reason for refusal and officers

consider that there are no grounds for refusal of the current application on similar highway grounds.

9.0 Sustainability

9.1 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:

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

9.2 Policy 5.3 of the London Plan goes on to set out the sustainable design and construction measures required in new developments. Proposals should achieve the highest standards of sustainable design and construction and demonstrate that sustainable design standards are integral to the proposal, including its construction and operation.

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

9.4 The application is accompanied by an Energy Statement from Couch Perry Wilkes which seeks to demonstrate how the buildings have been designed to achieve a reduction in Carbon Dioxide (CO₂) emissions by 35% as required by the London Plan (2016). The sustainability of the scheme has been fully assessed by both Council and GLA officers against the London Plan hierarchy and a summary is set out below.

Be Lean

9.5 A range of passive design features and demand reduction measures are proposed to reduce the carbon emissions of the proposed development. Both air permeability and heat loss parameters will be improved beyond the minimum backstop values required by building regulations. Other features include low energy lighting and separate zoning for the primary and secondary school.

- 9.6 The demand for cooling will be minimised through carefully designed glazing proportion, low g-value, mixed mode ventilation strategy, exposed concrete acting as thermal mass and night purge. No cooling is being proposed.
- 9.7 An Overheating Analysis using thermal dynamic modelling has been undertaken to assess the overheating risk within the conditioned areas of the building; its results demonstrate compliance for all spaces under all TM49 weather scenarios.

Be Clean

- 9.8 The applicant has carried out an investigation and there are no existing or planned district heating networks within the vicinity of the proposed development. The applicant has, however, provided a commitment to ensuring that the development is designed to allow future connection to a district heating network should one become available.
- 9.9 A site wide heat network is being proposed linking all uses and buildings on site. A schematic has been provided. The site heat network will be supplied from a single centralised plant room. A condition requiring details of the floor area, internal layout and location of the centralised plant room would be attached to any permission.
- 9.10 The applicant has investigated the feasibility of CHP. However, due the intermittent nature of the heat load, CHP is not proposed. The justification for discounting CHP from the scheme is considered to be acceptable in this case.

Be Green

- 9.11 The applicant has investigated the feasibility of a range of renewable energy technologies and is proposing to install Photovoltaic (PV) panels. Further information on the proposed area (sq.m), output (kWp) and location (roof layout) of the PV array would be secured by condition were permission to be granted.
- 9.12 A reduction in regulated CO₂ emissions of 37 tonnes per annum (30%) will be achieved through this third element of the energy hierarchy.

Conclusion

- 9.13 Based on the energy assessment submitted, the table below shows the residual CO₂ emissions after each stage of the energy hierarchy and the CO₂ emission reductions at each stage of the energy hierarchy for the non-domestic buildings.

	Total residual regulated CO ₂ emissions	Regulated CO ₂ emissions reductions	
	(tonnes per annum)	(tonnes per annum)	(per cent)
Baseline i.e. 2013 Building Regulations	124		
Energy Efficiency	118	6	5%
CHP	118	0	0%
Renewable energy	81	37	30%
Total		44	35%

9.14 An on-site reduction of 44 tonnes of CO₂ per year in regulated emissions compared to a 2013 Building Regulations compliant development is expected for the non-domestic buildings, equivalent to an overall saving of 35%. The carbon dioxide savings meet the target set within Policy 5.2 of the London Plan and Barnet Local Plan policies DM01 and DM04

10.0 Flood Risk

10.1 Policy CS13 of the Barnet Core Strategy states that “we will make Barnet a water efficient borough and minimise the potential for fluvial and surface water flooding by ensuring development does no cause harm to the water environment, water quality and drainage systems. Development should utilise Sustainable Urban Drainage Systems (SUDS) in order to reduce surface water run-off and ensure such run-off is managed as close to its source as possible subject to local geology and groundwater levels”.

10.2 Policy 5.13 of the London Plan states that development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy:

1. store rainwater for later use
2. use infiltration techniques, such as porous surfaces in non-clay areas
3. attenuate rainwater in ponds or open water features for gradual release
4. attenuate rainwater by storing in tanks or sealed water features for gradual release
5. discharge rainwater direct to a watercourse
6. discharge rainwater to a surface water sewer/drain

7. discharge rainwater to the combined sewer.

10.2 A Flood Risk Assessment was carried out in support of the application and confirms that the site is located within Flood Zone 1 which is considered to be an area least susceptible to flooding. Nevertheless, small areas of the site are identified as at risk of surface water flooding, specifically adjacent to the western and southern site boundaries. Nevertheless, the extensive green spaces within the application site means that the development is capable of meeting London Plan requirements for green-field run off rates.

10.3 Using the SuDS hierarchy outlined above, the applicant has outlined the following sequential approach to the SuDS attenuation measures proposed.

1. Store rainwater for later use – rainwater harvesting has not been adapted for school developments in London;
2. Use infiltration techniques, such as porous surfaces in non-clay areas – The drainage consultant has requested that infiltration testing is carried out on-site by the contractor. Soakaways were considered but were deemed an unsuccessful form of Sustainable Drainage, due to the presence of London Clay formation. Once infiltration testing is carried out on site, the proposed drainage strategy, based on the results of the testing, will be reviewed and infiltration techniques will be implemented if this is deemed acceptable.
3. Attenuate rainwater in ponds or open water features for gradual release – Due to the landscape in this location and the proposed site layout and building footprint, it is not possible to locate a pond within the site
4. Attenuate rainwater by storing in tanks or sealed water features for gradual release – This form of Sustainable Drainage is proposed. However, following infiltration testing, as stated in Point 2, these measures can be reviewed.

10.4 It is considered that the approach outlined above is appropriate and would ensure that the application is accordant with Barnet Policy CS13 and London Plan Policy 5.13.

11.0 Biodiversity

11.1 An Ecological Assessment was submitted within the Environmental Statement accompanying as part of the previously refused application and was assessed by officers. Given the lack of significant impacts identified by the previous ES, the current application was negatively screened and as such an Ecological Assessment has been submitted as an independent document within the current application. The assessment set out that the site does not include any area of Special Interest for

Nature Conservation (SINCs) and the surveys undertaken in support of the Ecological Assessment did not identify or provide evidence of any protected species on site. Moreover, Natural England were consulted on the current application and no objection was received. The proposal is thus considered to comply with Paragraph 118 of the NPPF, Policy 7.19 of the London Plan (2015) and Barnet Local Plan policies CS7 and DM16.

12.0 Air Quality

- 12.1 The application is accompanied by an Air Quality Assessment (AQA) produced by Aether (July 2017) which has been assessed by the Council's Environmental Health officers. It should be noted that an AQA was submitted as part of the Environmental Statement accompanying the previously refused application where no significant impacts were identified.
- 12.2 The AQA has been reviewed by the Council's Environmental Health officers who largely concur with the findings. The results of the assessment indicate that annual and hourly mean NO₂ concentrations are below the objective at all of the receptors modelled both without and with development. Concentrations of PM₁₀ are also predicted to be in compliance with the objectives. On this basis, it is considered that the development would not result in any unacceptable impact with regards to air quality.

13.0 Ground Conditions

- 13.1 An Interpretative Site Assessment Report (Arcadis/EC Harris) has been submitted in support of the application.
- 13.2 A desk study of the site and surrounding areas informed the baseline conditions that formed part of the assessment and indicates that historically the surrounding area comprised agricultural fields. A railway line and embankment approximately 100m north east of the site was developed in 1896. Since 1914 the land to the north, east and west of the site has been developed for residential and commercial purposes. To the south the land has remained undeveloped as playing fields. Since 1935 the northern part of the site has been developed to provide the football stadium including provision of the football pitch, terraces, stands and several small buildings.
- 13.3 In terms of potential contamination, the desk study identified possible contaminants on site including metals, asbestos, methane and carbon dioxide. No methane was detected during the monitoring and the development site is located in an area of low

unexploded ordnance (UXO) risk. The assessment concludes that any risk in terms of land contamination is negligible.

- 13.4 Whilst the findings of the ground conditions assessment are accepted, officers consider it prudent to attach a condition requiring that any remediation required is implemented prior to the commencement of development.

14.0 Lighting

- 14.1 Policy DM01 Protecting Barnet's Character and Amenity states that development proposals for lighting schemes should not have a demonstrably harmful impact on residential amenity or biodiversity. A lighting assessment has been submitted in support of the application. It should be noted that a lighting assessment was submitted within the Environmental Statement accompanying the previously refused planning application and no significant impacts were identified which could not be mitigated through conditions.

- 14.2 The baseline conditions established through the assessment set out that there are street lighting installations to the east, north and west of the site along with four 25 metre high floodlights in the corners of the existing stadium, though the floodlights haven't operated since the football club moved.

- 14.3 The development would provide the following elements of lighting which is outlined along with the proposed illuminance levels.

- Lighting to the car park to the north of the school buildings (5 lux);
- Lighting to pedestrian walkways (5 lux);
- Lighting around the building perimeter (5 lux)
- Lighting to the vehicular route from the access point on Westcombe Drive to the egress point on Barnet Lane (10 lux);
- Lighting to the bin store to the north of the school buildings (20 lux); and
- 10m lighting columns with floodlights to the MUGA to the south of the school buildings (120 lux).

- 14.4 The proposed illuminance level of the lighting outlined above other than the MUGA lighting columns, would have a negligible impact on the surrounding residential properties.

- 14.5 The illuminance of the MUGA lighting would be significantly higher at 120 lux which would have the potential to result in significant glare and light spill. Nevertheless, the location of the MUGA and the significant distance from the nearest residential

properties would reduce the extent of the impact. The lighting assessment concludes that the lighting columns would be likely to have a moderate adverse impact.

- 14.6 A community use plan is required by condition which would mitigate the impact of the floodlighting through the control of the hours of use. It is considered that the hours of use restriction and the distance from the nearest residential units would be sufficient to ensure that no unacceptable impact would occur. Nevertheless, a condition is attached requiring the submission of further details of the lighting including cowling to reduce light glare.

15.0 Planning Obligations

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

Travel Plan

- 15.3 In accordance with policy DM17 of the Local Plan the applicant would be required to enter into a School Travel Plan for the development which would seek to reduce reliance on the use of the private car and promote sustainable means of transport.
- 15.4 The full requirements of the Travel Plan are set out in the Heads of Terms within the preface of this report. The Travel Plan would also be subject to a monitoring fee of £5000 (£1000 per year).

Parking Survey / CPZ Review

- 15.5 The targets for the car modal share will be subject to an annual review and should the targets not be achieved then a further car parking review would be triggered. Subject to the findings of the parking survey and subject to the necessary

consultation procedure, a Controlled Parking Zone may be implemented to restrict parking. All of the costs associated with this process would be met by the developer. The full details of the review mechanism are set out in the Heads of Terms within the preface of this report.

Traffic Management Order

- 15.6 Whilst vacant, the existing use of the application site is as a football stadium and thus there are extant match day parking controls in place. The application seeks to change the use of the site and as such the match day controls would be removed through the S106 at a cost of £20,000 paid by the applicant. 'School Keep Clear' markings would also be installed adjacent to the entrances at a maximum cost of £5000.

Highway Works

- 15.7 As set out in Section 8 of this report, in order to ensure that traffic congestion at surrounding junctions would not be unacceptably affected by the proposed development – the following works would be undertaken:
- A1000 Barnet Hill/Underhill/Fairfield Way Junction Mitigation as shown on Drg.No.16011/TA05 Rev B or other approved.
 - Barnet Lane/Underhill/Mays Lane Mitigation including uncontrolled crossing point, right turn lane as shown on Drg.No.16011/TA06 Rev A or other approved.
 - Works identified in the PERS and CERS Audit subject to approval by LPA.
 - Works identified from School 20mph Zone Review subject to approval by LPA.
 - Closure of existing crossover access on Westcombe Drive as shown on Drg.No.16011/TA01 Rev C or other approved; and new access and associated footway upgrade works to be agreed. Upgrade of existing vehicle crossover on Barnet Lane to be agreed following investigation by the highway authority.
- 15.8 The works have been estimated at a cost of £2,572,472.95 and a contribution of £1,572,472.95 would be secured through the S106 with the outstanding £600,000 will be met by the Council. The level of contribution is considered to be the maximum viable amount which can be contributed by the development and is considered to be commensurate to the level of impact that would arise from the development relative to existing levels of congestion.
- 15.9 In addition to the financial contribution, the S106 would include clauses to ensure that any additional utilities costs that occur through no fault of the Council and which cannot be met through the contingencies built into the costs estimate will be

met by the ESFA. The Section 106 will be worded accordingly to ensure that the works are implemented prior to the occupation of the school in order to provide mitigation at the appropriate point in development.

Construction and Emergency Access

- 15.10 In addition to the highway works which would be undertaken by the Council with S106 contributions; construction and emergency access from Barnet Lane adjacent to the existing sports pavilion will be secured and be carried out under S184 of the Highways Act 1980.

Replacement Landscaping Scheme

- 15.11 The junction works to the A1000/Underhill and Underhill/Barnet Lane would require existing narrow strips of green space to be given over to the highway. At this stage, the detailed junction design work has not been undertaken and thus the exact extent of the land required is not defined. With regards to the road widening of the A1000 adjacent to the Underhill junction, this could potentially result in some existing street trees being lost. Until such time as the detailed design work and accompanying tree surveys have been undertaken, it is not possible to establish the impact on the trees.
- 15.12 With this in mind, an obligation is required that would necessitate the submission of a replacement landscaping scheme for agreement with the council including the replacement of any trees to an equivalent value to mitigate any loss of green space and planting.

16.0 Crime Prevention / Community Safety

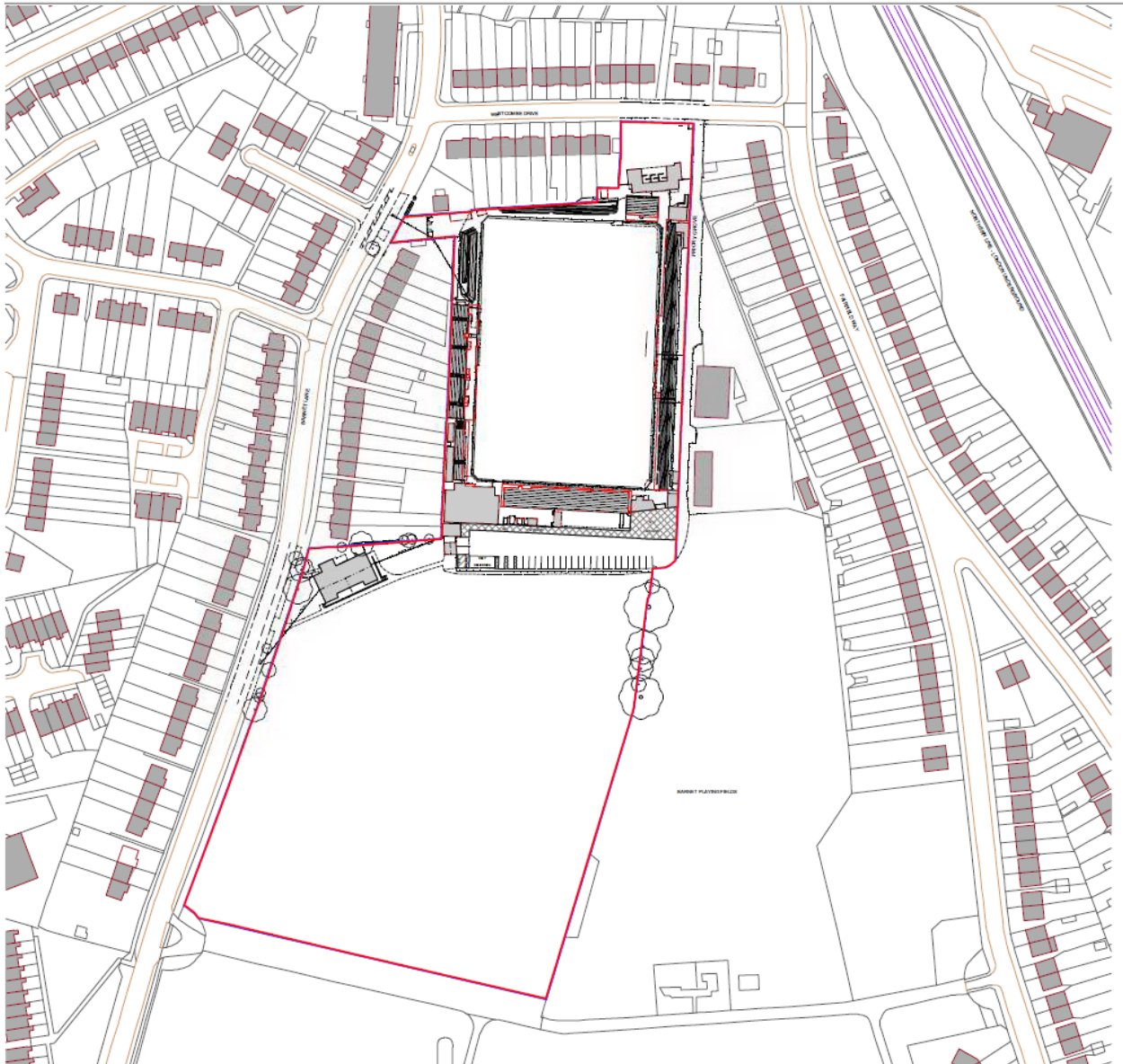
- 16.1 Development plan policies require new developments to provide a safe and secure environment for people to live and work in and reduce opportunities for crime and fear of crime.
- 16.2 The development would benefit from perimeter fencing and the northern part of the site would be lit between 07.00 until 23.00. CCTV and lighting would also be incorporated to increase security on site. A condition requiring the development to achieve Secured by Design accreditation would be attached to any permission.

17.0 Conclusion

- 17.1 The application seeks permission the comprehensive redevelopment of the site to provide a new 6FE secondary school, accommodating up to 1200 pupils. It is acknowledged that the development represents 'inappropriate development' on green belt land and as such is only justified if very special circumstances exist.
- 17.2 Recent appeal decisions from the planning inspectorate have accepted the need for school places can be a very special circumstance which could justify inappropriate development on green belt land. In this case, officers consider that there is an overwhelming and demonstrable need for secondary school places within the borough which is clearly demonstrated within the school places data within this report. The Council's Education Department have been unequivocal in outlining this need and it is clear that the need for secondary school places is especially pertinent given that it results from an exceptional increase in primary school intake and thus those additional children that will need the secondary school places are already in the school system.
- 17.3 It is important to note that even if the nearby Totteridge Academy were brought up to full capacity then there would still be an overwhelming need for the secondary school places which this development would deliver. In planning terms, further expansion of TTA would not be sequentially preferable to the current proposals given that such development would entail further green belt encroachment as opposed to the current scheme which represents previously developed land.
- 17.4 The special circumstances are reinforced by the lack of alternative sites that are available to facilitate development that could meet the identified need. The sequential assessment carried out in support of the application is considered to be robust and clearly demonstrates that all other sites of an appropriate size are unavailable, unsuitable or unviable with regards to providing a secondary school that would meet the identified need.
- 17.4 The development would not have an unacceptably detrimental impact on the openness of the green belt which is demonstrated by the visual impact assessment submitted by the applicant. The scale and height of the development steps down to integrate with the surrounding development and in this regard it is considered that it would not be visually incongruous within its context.
- 17.5 Subject to conditions, the development would not have an unacceptable impact on the amenity of the surrounding residential occupiers in terms of daylight, sunlight, overshadowing, privacy, outlook or noise.

- 17.6 One of the primary concerns arising from the consultation exercise was the potential for the development to have a detrimental impact on surrounding highway conditions in terms of traffic congestion, traffic safety and parking. In order to mitigate the impact of the development on the surrounding highways, the junctions of the A1000/Underhill and Underhill/Barnet Lane would be remodelled to ease traffic flow. A new right turn lane would be installed at the Underhill/Barnet Lane junction whilst comprehensive remodelling of the A1000/Underhill would allow for two lanes of traffic to travel in each direction which would significantly ease existing capacity problems. The S106 would require a contribution from the applicant towards the cost of the junction works which is commensurate with the level of impact that would arise from the development. The outstanding costs of the junction works would be met by the Council. The junction works would be implemented prior to the occupation of the development. On this basis, it is clear that the proposed highway improvement works would address both existing traffic congestion and the additional traffic impact that would arise from the development. Officers are therefore clearly of the view that there should be no grounds for refusal of the application on highway grounds.
- 17.7 in terms of parking, a parking survey was submitted as part of the Transport Assessment which assessed the projected impact of the development with regards to parking stress on the surrounding streets. Based on the projected modal split, the parking survey demonstrates that there is adequate existing capacity to accommodate any overspill parking not accommodated for within the on-site car park. Nevertheless, the applicant is committed to enter into a School Travel Plan as part of the S106 which would commit them to meeting car use targets. Should these targets not be met then a further parking review would be triggered which may necessitate a CPZ review which would mitigate any additional impact which may arise.
- 17.8 Officers consider that the planning obligations sought through the S106 Agreement would mitigate the impacts of development where necessary.
- 17.9 Having regard to all of the above and making a balanced recommendation, officers consider that the development is acceptable and as such approval of the application is recommended.
- 19.0 Recommendation: To approve application ref: 17/4840/FUL subject to the conditions and planning obligations outlined and subject to referral to the Mayor of London and the Secretary of State.**

Appendix 1: Site Location Plan



Appendix 2: Conditions

- 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.

- 2) The development hereby permitted shall be carried out in accordance with the approved plans and documents unless otherwise agreed in writing by the Local Planning Authority.

- EFAAP-PEV-XX-GF-DR-A-0201 - Rev P01
- EFAAP-PEV-00-XX-EL-A-3100 – Rev P04
- EFAAP-PEV-00-RL-DR-A-1203 – Rev P02
- EFAAP-PEV-00-01-DR-A-1201 – Rev P07
- EFAAP-PEV-00-00-DR-A-1200 – Rev P08
- EFAAP-PEV-XX-ZZ-DR-A-9000 – Rev P03
- EFAAP-PEV-00-02-DR-A-1202 – Rev P07
- EFAAP-PEV-XX-ZZ-DR-A-9100 – Rev P02
- EFAAP-ALA-00-XX-DR-L-0001 – Rev P01
- EFAAP-ALA-00-XX-DR-L-0007 – Rev P01
- EFAAP-ALA-00-XX-DR-L-0008 – Rev P01
- EFAAP-ALA-00-XX-DR-L-0009 – Rev P01
- EFAAP-ALA-00-XX-DR-L-0005 – Rev P01
- EFAAP-ALA-00-XX-DR-L-0003 – Rev P01
- EFAAP-ALA-00-XX-DR-L-0002 – Rev P01

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.

- 3) Notwithstanding the details shown on the plans, hereby approved, no development (other than demolition, site clearance and ground works) shall be undertaken unless and until:
- (a) 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; and
 - (b) where appropriate, a sample brick panel shall be constructed on site or a location to be agreed, inspected 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) Prior to the first occupation of the development, details of the size, design and siting of all photovoltaic panels to be installed as part of the development shall be submitted and approved in writing by the Local Planning Authority. Calculations demonstrating the additional carbon emission reductions that would be achieved through the provision of additional panels shall also be submitted. The development shall be carried out and constructed in accordance with the approved details.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with policies CS5 and DM01 of the Barnet Local Plan and policies 1.1, 7.4, 7.5 and 7.6 of the London Plan.

- 5) Prior to its construction, details of the emergency access road on Barnet Lane adjacent to The Pavilion shall be submitted to and approved in writing by the Local Planning Authority. Highways Engineering Drawings and detailed Construction Specifications shall be submitted, with a minimum scale of 1:200. The emergency access road as approved shall be constructed in accordance with the approved details before the site is occupied.

Reason: To ensure the safe form of access to the development and to protect the amenity of the area and to conform to 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.

- 6) The development hereby approved shall not be occupied until the existing redundant crossover(s) are reinstated to footway by the Highway Authority at the applicant's expense.

Reason: To confine access to the permitted points in order to ensure that the development does not prejudice the free flow of traffic or conditions of general safety on the public highway 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.

- 7) The development shall not be occupied until a means of vehicular access has been constructed in accordance with the approved plans.

Reason: To confine access to the permitted points in order to ensure that the development does not prejudice the free flow of traffic or conditions of general safety on the public highway 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.

- 8) Before the development hereby permitted is occupied; parking spaces shall be provided in accordance with the approved drawings. Thereafter, the parking spaces shall be used only as agreed and not be used for any purpose other than the parking and turning of vehicles in connection with approved development.

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.

- 9) Before the development, hereby permitted, is occupied a Car Parking Management Scheme shall be submitted to and agreed in writing by the Local Planning Authority.

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.

- 10) Before the development hereby permitted is occupied; details of cycle parking and cycle storage facilities in accordance with the London Plan should be submitted to and approved by the Local Planning Authority and 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.

- 11) Within 3 months of occupation a travel plan that meets the criteria of the current Transport for London travel plan guidance , currently 'Travel Planning for new development in London incorporating deliveries and servicing' and is ATTrBuTE compliant shall be submitted to 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 in writing for approval in years 1, 3, and 5 in accordance with the targets set out in the Plan.

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.

- 12) Before the development hereby permitted is occupied; details to show access and egress arrangements, pedestrian walkways and visibility splays are to be submitted to and

approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full in accordance with the approved details.

Reason: To ensure that the access is satisfactory in terms of highway safety and in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

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

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13, CS14, DM01, DM04 and DM17 of the Barnet Local Plan and policies 5.3, 5.18, 7.14 and 7.15 of the London Plan.

- 14) 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 10% active and 10% passive. 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.

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

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

- 16) Prior to occupation full postcode data of prospective pupils shall be submitted to the Local Planning Authority to enable TfL to review school bus routes and define walking and cycling catchment.

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.

- 17) Prior to occupation the applicant is to submit and agree a methodology to the LPA and carry out a PERS (Pedestrian Environment Review System) and CERS (Cycle Environment Review System) Audit. Any subsequent works are to be agreed with and funded by the applicant through agreement with the local highway authority.

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

- 18) Prior to occupation the applicant is to submit and agree a methodology to the LPA and carry out a School 20mph Zone Review. Any subsequent works identified are to be agreed with and funded by the applicant and implemented through agreement with the local highway authority.

Reason: To confine access to the permitted points in order to ensure that the development does not prejudice the free flow of traffic or conditions of general safety on the public highway 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.

- 19) Notwithstanding the details of the application, hereby approved, the start times for the school shall be as follows unless otherwise agreed in writing by the Local Planning Authority:

- Breakfast Club: 7.45am – 8.25am

- Core teaching hours: 8.30am – 4.30pm
- Extra-curricular: 4.30pm – 6pm

Reason: So that on-street parking is not unduly affected 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.

20) Part 1

Before development commences other than for investigative work:

- a) 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

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

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 5.21 of the London Plan 2015.

21) a) Prior to the installation of all extraction and ventilation equipment, details of all such equipment, including a technical and acoustic report shall be submitted to and approved in writing by the Local Planning Authority. The equipment shall be installed using anti-vibration mounts. The report shall include all calculations and baseline data as well as an acoustic report from a competent acoustic consultant and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

- b) The development shall be implemented in accordance with details approved under this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012) and Policy CS13 of the Local Plan Core Strategy (adopted September 2012).

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

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and 7.15 of the London Plan 2015.

- 23) a) Notwithstanding the details shown on the plans submitted and otherwise hereby approved, the development hereby approved shall not be first occupied or brought into use until details of all acoustic walls, fencing and other acoustic barriers to be erected on the site have been submitted to the Local Planning Authority and approved in writing.

b) The details approved by this condition shall be implemented in their entirety prior to the commencement of the use or first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the enjoyment of the occupiers of their homes in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012) and Policy 7.15 of the London Plan 2015.

- 24) a) Prior to the commencement of extraction and ventilation equipment, a detailed assessment for the kitchen extraction unit, which assesses the likely impacts of odour and smoke on the neighbouring properties shall be carried out by an approved consultant. This fully detailed assessment shall indicate the measures to be used to control and minimise odour and smoke to address its findings and should include some or all of the following: grease filters, carbon filters, odour neutralization and electrostatic precipitators (ESP). The equipment shall be installed using anti-vibration mounts. It should clearly show the scheme in a scale diagram and shall be submitted to and approved in writing by the Local Planning Authority

b) The development shall be implemented in accordance with details approved under this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure that the amenities of the neighbouring occupiers are not prejudiced odour and smoke in the immediate surroundings in accordance with policies DM01 of the Development Management Policies DPD (adopted September 2012) and Policy CS14 of the Local Plan Core Strategy (adopted 2012).

- 25) Prior to installation, details of the boilers shall be forwarded to the Local Planning Authority for approval. The boilers shall have dry NOx emissions not exceeding 40 mg/kWh (0%).

Reason: To comply with the London Plan's SPG on Sustainable Design and Construction and Policy 7.14 of the London Plan in relation to air quality.

- 26) Notwithstanding the details shown on the plans submitted and otherwise hereby approved, no development (other than demolition, site clearance and ground works) shall be commenced until details are submitted to and approved in writing by the Local Planning Authority which specify the details of boundary treatments to be installed within the development. These details shall include materials, type and siting of all boundary treatments. The development shall be implemented in full accordance with the approved details prior to the first occupation of any residential unit and shall be permanently retained as such thereafter.

Reason: To safeguard the privacy and amenities of the future occupiers of the proposed residential dwellings and in the interests of the appearance of the development, in accordance with policies DM01 and DM02 of the Barnet Local Plan.

- 27) No development (including demolition, site clearance and ground works) shall take place until details comprising a scheme of measures to be put in place to ensure that the clearance of the site and construction of the development hereby approved is compliant with development plan policy and legislation on the protection of breeding birds, bats, common toads and reptiles shall be submitted the Local Planning Authority and approved in writing. The site clearance works and construction of the approved development shall be carried out in full accordance with the scheme of measures approved for each phase under this condition.

Reason: To ensure that the development meets the objectives of development plan policy as it relates to biodiversity in accordance with policies DM01 and DM16 of the Barnet Local Plan and policy 7.19 of the London Plan.

- 28) No development (other than demolition, site clearance and ground works) shall take place until a detailed scheme of hard and soft landscaping and means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The details of landscaping and means of enclosure submitted shall include but not be limited to the following:

- the position of any existing trees and hedges to be retained or removed;
- details of all tree, hedge, shrub and other planting proposed as part of the scheme and all planting proposed for green walls and other soft landscaped structures, including proposed species, plant sizes and planting densities;
- means of planting, staking and tying of trees, including tree guards, planter depths and a detailed landscape maintenance schedule for regular pruning, watering and fertiliser use;

- existing site contours and any proposed alterations to these such as earth mounding;
- details of all proposed hard landscape, including proposed materials, samples and details of techniques to be used to provide conditions appropriate for new plantings;
- timing of planting;
- details of all proposed boundary treatments, fencing, gates or other 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.

- 29) All work comprised in the approved scheme of hard and soft landscaping be shall be carried out before the end of the first planting and seeding season following the first occupation of any part of the building.

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.

- 30) Any 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.

- 31) Prior to the first occupation of the development, hereby approved, details and specifications of all external lighting (including cowling) 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 permanently 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.

- 32) No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm on other days unless previously approved in writing by the Local Planning Authority.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties.

- 33) No deliveries shall be taken at or dispatched from the site on any Sunday, Bank or Public Holiday or before 7.30am or after 6pm on any other day.

Reason: To prevent the use causing an undue disturbance to occupiers of adjoining residential properties at unsocial hours of the day.

- 34) Notwithstanding the provisions of Part 32, Class A to schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that order) no extensions to the school hereby permitted shall be erected without express planning permission first being obtained.

Reason: To enable the local planning authority to retain control over these matters in the interests of controlling the intensity of use.

- 35) Prior to the first occupation of the new school buildings a community use agreement (prepared in consultation with Sport England) for the use of the school buildings, Playing Pitches and Multi Use Games Area shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of pricing policy, hours of use, access by non-school users, management responsibilities and include a mechanism for review. The approved scheme shall be implemented within three months of the occupation of the new school buildings.

Reason: To secure well managed safe community access to the sports and education facilities, to ensure sufficient benefit to the development of sport and to accord with Development Plan policy.

- 36) Prior to commencement of development (other than demolition, site clearance and ground works) the following documents shall be submitted to and approved in writing by the Local Planning Authority [after consultation with Sport England]:

- (i) A detailed assessment of ground conditions (including drainage and topography) of the land proposed for the playing field which identifies constraints which could affect playing field quality; and
- (ii) Based on the results of the assessment to be carried out pursuant to (i) above, a detailed scheme which ensures that the playing field will be provided to an acceptable quality. The scheme shall include a written specification of soils structure, proposed drainage, cultivation and other operations associated with grass and sports turf establishment and a programme of implementation.

The approved scheme shall be carried out in full and in accordance with a timeframe agreed with the Local Planning Authority. The land shall thereafter be maintained in accordance with the scheme and made available for playing field use in accordance with the scheme.

Reason: To ensure that the playing field is prepared to an adequate standard and is fit for purpose and to accord with Development Plan Policy.

- 37) Prior to its construction, details of the design and layout of Multi-Use Games Are (MUGA) have been submitted to and approved in writing by the Local Planning Authority [after consultation with Sport England]. The MUGA shall be brought into use prior to the first occupation of the development and shall not be constructed other than substantially in accordance with the approved details.

Reason: To ensure the development is fit for purpose and sustainable and to accord with Development Plan Policy.

- 38) Within 6 months of first occupation, certification demonstrating compliance with Secured by Design standards (or any superseding accreditation) shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of community safety in accordance with London Plan Policy 7.3, London Borough of Barnet's Local Plan Policy CS12 of Core Strategy (September 2012) and Policy DM02 Development Management Policies (September 2012).

- 39) Prior to the first occupation of the development, further details of cooling systems to be installed within the school buildings shall be submitted to and approved in writing by the Local Planning Authority. The cooling systems shall thereafter be implemented prior to the first occupation of the development and shall be retained for the duration of the use.

Reason: To minimise the likelihood of internal overheating during warm weather periods in accordance with London Plan Policy 5.9.

- 40) No piling shall take place until a piling method statement (detailing the depth and 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 sewerage 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.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

LOCATION: Brent Cross Cricklewood Regeneration Area, London, NW4

REFERENCE: 17/2963/RMA **Received:** 08 May 2017 **AGENDA ITEM 8**

WARD: Golders Green, West Hendon and Childs Hill. **Accepted:** 19 May 2017

APPLICANT: Brent Cross Development Partners **Expiry:** 19 August 2017

PROPOSAL: Reserved Matters Application for Phase 1B (North) of the Brent Cross Cricklewood Regeneration scheme relating to Layout, Scale, Appearance, Access and Landscaping submitted pursuant to Conditions 1.2.2.A and 2.1 and for the part discharge of Condition 13.1 attached to Planning Permission ref no. F/04687/13 for the comprehensive mixed-use redevelopment of the Brent Cross Cricklewood Regeneration Area. The proposal comprises retail led mixed use development which includes a replacement Brent Cross Bus Station, 52 residential units, new hotel, new energy centre, Eastern and Western Brent Riverside Park (including a Nature Park) and improvements to Sturgess Park. Application is accompanied by an Environmental Statement Further Information Report.

1 APPLICATION SUMMARY

The application is a Reserved Matters Application (RMA) for detailed design of Phase 1B (North) of the Brent Cross Cricklewood (BXC) regeneration scheme. Phase 1B (North) presents a substantial sub-phase of the BXC regeneration scheme and covers the majority of development plots within the northern regeneration part of the area around the site of the existing Brent Cross Shopping Centre.

The principle of development has been established under the Section 73 planning permission which was approved in 2014 and as such the RMA for Phase 1B (North) seeks approval for the layout, scale, access, appearance and landscaping of the development plots within this sub-phase.

The scheme proposes 82,325sqm of retail floorspace arranged over the central development plots within the development zone. An energy centre is proposed onsite which will serve the development within the sub-Phase. A replacement bus station is proposed, which will be operated by TfL. No additional car parking spaces are proposed, instead the proposal seeks to reconfigure the existing level within three multi storey car parks. A new service and delivery loading yard is proposed at basement level underneath the new centre. A new hotel is also proposed and a 52 dwelling residential block. A riverside walkway is proposed and will provide an upper and lower landscaped walkway along the re-routed River Brent. Public open space is proposed at the threshold entrances of the new shopping centre, along with a nature park and improvements to the existing Sturgess Park.

The application is accompanied by an Environmental Statement Further Information Report (ES FIR) which has assessed the proposal against a range of topics to show how the proposal is in compliance with the environmental assessment conclusions of the 2014 section 73 outline permission, subject to mitigation. Mitigation measures were identified for various topics and these have been incorporated into conditions recommended in this report.

2 RECOMMENDATION

This application is recommended for APPROVAL subject to the conditions attached in Appendix 1.

3 BACKGROUND TO THE BRENT CROSS REGENERATION

3.1 Outline Planning Consent

The principle of development at Brent Cross Cricklewood (BXC) was first established by way of a site-specific Development Framework produced in April 2004 as Supplementary Planning Guidance (SPG) in accordance with the London Plan at the time. The SPG established a vision to *‘to create a new gateway for London and a vibrant urban area for Barnet’*.

The comprehensive redevelopment of the wider Brent Cross Cricklewood regeneration area was subsequently granted planning permission in outline in 2010 under planning permission C/17559/08 (the 2010 permission). Subsequently, this permission was revised under a Section 73 planning application (F/04687/13) which was approved on 23 July 2014 (the ‘2014 s.73 Consent’) described below:

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

The 2014 s.73 outline permission includes a set of approved documents. The key documents include:

- The revised Development Specification Framework (RDSF) which sets out the parameters of the development
- The revised Design and Access Statement (RDAS) which provides guiding principles on development design
- Transport Assessment which is a report outlining the relevant transport requirements and parameters

- The revised Environmental Statement which provides an assessment of environmental impacts of the 2014 consent and provides baseline conditions which future EIA development should be assessed against.

3.2 Phasing of the BXC Regeneration Scheme

The Brent Cross Cricklewood development site as approved by application F/04687/13 covers a 151 hectare area. This area is bounded by the Edgware Road (A5) and the Midland Mainline railway line to the west and by the A41 to the east. The area is bisected east to west by the A406 North Circular Road. The site is adjacent to Junction 1 of the M1 (Staples Corner) and includes the existing Brent Cross Shopping Centre and Bus Station to the north of the A406. The 2014 s.73 Consent is a multi-phase scheme for delivery over a period of 16 years. Phase 1 is proposed to be delivered in sub phases which are divided between the northern and southern development zones of BXC. For Phase 1, the northern development zone which lies north of the A406 is being delivered by Hammerson Standard Life and the southern development zone which lies to the area south of the A406 is being delivered by the Council in partnership with Argent Related.

The Phase 1 sub phases are as follows:

- **Phase 1A (North)** which falls under eight separate approved RMAs includes highways infrastructure, junction improvements, the River Brent re-routeing and the new Tempelhof Bridge and Living Bridge. Details of the approved RMAs are included within Appendix 2.

The following Highways Infrastructure: Claremont Avenue; Claremont Road Junction North; High Street South (East Works); Orchard Lane; and, the following Open Space Infrastructure: Claremont Park Improvements; Clitterhouse Playing Fields Improvements (Part 1) fall, at the time of writing, under Phase 1A (North). However these items of infrastructure were re-phased via condition 4.2 (16/7489/CON) and these items of critical infrastructure have been re-phased to Phase 1B (South). This change in phasing has been subject to consideration at committee and has been recommended for approval subject to the completion of a deed of Variation to the Section 106 Agreement (the second Deed of Variation).

- **Phase 1A (South)** comprises the delivery of Claremont Park Road (Part 1) to support Phase 1 of the Southern Development. This phase also currently includes the Waste Handling Facility Diverted Geron Way/A5 junction which is the subject of a re-phasing application (17/3661/CON) to create the new sub-phase to deliver the Thameslink Station and is proposed to be moved to Phase 2 (South) (Thameslink Station).
- **Phase 1B (North)**, the subject of this application, and which includes all of the plot development on the north side with the exception of the residential development within the Brent Cross West Zone. The sub phase also includes the new bus station, reconfigured shopping centre, Brent Cross Main Square, High Street North and other northern pedestrian routes, as well as elements of the Riverside Park, Sturgess Park Improvements and around 52 housing units.

- **Phase 1B (South)** includes the Clarefield Park Temporary Replacement Open Space, along with the Claremont Park Improvements and Clitterhouse Playing Fields (Part 1). It also includes residential floorspace (circa 260 units including the Whitefield Estate Replacement Units (Part 2) on Plot 12). This sub-phase will also deliver a number of highway infrastructure items including Claremont Avenue, Claremont Road Junction (North), High Street South (East Works) and Orchard Lane. This phase also currently includes the Waste Handling Facility which is the subject of the re-phasing application to create the new Thameslink Station sub-phase and is proposed to be moved to Phase 2 (South) (Thameslink Station).
- **Phase 1C** – This will include the remaining plot development in Phase 1 on the south side, including Plots 11, 13, a temporary health centre and neighbourhood policing unit, the Market Quarter Community Facilities, and plot 62 (allocated for business) which is the subject of the Thameslink re-phasing application and will be moved to Phase 2 (South) (Thameslink Station).

3.3 Key Relevant Planning Decisions

A full list of determined and pending planning applications associated with Phase 1 North of the BXC scheme is provided in Appendix 2.

Application 17/2528/NMA under Section 96a of the Town and Country Planning Act approved a non-material amendment (NMA) to the s.73 Permission to increase the retail floorspace within the BXE Development Zone. Specifically the application approved an increase in 4,192sqm of A1 – A5 retail floorspace which is comprised of 2,515sqm of Class A1 comparison retail floorspace and 1,677sqm of Class A3 – A5 floorspace. This resulted in a revised total floorspace figure for the BXE Development Zone of 82,325m² for Retail and Related Uses. As such the outline parameters for Phase 1B (North) comprise those as amended by 17/2528/NMA.

The NMA also sought some demolition, decommissioning and loss of existing A1 comparison retail floorspace within the Brent Cross Shopping Centre to allow for the Phase 1B North application to be put forward and therefore enabling the extension to be constructed. The NMA application also amended the wording of Condition 36.8 and requires that areas of the existing centre to be demolished/lost/decommissioned are to be identified within the drawings submitted for the Phase 1B (North) RMA. In this regard, plans submitted under the application before the Committee identify the relevant areas to be demolished, lost and decommissioned.

An associated application under Condition 2.4 and 2.5 of the s.73 Permission (17/2460/CON) approved consequential changes to the s.73 Permission documents. This made minor amendments to parameters within the RDSF and text within the RDAS to reflect the minor increase in retail floorspace approved under 17/2528/NMA.

3.4 Pre-Reserved Matter Application Conditions

The s.73 outline consent for the Brent Cross regeneration includes a number of pre-Reserved Matters conditions intended to establish key principles of the development. The majority of these require submission prior to applications for reserved matters being submitted to the Council. Reserved Matters Applications are then required to accord with commitments and strategies approved under these conditions where relevant.

The relevant pre-RMA conditions related to Phase 1B (North) have all been submitted. There remain a number which are yet to be approved. The wording of these conditions does not specifically require their discharge prior to the approval of Reserved Matters but in some instances there is a direct material relationship between the details of the reserved matters submission and the principles being captured within the conditions.

Appendix 2 includes a list of those pre-RMA conditions for Phase 1B (North) which have relevance to the plots but have yet to be formally determined. In most instances agreement has been reached between the LPA and the applicant but the conditions have yet to be formally discharged. In all of these circumstances those sections relevant to the reserved matters application for 1B (North) have been confirmed in discussions between the LPA and the applicant to be acceptable.

Condition 1.31 allows for the determination of relevant reserved matters applications in circumstances where conditions have yet to be approved:

“Where in these conditions any document strategy plan or other document or information is required to be submitted prior to any Reserved Matters Application or Other Matters Application required under this Permission, the grant of the relevant Reserved Matters Approval(s) or Other Matters Approval(s) shall be subject to the LPAs prior or simultaneous approval or confirmation (as the case may require) of the relevant document strategy plan or other document or information.

Reason: To ensure that an accurate and consistent interpretation is applied in the application and enforcement of these Conditions and the corresponding provisions in the S106 Agreement.”

As the relevant aspects of these conditions are acceptable to the LPA in the development of the Plots, Committee is in position to make a decision prior to the formal approval of these outstanding conditions. A schedule of pre-RMA Conditions relevant to Phase 1B (North) is included within Appendix 2.

3.5 Application under Condition 2.4

An application has been submitted against Condition 2.4 (with planning reference 17/3984/CON) which seeks to make minor amendments to the RDSF to reflect the minor changes as a consequence of the Phase 1B (North) detailed design.

4 DESCRIPTION OF THE SITE AND SURROUNDINGS

4.1 Description of the Wider BXC Site

The Brent Cross Cricklewood development relates to a 151 hectare site which is defined to the west by the Edgware Road (A5) and Midland Mainline railway line; to the east by the A41; and is bisected east to west by the A406 North Circular Road. It includes Junction 1 of the M1 (Staples Corner), the existing Brent Cross Shopping Centre and Bus Station to the north of the North Circular as well as the existing Sturgess Park. To the south of the North Circular, the site contains the Brent South Shopping Park, existing Tesco store and Toys 'R' Us store, the Whitefield housing estate (approximately 220 residential units), Whitefield Secondary School, Mapledown Special School and Claremont Primary School; Hendon Leisure Centre, Brent Cross London Underground Station to the east; Clarefield and Claremont Parks and Clitterhouse Playing Fields (Metropolitan Open Land) to the south; and the Hendon Waste Transfer Station, Claremont Way Industrial Estate and Cricklewood Railway Station to the far south of the site.

The Tempelhof Bridge and the A41 flyover provide the only direct north-south link across the North Circular Road. The London Borough of Brent is located to the immediate west of the site, on the opposite side of the A5 Edgware Road. The BXC site is dominated and constrained by the existing road network and rail infrastructure. It contains industrial land, former railway land, retail warehousing and large areas of surface car parking. Comprehensive redevelopment is required to enable the provision of a sustainable mixed use town centre and to create an acceptable residential environment.

The BXC site includes key parts of the Transport for London Road Network at Hendon Way (A41) and the North Circular. The site is also bounded by the A5 Edgware Road, part of the Strategic Road Network. The area also includes sections of the Midland Mainline railway between London St. Pancras and the north of England, including the existing Cricklewood Station. Brent Cross Underground Station is within the eastern boundary of the regeneration area. Brent Cross Bus Station also provides access to 18 bus routes (including Green Line).

4.2 Description of the Phase 1B (North) Site

The Phase 1B (North) application site is located in the northern most area of the Brent Cross redevelopment site, with the A406 and re-routed River Brent running across the southern border. The site is comprised of the existing Brent Cross Shopping Centre, River Brent, Sturgess Park and existing car parks, some of which relate to the existing Brent Cross Shopping Centre. Although the existing Brent Cross Shopping Centre is located within the northern section of the site, it does not form a part of this reserved matters planning application.

The northern and western surrounds of the application site is comprised of housing. The A41 runs along the eastern boundary of the site. To the south of the site beyond the A406 lies the southern development of the regeneration scheme.

5 DESCRIPTION OF PROPOSED DEVELOPMENT

5.1 Phase 1B (North) Proposals

This reserved matters submission provides details of layout, scale, appearance, access and landscaping in relation Phase 1B (North). The s.73 Permission defines Phase 1B (North) as consisting of all Plot Development and Critical Infrastructure within the Brent Cross East (BXE) Zone. These are as follows:

- Transport Infrastructure T2 (Replacement Brent Cross Bus Station)
- BXE Development Zone (BXE) Development Plots
- BXE associated streets and spaces
- Brent Cross Main Square
- Threshold Spaces – Layfield Place, Fenwick Place and Tempelhof Circus
- High Street North
- Community Facilities
- Neighbourhood Police Unit
- River Brent Nature Park (NP4)
- Eastern Brent Riverside Park
- Western Brent Riverside Park
- Sturgess Park Improvements

The proposal for each item of Development Plot and Critical Infrastructure item is described under each heading below.

5.1.2 Transport Infrastructure T2 (Replacement Brent Cross Bus Station)

The s.73 Permission defines the replacement bus station as:

“Transport Interchange T2 (Replacement Brent Cross Bus Station) means replacement bus station in accordance with paragraphs 3.30, 3.31 and 5.15 of the DSF and the Details of which shall be approved in accordance with Condition 13.1 of this Permission to be located approximately in the location marked “T2” on Parameter Plan 002 in the Brent Cross East Zone to replace the existing Brent Cross bus station and the indicative layout showing how such station could be carried out in accordance with the parameters and principles approved under this Permission is shown Indicative Zonal Layout Parameter Plan 027 and also the design principles and dimensions set out in Schedule 6 of the Section 106 agreement.”

The new replacement bus station is proposed to be located south east of the existing bus station between the proposed extension to the shopping centre, and the A406 and the re-routed River Brent (the re-routing of the River Brent was approved under 15/03315/RMA) running along the southern and south eastern boundary of the bus station site.

The replacement bus station proposes 13 bus stops and 19 bus stands of which 16 are arranged in double length pairs. Additional bus routes will be added to the routes which pass

through the bus station. TfL, as leasee of the bus station, has been heavily involved in the design development of this aspect of the scheme with the aspiration to provide a world class bus station.

The proposed access for buses into the station is at the southern point of the station from Prince Charles Drive. Buses will exit the station at the eastern end onto Prince Charles Drive. The proposed general arrangement of the station can be seen on plan "UPDATED VOL4_BUS STATION GENERAL ARRANGMENT PLAN BUS STATION LAYOUT_08069-CTA-SB-LG0-DR-A-15501_P18" submitted within Volume 4 of this RMA. The bus station will be situated at the ground level of Plot 103 and 104, with car park uses on the levels above. A pedestrian peninsular will be situated along the length of the bus station with the western most area leading into the shopping centre and the eastern most area where the bus station staff area is to be located. The pedestrian peninsular will be covered by the overhanging upper levels of the car park building as well as by canopies for passenger waiting areas.

Within and around the pedestrian peninsular are proposed to be two kiosks for information points and to the north west of the station adjacent to the entrance of the shopping centre are to be two wheelchair accessible toilets. The bus station staff areas are proposed to the eastern area of the bus station accessed via a walkway to the north east of the pedestrian peninsular. This area will be comprised of a management store, office area and changing rooms and toilets.

Direct public access between the bus station and the shopping centre will be primarily via the main bus station shopping centre entrance which lies at the north west of the station. Adjacent to the west of this key entrance is an informal pedestrian route through the lower ground south eastern corner of the department store at Plot 102 which will provide a direct access point to the station from the shop floor. A further pedestrian link between the centre and station will be via a staircase linking the station at lower ground level with the Living Bridge (Bridge Structure B7) at upper ground level from which the shopping centre can be directly accessed. A pedestrian route will also be provided between the shopping centre and the eastern side of the bus station: this link includes two zebra crossings.

5.1.3 BXE Zone Development Plots and Associated Streets and Spaces

A plan showing the location of each development plot is provided at Appendix 3.

Plot 101 (Energy Centre and Retail)

Plot 101 which is an existing car park, lies to the south west of the Phase 1B (North) site area. The site is bounded by BXSC to the north, the A406 to the south, the replacement Tempelhof Bridge to the east, and to the west Plot 114 which is designated for residential development under future Phase 2 (North) of the s.73 Permission. The re-routed River Brent runs immediately to the south and west of Plot 101 and the pedestrian and cycle link (approved under permission 15/03312/RMA) runs north south through the plot.

The proposal for Plot 101 includes a new building which will house an energy centre and a bicycle/café hub; a substation to the southern end of this new building; a Collect by Car facility to serve Plot 102 anchor store M&S; and landscaped surrounds.

The energy centre will occupy the majority of the building which is comprised of three principle levels as well as a below ground service duct level, and an open roof level for enclosed plant. The public bicycle/café hub is proposed at the second level of the building and will be accessed at grade from Tempelhof Avenue. The dedicated energy centre will be comprised of a gas fired CHP engine and gas boilers which will provide heat to the residential Plot 113 development and other units within Phase 1B (North) which elect to connect to the CHP. Other non-domestic building plots will be able to connect to the heat network should they elect to do so as per the approved Energy Strategy (revision 8) which is an approved document under condition 35.6 with planning reference 14/08106/CON). Cooling for the shopping centre extension will be provided by high efficiency water cooled chillers also located at Plot 101.

The Collect by Car facility, managed by M&S who are the tenant of Plot 102, provides a means by which customers purchasing retail goods online can then collect these goods by car. The Collect by Car facility will be located within Plot 102 and can be accessed via a turning off of Prince Charles Drive which leads to a looped road within Plot 101 and situated below the Tempelhof Bridge and beside Plot 102.

Internal circulation will be via a fire escape staircase and lift. The stair core serves all levels of the building, and the lift serves all levels except the roof level. The lower two floors of the proposed building can be accessed directly from the surrounding ground level on the western side, and Tempelhof Bridge level at the eastern side. Public access into the building is from the east of the Plot site via the bicycle café zone on the second level. This access point is at grade with the Tempelhof Bridge.

Pedestrian links connect the site to the surrounding lower riverside walkway as well as the Tempelhof Bridge and the main pedestrian crossing linking the bridge to the Tempelhof Circus threshold entrance to the proposed BXSC extension. There is a graded footpath to the west of the site which loops down from upper ground level to lower ground level where it meets the lower riverside walkway. Cycle parking will be provided adjacent to the graded footpath to the north of the site. Proposed at the northern extent of the site are stairs which provide a more direct link between the site and the lower riverside walkway. The sole highway access lies to the southern extent of Plot 101 and will be utilised by customers for M&S Collect by Car service. This access route provides a layby for use for large delivery and maintenance vehicles for the Plot 101 energy centre and cycle café hub.

The façade of the building will be clad with vertical tubing and a glazed band is proposed at the northern elevation, continuing along the length of the eastern elevation which fronts Tempelhof Avenue. There are two angled recesses along the eastern and western elevations. At the second level of the building, the western recess incorporates a projecting terrace area bicycle/café hub overlooking the River Brent. Planting is proposed in the northern and southern extents of the Plot in the areas surrounding the new building. A green wall screen archway is proposed at the Collect by Car road access point.

Materials proposed for the building are comprised of a metal louvre cladding which will be overlaid with vertical aluminium tubes. These two metallic elements will have contrasting colour tones. The surrounding areas of Plot 101 will be comprised of re-constituted stone-faced precast concrete plinth elements. The proposed materials for Plot 101 are indicative at this stage and will be subject to LPA approval via a condition which will be attached to any Phase 1B (North) RMA approval.

Plot 102 (Multi-Storey Car Park)

Plot 102 is located on an existing surface car park serving the existing Brent Cross Shopping Centre (BXSC) and is situated at the most southerly point of the Phase 1B (North) boundary. A new multi storey department store building is proposed at Plot 102 as well as a basement service and delivery yard. Within the proposed Phase 1B (North) scheme, the new department store will sit on the southern edge of the development between the Living Bridge and the Tempelhof Bridge. The building will have five main levels as well as an internal second floor mezzanine and a rooftop level. D2 leisure uses are proposed to be located above the department store. A plant area is provided on the rooftop level.

It is expected that Marks and Spencer will be the main tenant and will occupy the three main retail trading levels that are accessed directly from the internal shopping centre extension at lower ground, upper ground and level 1. The leisure offer and restaurant uses will be located at roof level. The current M&S store will be relocated to the new building proposed at Plot 102. M&S' Collect by Car facility will be located within a dedicated area of the basement. The public drive through access to the Collect by Car facility will be from the adjacent Plot 101.

A servicing and delivery yard for the new shopping centre extension is proposed in a basement beneath the new department store building on Plot 102 and will be accessed via a bridge over the River Brent from Prince Charles Drive. The operation and management of the service and delivery yard is detailed in the report submitted and approved under Phase 1B (North) pre-RMA condition 1.22 with planning reference number 17/3088/CON.

The servicing and delivery yard access includes security arrangements to check each vehicle before it enters the basement. This will include rising bollards that will be lowered once a vehicle has been validated via remote cameras. The servicing and delivery access also crosses the upper riverside walkway. An informal pedestrian crossing is located at the mouth of the basement access ramp. Signage and lighting will be provided in this location to identify the informal pedestrian crossing over the delivery bay vehicle access point.

The lower ground level of the department store is intended to provide an ancillary convenience food store. From this store, there will be direct public access to the bus station. Lift cores are located internally within Plot 102 at the lower ground level and will serve all the levels of the Southern Multi Storey Car Park located in the adjacent Plot 103. The upper ground and first floor will be accessed from the internal circulation mall of the extended shopping centre and will be comprised of retail uses. Plot 102 also includes a second floor mezzanine level which is arranged over approximately half of the floor level. The second floor consists of double height leisure and food and beverage units which will be accessed

from associated second floor mezzanines and from the third floor. The roof level will predominantly be occupied by plant.

Plot 102 is a part of the new extended retail centre although the new department store building sits independently from the other retail units within the extended centre. The department store will be located between West Street (the western wing of the new BXSC extension) and High Street North (the main circulation mall running east to west through the new BXSC extension). The northern elevation of Plot 102, which will be internal to the new BXSC, will front onto Brent Cross Main Square. The Living Bridge northern approach flanks the eastern elevation of the store and towards the north eastern corner of the store at this upper ground level is a glazed entrance to the new centre. The southern elevation of the plot forms part of the upper riverside walkway which will be landscaped with seating provision, and with access to the lower riverside walkway via lift and stairs in this location. These features were approved under the Phase 1A (North) 15/03315/RMA consent.

Plot 102 consists of three main trading levels which are accessed directly from the internal circulation malls at lower ground, upper ground and first floor. The upper floor restaurant and leisure offer will be accessed via lifts from the first floor of the internal shopping centre. The upper level restaurant will also have its own dedicated lift access directly from the Living Bridge. Within the department store there will be lifts, escalators and stairs connecting all levels. The flexible leisure D2 use class area proposed at upper floor level will be accessed by the internal circulation mall of the shopping centre extension at first floor level.

A pedestrian and cycle route (the Upper Riverside Walkway) runs adjacent to the southern facade of Plot 102. There are a number of pedestrian access routes between the bus station and Plot 102: via the staircase proposed along the northern approach of the Living Bridge; stairs to the south west of the plot at the riverside walkway; and direct access from the lower ground of the department store directly onto the bus station pedestrian concourse.

The façade design for the new building will be glazed ceramic panels of a natural off white colour banded vertically around the building with two large recessed glazed areas providing a view through to the shop floor from the Living Bridge and from the Tempelhof Circus area. Other areas of glazing on the façade will front back of house areas and will include fritting. The glazed ceramic panels will be a range of sizes, colours (a range of off white shades) and profiles will be the primary building façade material. An indicative material palette accompanies this application with the final choices of material to be attached as a condition to the RMA if approved. Illumination of the façade has been suggested by the applicant and details of this proposal will come forward under a lighting strategy attached as a condition to any RMA approval for 1BN.

Signage relating to the Brent Cross Shopping Centre and various retail outlet logos is proposed on the east, south and west elevations of the building. An application for advert consent will be submitted separately from this RMA for approval by the LPA.

Plot 103 and 104 (Bus Station, Southern MSCP, Retail and Community Facility)

Plot 103 and 104 occupy an area currently comprised of surface car park to the south of the existing River Brent and the existing Brent Cross Bus Station.

Plot 103 comprises: the replacement bus station; community use floorspace; retail uses within the shopping centre at the lower ground floor; retail uses and back of house areas at the upper ground floor; the first level of the car park and a food and beverage offer at first floor; a multi storey car park which is arranged over the second to fifth floor; and a plant deck at roof level. The western extent of the plot is bookmarked by a building comprised of two levels of café/restaurants and two storeys of double height flexible community space above this. A block of public toilets is provided at the lower floor of the community facility.

This area includes the southern length of the circulation mall, the retail units which are located along the southern side of High Street North and the southern portion of 'the Market' (see description for Plot 106). Details of the community facility which is proposed within Plot 103 are outlined in section 5.1.3 of this report.

The bus station is located beneath Plot 103 and 104. There is a sloped route from the bus station pedestrian peninsular to the shopping centre entrance. Two toilets are proposed along the route near the shopping centre entrance. Two seats are located along the length of this slope to provide resting points along the route. The toilets are unisex and suitable for disabled and wheelchair users. Whilst these toilets serve the bus station, they are located outside the land which is being leased by TfL and therefore will be managed by the shopping centre.

A multistorey car park is proposed as the Southern Car Park which will contain 1450 parking spaces. The 1450 parking spaces within the southern MSCP provide different parking bays for different customer needs and therefore not all the bays are of the same space criteria. 5% of all parking bays are designed as disabled parking bays and an additional 5% are adaptable for conversion to disabled bays at a later date. Electric vehicle charging points will serve 10% of the parking bays with cabling also provided for a further future 10% in line with the London Plan and outline permission requirements.

The existing Brent Cross shopping centre contains a shop mobility unit which provides shop mobility scooters to wheelchair users and those less able to enable easier movement around the shopping centre. To address the increase in size of the shopping centre, a secondary satellite shop mobility unit is proposed under this application to serve the predicted increase in customers. The new unit will be located at the western side of the Southern Car Park at level 1. The route to the new shop mobility unit from the car park, the bus station, and the external streets and spaces is step free and appropriate for wheelchair users. Resting points have been included by way of seating to ensure that no route has a 50m stretch or more without a resting point.

Plot 104 comprises the spiral ramp access to the south multi storey car park as well as some office use associated with the management of the shopping centre. The ramp which provides both entry and exit points to the car park, is accessed off the Eastern Roundabout. The ramp rises 13m above the ceiling height of the bus station at which point it meets the first level of the car park. At this point the upward ramp stops and upper levels of the car park can be accessed using a 'D' shaped ramp at the opposite, western side of the car park. The access ramp of the car park has a clear height of 2.6m for each level of the ramp. Car park clear heights are 2.6m at entry and exit level within the Plot 104 access spiral ramp,

and clear 2.6m along level 1 and 2 of the car park. All other car park levels are a clear height of 2.4m. The car parks will be open 24 hours a day and be managed. They will also be covered by an extensive CCTV network, the details of which are provided under condition 7.1 Estate management framework for phase 1B (North) under application reference 17/1585/CON.

The bus station, retail floors and car park levels are connected by banks of lifts located to the northwest of the bus station and within the shopping centre. There is step free access to all public parts of Plot 104. The retail area of Plot 104 can be accessed from Fenwick Place Threshold Space and also off the internal mall along High Street North. There will be a lift core with three lifts located in a 5m wide lobby area, located off High Street North which will serve all retail levels, the management suite and the car park. The lifts will be sized to accommodate shopmobility scooters.

Fenwick Place threshold space is located at the northern most point of the proposed building at Plot 104. This provides one of the main entrance points into the new shopping centre extension and meets the eastern extent of High Street North.

The design of the southern façade of Plot 103 has been developed to provide interest to what is a very long and significant elevation with prominent views along the A406. The façade design is formed of an arrangement of diamond shaped metallic pieces which will overlap one another to form a shell like cladding across the façade. These metallic pieces will either be solid or perforated and meshed and finished in silver and a red-brown tone. These overlapping diamond shaped panels of approximately 1m in width and 2m in length. Above the parapet level there will be a lightweight stainless steel mesh protection screen. It is intended that the façade will be illuminated and details of this will be conditioned. The car park access ramp on Plot 104 will be comprised of re-constituted, stone faced pre-cast concrete for the lower portion and stainless steel mesh for the upper parts.

The building in which the community facility is situated is clad in reconstituted stone-faced precast concrete. The majority of the facades will be glazed and framed with an anodised aluminium frame.

Advertising consent will be sought separately for all signage and advertising panels to be installed on the building. It is envisaged that the southern façade of Plot 103 will include signage relating to the main tenants of the shopping centre and these will be cantilevered off the face of the building. The spiral car park entrance/exit ramp will be wrapped with advertising panels.

Plot 105 (Multi-Storey Car Park)

Plot 105 is located on an existing surface car park at the eastern extent of the Phase 1B (North) to the east of the existing Fenwick department store which will remain in its current location. The topography of the site presents a level rise from the south to the north. The proposal for the plot comprises a six level multi storey car park accommodating 1450 parking spaces which will sit above a lower ground level taxi rank and valet parking area with designated concierge, and a cycle parking storage area.

Due to the level changes of the sites topography which rises northwards, only the southern portion of the site is proposed to incorporate a lower ground level. This level will accommodate a valet parking area shared with a taxi rank. Vehicles will access this area from the southern access road coming off of the Eastern Roundabout. It is intended that signage to the vehicular entrance be placed above the access point, the details of which will be provided by way of a condition attached to the RMA approval.

Access to the Plot 105 eastern car park is proposed at the north eastern end of the plot from the estate road. At the south western corner of the site lies a lift and stair core linking the car park to the main BXSC and at the lower level this access opens out onto the Fenwick Place threshold space. A second lift and stair core is included at the north western corner of the car park which connects into the main BXSC at this location.

Precast concrete will be used for the entrance and exit car park access ramp, as well as the stair and lift cores located at the south western corner of Plot 105 and which front onto Fenwick Place. Fire escapes will be located at the northern most point in each of the access ramps at upper ground, first and second floor which equates to the first, second and third car park levels. The stair core which fronts onto Fenwick Place Threshold Space will include a fritted, glazed vertical strip along the length of the elevation which will be framed with a bronze finished aluminium frame. The lift core will also include a vertical strip along its length which will be a bronze finished aluminium strip.

A series of vertically positioned twisted bronze-finished aluminium fins are the primary cladding material to the car park structure. These will allow natural ventilation of the car park. At a low level there is a similar un-twisted series of fins and these in turn sit over a stone-effect pre-cast concrete plinth element. The base of the building will be formed of reconstituted stone-faced precast concrete panels on which the main façade sits. Each fin is twisted at a different point along the length and as they wrap around the eastern and southern façade an undulating wave emerges across the façade. Materials are indicative at this stage and will be conditioned with any approval given to the 1BN RMA.

The car park will provide 5% of spaces as designated blue badge bays and 5% as adaptable bays which are designed in excess of the standard bay parameters to enable conversion to disabled bays at a later date. The level of provision accords with the approved Car Parking Management Strategy which is currently being revised under planning reference 17/5856/CON. The proposals provide electric vehicle charging infrastructure to serve 10% of the parking bays as per the London Plan and outline permission requirements. Further details on the provision of electric charging points will be submitted under condition 39.7 of the outline permission. The entry level of the valet and taxi rank and level 1 of the car park will be 2.6m which satisfies guidance for HSVC vehicles for wheelchair users. Other levels of the car park are 2.4m.

Plot 106 (Retail and Cinema)

Plot 106 is a triangular shaped block which forms the extension of the existing shopping centre building. It extends southwards from the existing centre towards Plot 102. High Street North runs along the eastern length of Plot 106, terminating in Fenwick Place Threshold Space and West Street forms the western retail circulation mall of the plot and terminates at

Layfield Place Threshold Space to the west. Brent Cross Main Square is centred in Plot 106 and is the public space hub where these two principal circulation malls meet.

This building will form a significant part of the shopping centre extension. It will house retail on the lower ground and upper ground floors, restaurants on the first ground floor and a cinema block on the second floor which will extend above the roofline of the shopping centre extension. A green and brown roof is proposed on the roof level of the cinema block. The Police Neighbourhood Unit is proposed at the upper ground floor of Plot 106 and is 90sqm in area.

Two distinct food and beverage character areas will be provided at first floor level. These are referred to as The Market which lies along High Street North; and The Food Village which is located off West Street.

The Food Village is the name given to the area situated along West Street at the first floor. This area is proposed to be planted with areas of seating which reflect the organic configuration of the meandering retail mall. It is intended that the internal elevations of this area are greened with some artificial and some productive plants incorporated to tie in with the food offer provided. Food and beverage kiosks and stalls are proposed and the Food Village will fall within an A3 – A5 use class. The configuration of this area, including the location of kiosks, stalls and seating is to be flexible. The number of kiosks and stalls, given that these fall within the A3 – A5 use class category, will therefore be controlled by the overall retail floorspace level permitted for Phase 1B (North) and therefore the flexibility of the configuration is acceptable since the provision of A3 – A5 floorspace will not exceed the overall allowance for the BXE Development Zone.

The indicative level of A3 – A5 in the Food Village will be 748 sqm GEA to be arranged in any configuration. Seating within the Food Village is proposed as general seating for use by all visitors to the centre and will be situated along West Street and is intended to serve customers visiting the Food Village as well as customers for the shopping centre as a whole. As such, the seating here is not included within the A3 to A5 use class floorspace as it is classified as general seating for visitors.

It should be noted that the southern extent of High Street North falls within Plot 103 which includes the southern length of the circulation mall, the retail units which are located along the southern side of High Street North and the southern portion of the Market. The Market area will be discussed and assessed in full within this section of the report relating to Plot 106 sections of the report. Similar to the concept of the Food Village, The Market is an area which is proposed along the first level of High Street North. The character of The Market is of a more angular and linear formation and will adopt an industrial theme with metallic and timber materials. The food and beverage stalls and kiosks in the Market will be fixed in location and the seating provided to serve this area will also be somewhat fixed. The Market seating primarily serves the kiosks and stalls of the Market area and as such is provided as ancillary seating to the main A3 – A5 use class. The entirety of the Market area will therefore fall under an A3 – A5 use class floorspace which is fixed at 1,684 sqm GEA.

The approach to the façade design for both the internal and external elements of the building was for an external theme to be projected internally to emulate a typical high street

environment. The design of West Street is inspired by the external green areas of the scheme including the Nature Park, Riverside Walkways, Sturgess Park and the Living Bridge. West Street aims to provide an interior park to the centre which links the external areas of green. As such the malls are not linear but winding with curved bridge structures connecting each side of the mall over the curved void areas. The material palette for these internal malls aims to create an external feel to the internal centre and as such includes timber panelling, brickwork and metal cladding. Where the cinema element of the building protrudes above the roof line of the building, it will be clad with aluminium metal panels.

The structures which separate the shop units along the lower and upper ground floors are referred to as the demise piers which will be designed to be narrow and discrete and comprised of buff stone, back-painted glass and stainless steel to again provide an external atmosphere found on a typical high street into the centre. Paving along High Street North and West Street will be of natural stone and aim to blur the transition between internal and external environments.

West Street is located between Plot 107 and 108 and Plot 106. This pedestrian route is internal to the new shopping centre and runs along the eastern extent of Plots 107 and 108 connecting Layfield Threshold Space to the north of the plots with Brent Cross Main Square at the southern extent of the building.

The landscape proposals for West Street at the first floor level will provide a distinctive and green environment within the internal street of the shopping centre. The character of this Park zone will link with the external green areas of the centre and promote an outward looking environment. Having a relaxed and green environment within the new centre will create a unique area which will create interest and provide a further draw to the centre beyond the retail, leisure and food and beverage offer.

It is proposed that there will be an element of greenery along the walls of the Food Village with productive planters being grown which link into the food offer and cultivate a more natural and green environment. West Street will be an organic and flowing circulation mall which meanders along its length rather than a linear street scape. Bridges will cross the mall at various points along the length of West Street resulting in a set of five void spaces with the sixth and largest void space situated at the Brent Cross Main Square area adjacent to Plot 102. The areas around the void areas will be landscaped with planting and relaxing seating such as sun loungers and deck chairs. The planting proposed at the lower ground floor along West Street will be real and allow shoppers to interact with the planting. Due to intensive levels of maintenance and loading restrictions of malls, the planting proposed at upper floors of West Street will be light weight high specification artificial planting. It is also proposed for there to be vertical 'hanging gardens' which will hang through the void areas and falling from some of the bulkheads of the higher level floors.

A green façade is proposed to the internal elevation of John Lewis at the first floor level. This green wall provides a softer elevational treatment which relates to the green wall along the ground level of Layfield Place.

It is proposed that the Food Village also contain a small events area for small scale events. This events space will be a flexible space where the seating configuration can be adjusted

from deckchairs on a lawn to more formal tiered seating. This type of flexibility will provide a changing environment for customers to experience and increase interest and interaction with the space.

At this stage the cinema has not been leased, however Hammerson are in discussions with cinema operators. As such the designs and layouts provided with this RMA are largely indicative, but the proposed height and massing accommodates the requirements of a typical cinema provider. As such no layout is proposed at this stage and only the cinema massing and height is proposed under this RMA. The Neighbourhood Police Unit is located within this plot at upper ground level.

Each of the new Threshold Space entrances provides direct access to and from Plot 106: Fenwick Place provides access onto High Street North; Tempelhof Circus provides access to West Street at the upper ground level; Layfield Place provides access into West Street; and although not defined as a Threshold Space under the 2014 permission, the Living Bridge entrance provides access directly onto High Street North at the upper ground level. Plot 106 is arranged over three levels. Each of the three trading levels (lower ground, upper ground and first floor) have step free access via lifts and escalators along the malls. Seating areas are integrated along High Street North and West Street to provide resting points along routes of 50m which is a requirement as per the Inclusive Access and Wayfinding Strategy approved for BXC under Condition 1.26. The entrance to the cinema is located at the first floor to the eastern side of High Street North and beside the Market area. Although there is a gradient level change at upper ground between Brent Cross Main Square and John Lewis along West Street, the slope is a gentle slope and meets accessibility requirements set out in the Inclusive Access And Wayfinding Strategy approved under condition 1.26 of the outline permission under reference 14/07957/CON.

Details of the proposed plant will come forward under any approval given to the RMA. Details of external lighting and materials will be assessed against a condition attached to the RMA approval. All public areas within Plot 106 will be controlled with CCTV and all areas will be well lit to provide a safe and secure environment.

Plot 107 and 108 (Retail)

Plot 107 and 108 occupy existing surface car parks serving the existing Brent Cross Shopping Centre.

Plot 107 and 108 form the western retail block which sits adjacent to the south of the existing John Lewis Store. The proposed hotel at Plot 109 adjoins the plot to the west. The majority of Plot 107 and 108 is internal facing. The northern elevation of the building fronts onto Layfield Place Threshold Space, and the south western elevation fronts the northern extent of the Tempelhof Circus Threshold Space. Elevational design consists of brick work with recessed panels of more intricate brick detailing.

The building is arranged over lower and upper ground which contain retail units; and first and second floor which will be predominantly comprised of restaurants with some retail. A multi storey unit is proposed within the northern extent of the building which falls across all four floors and trades onto the street at all levels. Internal vertical circulation between each level

of the multi storey unit will be via lifts and stairs. Along the Tempelhof Circus threshold is a proposed roof terrace which skirts the outer perimeter of the building and will be glazed. Along the elevation fronting Layfield Place the brickwork includes three sets of double height display windows at ground level which increases the level of activation within the Threshold Space.

The building can be accessed from the Tempelhof and Layfield Place Threshold entrances as well as internally off West Street which links to Brent Cross Main Square. In terms of servicing the building, a service core is located to the west of the building where a set of two lifts links directly to the basement service yard.

The topography of the site slopes so that the north of the site is a higher level than the south of the site and this is reflected in the floor levels; for example the slope of the lower ground floor at Plot 107/108 results in shop front heights of 4.8m around Brent Cross Main Square and 3.9m in the vicinity of the John Lewis Store. For the upper ground floor, shop heights vary from 4.2m in the south to 3.9 around John Lewis and for the first floor shop heights are in the range of 4 to 4.5m. The walkways in this area are sloped at 1:100 to overcome the site level change.

Façade illumination is proposed for the elevations of the building. The building façade is a design which supports the surrounding buildings and acts as a subtle backdrop to the adjacent landscaped areas. Brent Cross signage will be located at the southern façade of the building at the approach from Tempelhof Bridge and Tempelhof Circus area. Signage located along the façade of the building will identify key tenants within the centre.

Plot 109 (Hotel)

Plot 109 sits at the western edge of the Phase 1B (North) development site on an area currently occupied by surface car parking.

Plot 109 will provide a hotel. The s.73 Permission allows two hotels within Phase 1B (North), one to the west and one to the east of the site. The developers are now only proposing one hotel at the western end of the site.

The building is proposed as a delta shape with the northern and southern most elevations adjoining the proposed BXSC extension at Plot 107/108. At this northern point lies Layfield Place Threshold Space and an entrance into the shopping centre extension. The western elevations of the building front the western roundabout which links to Tempelhof Avenue. The eastern elevation faces the proposed new retail extension and the space between these two elevations forms a courtyard through which a new access road runs which serves the hotel in terms of customers, coaches and servicing and delivery vehicles. This new access road passes through arches in the hotel building. The new access road links with Tempelhof Avenue to the south and the existing perimeter road to the north. The hotel is accessed from the internal courtyard.

To the south of the proposed hotel lies Plot 101 and the proposed energy centre and bicycle/café hub, and to the north lies the western car park (Plot 110/111). Existing residential houses are located approximately 50m to the west.

The hotel has been designed to accommodate up to 200 bed rooms over 5 floors of which 10% must be provided as wheelchair accessible rooms in line with current London Plan 2016 policy. Ground floor will be occupied by an entrance lobby, restaurant, café/bar, kitchen and other back of house units and a loading bay for vehicles servicing the hotel. The first floor offers a series of meeting rooms and conference facilities as well as back of house rooms. Plant is proposed on the roof level which will be screened with a continuous louvre.

Hotel customers will use the multi storey car parks within the shopping centre. It is envisaged that the western car park at Plot 105 will most likely be the car park that guest will utilise.

Currently the hotel does not have a tenant and so the internal layouts have not been designed in detail for a specific operator. The floorplans and layouts submitted are indicative at this stage and subject to change once a hotel operator can contribute towards the design development. As such the LPA have attached a condition to the RMA approval which requires details of all floorplans to be submitted for approval prior to the construction of the plot. The elements of Plot 109 which are being assessed under this application are the façade designs and of particular importance is the elevational treatment at ground floor along the external pedestrian walkway.

The hotel façade is proposed as light beige grey textured brick, with glazing details. The ground floor western elevation will be predominantly glazed. Location for Signage on the hotel building has been proposed along three sections of the western elevation as well as two large feature logo structures within the landscaped areas of the pedestrian walkway. The details of all signage will be subject to a separate advertising consent application. The external ground floor areas and pedestrian walkways will be greened and landscaped as well as the western elevation of the main shopping centre which will have planting and feature lighting along the façade.

Plot 110 / 111 (Western Car Park and John Lewis Store)

The proposed use for Plot 110 and 111 is a multi-storey car park of 1450 spaces arranged over seven levels and an open roof level. Although the existing shopping centre does not fall within the 1BN RMA application site, Plot 110/111 incorporates part of the existing shopping centre, specifically the area in which the existing John Lewis Partnership (JLP) store is located. John Lewis is one of the retail anchor tenants of the existing and proposed scheme and will remain in its current location. The existing JLP store is located to the most western point of the existing Brent Cross Shopping Centre. Under the s.73 Permission, it was envisaged that the JLP store would be relocated within the new shopping centre extension and that the existing store would then be subdivided into small retail units, however the s.73 Permission does not specifically require this to be done. It is now proposed that the JLP store will remain in its current location in the existing centre and will trade over lower and upper ground, first and second floor, with the existing third floor utilised for plant (as existing). The southern portion of the existing JLP store will be demolished in order for the centre extension to be constructed. Since the proposed demolition requires planning permission, the area of JLP store to be demolished falls within the proposals of Plot 110/111 and the wider 1BN RMA.

Internal refurbishment of the JLP store does not require planning permission. The southern portion of the JLP store which will be demolished under the 1BN scheme will be rebuilt within the centre extension as mall circulation space as well as new retail units. The new southern façade of the JLP store therefore forms a part of this application. It has been agreed with the applicant that the proposed façade details be submitted to the LPA under a condition attached to the RMA to seek approval for JLP façade treatment on first opening of the centre, after which point the store will have the flexibility to adjust the façade without the requirement for planning permission. This arrangement is outlined in the drawing notes Q1 which accompany the RMA submission.

The proposed car park will be located adjacent to the west of the existing John Lewis Store. The exit and entrance access to the car park is via a spiral ramp located to the northern side of the car park and off the perimeter road which runs along the northern and western extents of the Phase 1B North scheme. To the west of the car park and separated from the car park by the perimeter road is a proposed residential development of 52 units on Plot 113 which also forms part of the Phase 1B North RMA.

The car park will accommodate dedicated John Lewis Store click and collect parking bays as well as disabled parking bays for blue badge holders, trolley bays and bays to accommodate larger family sized vehicles. Within the central area of the eastern entrance spiral ramp is located cycle parking which due to its location is expected to be used mainly by shopping centre employees. In close proximity within the central area of the western egress spiral access ramp cycle changing facilities will be located. Along the external pedestrian walkway which runs along the western elevation of the car park to Layfield Place Threshold Space to the south, there will be cycle parking provision. This walkway is designed with colonnades and the second car park level located on the first floor will overhang the walkway to provide cover. A taxi rank is provided adjacent to this car park which will accommodate 11 taxis with a further kiss and ride provision of four bays.

The car park is accessed by three lanes and egressed by three lanes on the northern side of the plot via the perimeter road. Internal vehicular access to all the car park levels is via the spiral ramp which provides entry and exit on each level. For customers, access between the car park and the shopping centre will be from public lift cores located on each level at the south eastern corner of the car park.

The western elevation is comprised of a series of projecting louvered boxes which line the façade comprised mainly of steel and aluminium. The façade design wraps around the building at the southern point so that the corner of the western and southern elevation adopts the same projecting louvered box design. The remainder of the southern elevation which fronts Layfield Place Threshold Space will be clad in re-constituted stone faced pre-cast concrete panels with a number of these panels infilled with metal or glass. The two car park access spiral ramps span the northern elevation of the plot and are proposed to be constructed from precast concrete and covered in climbing plants. Planting is also proposed around the northern elevation in the landscaped spaces between the car park and the perimeter road. The eastern elevation partially adjoins the JLP store at its southern most point.

The main service and delivery access for the shopping centre will be from the service yard which is located directly beneath the main square and the southern department store at Plot 102 and in line with parameter plan 009 of the RDSF. A small section of the proposed service yard falls underneath the existing shopping centre building, specifically underneath the John Lewis Store located at Plot 111. While this small section is not indicated on parameter plan 009, it is considered acceptable. As such an application to vary the supporting text to parameter plan 009 has been submitted under condition 2.4 (reference 17/3984/CON) to incorporate this minor amendment.

Signage along the eastern elevation of Plot 110/111 will include shop signs as well as the Brent Cross logo and it is expected that the John Lewis store sign will be mounted in this location. Further details of signage will be submitted to the council for approval under a separate advertising application. It is proposed that details of any external lighting are to be submitted under a condition attached to the RMA approval. Similarly, details of any plant equipment proposed will be submitted under a condition attached to the RMA approval.

Plot 112 (Existing Centre Refurbishment)

Plot 112 refers to the existing Brent Cross Shopping Centre which is being retained in situ and undergoing refurbishment. Whilst the internal refurbishment works are described within the Design Development Report of the 1BN RMA, and are shown illustratively within the drawings submitted for the RMA, they are not subject to consideration under this application. The refurbishment works are internal works which are not subject to the controls under the s.73 Permission or the original Brent Cross planning permission from the 1970s, and therefore can be carried out without the requirement for planning permission.

The construction of the proposed extension to the shopping centre will require demolition of part of the existing centre. The new floorspace to be constructed post demolition requires planning consent and has been approved under planning permission 17/2528/NMA. These areas within the existing centre which will be demolished and rebuilt to accommodate the proposed extension result in new build and therefore form a part of the Phase 1B (North) RMA. These areas include the new southern façade of John Lewis and this aspect of the proposed shopping centre is being assessed as part of the RMA.

The areas of the existing shopping centre which will undergo works due to demolition and in order to accommodate the proposed extension of the centre include a new route to the existing Mall 3 to the east of the centre. This new connection will lie between Plot 106 and the existing Fenwick store. A new connection is also proposed where the existing John Lewis Store meets the new proposed West Street. Another element of refurbishment which requires permission is the proposed external over-cladding to the Fenwick façade as this proposed element would fall outside the boundary of the existing shopping centre. The over-cladding proposal to the Fenwick façade presents an external alteration to the building which therefore requires planning permission. The Fenwick façade proposals are outlined later in this section of the report.

Improvements are proposed to the existing shopping centre to update the internal environment in line with the proposed new extension to the shopping centre and ensure continuity of quality in appearance within the whole of the centre. Improvements are largely

internal though do include improvements to glazed roofs within the shopping centre which do not require planning consent since they fall within the remit of the existing centre and there is no obligation controlling works to these areas.

Plot 113 (Residential Development)

Plot 113 occupies an area of external surface car parking to the west of the existing shopping centre.

52 market sale residential units arranged over four adjacent blocks are proposed at Plot 113 and 10% of the units are required to be constructed as wheelchair accessible or adaptable which when rounded up equates to six units. All units will be built to the Lifetime Homes standards. Based on the site area for Plot 113 of 0.69 hectares and the proposal for 52 units, the proposed density is 75 dwellings per hectare. The unit mix proposed for Plot 113 is as follows:

- 19 one bed apartments (equates to 36% of units at Plot 113)
- 25 two bed apartments (48%)
- 8 three bed apartments (15%)

The existing Sturgess Park which is proposed to be improved under the 1BN RMA is located to the north of Plot 113. Located directly to the north, west and south of Plot 113 are existing two storey and single storey houses which lie outside of the Brent Cross regeneration area boundary. The western multi storey car park proposed at Plot 110/111 is located to the east of Plot 113.

A pedestrian route is proposed to link the plot directly to Sturgess Park and a southern shared pedestrian vehicular route links the plot to the main shopping centre extension. A new access road is proposed through the plot with associated car parking to serve the residential units.

Four adjoining residential blocks are proposed which form a terrace. The blocks have the same façade design and approach to the internal layout. Since the existing ground levels rise from the south to the north of the plot, each building from the south to the north of the plot includes a step up to compensate for the level rise. The western façade forms the 'front' of the development along which the entrances to the residential blocks are situated. Each block will include a vertical staircase and lift core serving all floors. The core will be recessed along the western frontage of the buildings. The materiality of the vertical core will be metallic and contrast to the light brick for the main façade. On the eastern elevation, the frontage to the perimeter will be characterised by a low wall and railings.

Clear curtain wall glazing and standing seam pattern zinc cladding are proposed as indicative materials to the entrance and lift towers. The main façade material of the building is buff brickwork. Window treatments are envisaged to have dark bronze-finished aluminium framing with this materiality applied to a number of feature windows and balconies as well.

In terms of building massing, the western façade steps up in layers along the site from south to north and this softens the overall mass of the residential building itself. The fourth storey of the building has been set back.

It is proposed to retain the green bund mound which runs along the western extent of the site. It is proposed to remove some of the trees along this bund and to provide new planting around the site edging. No play space is proposed on site, however Sturgess Park is less than 100m from the plot and is being improved as part of the Phase 1B North. Balconies and roof level terraces are proposed. The ground floor units along the western façade will include terraces providing outdoor amenity space for the unit.

The planting strategy for the plot seeks to retain and reinforce the natural and informal character of the site. Trees lost along the southern boundary will be replaced with further native tree planting and a new native hedge is proposed along the western and southern boundaries. Ornamental trees will be placed adjacent to each residential entrance and a woodland wildflower and bulb mix will be used to areas of open ground beneath existing trees and beneath new hedge planting. Introduction of these flowers will bind the soil where tree removal has occurred. Green roofs are proposed on part of the roof to enhance biodiversity within the development.

It is proposed that 6 of the 52 dwellings will be constructed as wheelchair accessible or adaptable units as per the requirement of the London Plan (2016). The mix of these 6 units will be comprised of a large 1 x 3 bed unit at third floor level with a terrace/balcony area; 4 x 2 bed units with a balcony and located on each floor; and 1 x 1 bed unit at the third floor with a balcony. Each of the wheelchair accessible/adaptable units are located adjacent to the lift core in each block. Each of the units will have an associated wheelchair compliant or adaptable car parking space. The design of wheelchair accessible and adaptable units is based on the Wheelchair Housing Design Guide.

The proposed residential units have been designed to meet the requirements of the Lifetime Homes Standards.

40 car parking spaces will be provided; 4 of which are wheelchair compliance and 2 which meet the disabled parking space standards can be adapted to disabled spaces. A new access road designed with turning heads at either end.

Cycle parking will be allocated in secure internal and external locations. Each of the four blocks has a cycle store room with five Sheffield stands that have a capacity of 10 bicycles. Sheffield stands are also located at the entrances to blocks and this totals 16. The overall provision is 72 cycle parking spaces: 52 serve the residential units and 20 are for visitors.

Residents will dispose of their rubbish in a dedicated refuse store within each block at ground floor level. Management staff will oversee this refuse moved to the two external refuse stores provided to the northern and southern extents of the site, from which the refuse will be collected by refuse collection vehicles.

Emergency vehicles will access the site from the south western end of the site via a shared-surface roadway which links Layfield Road to the BXN perimeter road. The new roadway will

be independent of all delivery and servicing associated with the residential blocks and is not part of the on-site traffic circulation layout thus allowing this link to be safeguarded for emergency vehicles only.

The outline permission, under paragraph 2.24 of the RDSF, recognises that the development will deliver a baseline of 15% of residential floorspace as affordable housing across the development, subject to the operation of a Review Mechanism set out in the Section 106. The Section 106 requires submission of details against condition 1.12 and 1.13 relating to affordable housing provision. Conditions 1.12 and 1.13 were approved with planning reference 17/2425/CON and conclude that Phase 1B (North) is not required to provide any additional affordable housing above the affordable housing provided within Phase 1A (North) which comprised the Whitefield Estate Replacement Units (Part 1).

5.1.1 Brent Cross Main Square

Brent Cross Main Square is situated at the meeting point of the Living Bridge and High Street North at the centre of the Brent Cross East Development Zone. The proposed square is accommodated within the new shopping centre area and arranged over lower ground, upper ground and first floor levels.

At lower ground floor level, the square is a large open space of 1,297sqm flanked with restaurants and retail units, which will be utilised as a meeting space as well as a more formal event space for art installations, café pavilions, public facilities, planting and seating. At the upper ground and first floor levels a void is provided over the main space on the lower level and viewing gallery areas are provided on the surrounding galleries from which to view the events below at lower ground. It is proposed that the food and beverage offer of the Food Village on the first floor will link into the Main Square where smaller events will be held. A domed roof is proposed over the square at roof level.

The backdrop to the southern side of the Main Square is the northern elevation of Plot 102 (the new M&S store). The other edges of the Main Square are flanked by retail and food and beverage units.

High Street North and West Street radiate out from the central Brent Cross Main Square. The northern side of the square connects to the route leading to Layfield Place Threshold entrance; the west point of connection to the Square connects directly to the Tempelhof Circus Threshold entrance; the eastern connection links to High Street North and the southern route connects to the northern approach of the Living Bridge which provides a key link between Main Square and the proposed replacement bus station. A 24 hour pedestrian route runs through Brent Cross Main Square at the lower ground floor, connecting to the Living Bridge, the 24 hour bus station, the riverside walkway and Tempelhof Circus Threshold Space. The lower ground, upper ground and first floor of the Brent Cross Main Square are connected by lifts and escalators which sit along the circulation malls around the Square.

Design of the retail frontages surrounding the square is not specified within this application and will be the responsibility of individual tenants. The communal structure around the retail

frontages which will be managed by the landlord will utilise materials typically used for external building frontages to emulate a characteristic shopping street. As such, the materials proposed for the façade of the Main square include brick piers with stone panels. At the upper levels surrounding the space will be glass balustrades with stainless steel posts. The paving materials at lower ground level will be buff natural stone which are typically used for external paving.

5.1.2 Plot Development Roof Covering

A series of roof coverings are proposed between the various plot development buildings. These are different in form and the variation will help to create a changing environment and character within different areas of the shopping centre.

Above the Brent Cross Market Square area will be a domed roof supported by pillars which extend from roof level to the lower ground level of the centre, providing a visual connection across the levels of the Square. The prominence of the square is such that this dome will reflect the shape of the area.

A small grid of flat glazing is proposed above the Living Bridge approach north entrance way into the centre. This section of roof will be fixed between Plot 102 and the Community Facility building at Plot 103. Further details of this roof covering and the connections with adjacent buildings will be provided under a condition attached to the RMA approval.

A roof is proposed along West Street and will mirror the winding configuration of the malls along West Street at each level. Fins of differing depths will be fixed to the roof at a perpendicular angle to the glazing to create give the impression of an undulating structure from within the centre.

The roof proposed above the Market area which lies along the centre of High Street North, will be industrial in character and supported internally with exposed metallic beams. A series of triangular shaped glazing will line this area. Views from the Market level at first floor, out through the roof will not be significantly impacted by the cinema box above. Although some of the cinema box will be visible, it will not obstruct the level of light entering the centre in this location as it lies to the north of the Market at therefore does not interrupt the southern pathway of the sun.

Along High Street North and either side of the Market area roof, sections of the concrete slabs will be punched out for glazing. The form of the roof in these areas will be rigid and linear and more functional but will support the Market roof in terms of character and enhance the industrial theme of the mall.

The areas at which the new constructed mall meet the existing centre malls will also include roof glazing. The form of this glazing will be similar to that of the roof beside the Market along High Street North and will be simple and functional. The roof glazing along West Street where the mall winds around the south eastern corner of the reconstructed southern end of the John Lewis Store will mirror this bend. The roof in these locations falls outside of

the Phase 1B (North) RMA planning boundary and is within the existing centre remit and so does not require planning permission.

Two further roof structures do not require planning permission as they sit within the boundary of the existing centre. The two existing domed roofs at the centre will be replaced with larger glazed roofs of a more modern style in keeping with the proposed centre, and which will allow a greater level of light into the internal areas in these locations.

All the Threshold Spaces, and the entrance way along the northern approach of the Living Bridge, will include vertical glazing sitting above a series of entrance doorways into the centre. This vertical glazing and its associated structure should not obstruct views into or out of the centre. The details of how this glazing is to be fixed to the adjoining buildings will be provided by way of condition to the RMA approval.

5.1.1 Threshold Spaces

The Threshold Spaces proposed at the BXSC extension provide open areas of public realm at the entrances to the shopping centre. Under the s.73 Permission it was envisaged that the shopping centre would be designed as an outward looking, open air shopping precinct and that Threshold Spaces would comprise active frontages, passive surveillance, seating and planting to create “gateways” to the 1BN town centre.

Layfield Place

The Layfield Place Threshold Space provides access into and from the western side of Brent Cross Shopping Centre and links to adjacent residential areas of Brent Park Road, the proposed residential development at Plot 113 and the forthcoming residential development at Plot 114 which forms a part of Phase 2 North. Layfield Place extends southwards to connect with the proposed hotel at Plot 109. The pedestrian walkway running along the western side of the shopping centre will link Layfield Place to the John Lewis Store and the western taxi rank to the north and over a pedestrian crossing point will link with the Brent River Park to the south. The pedestrian crossing point is designed as a raised zebra crossing with dropped kerbs and necessary tactile paving.

Layfield Place is level and provides clearly defined step-free access into the shopping centre. Level access continues over the pedestrian crossing into the riverside park and also to residential development on Plot 113. The minimum footway widths will be 4.5m which exceeds footway requirements set out in the Inclusive Access and Wayfinding Strategy approved under Condition 1.26 (with reference 14/07957/CON).

Tree planting and seasonal shrub planting is proposed within the space and planting beds will incorporate seating along the edges. A green wall with productive green plants will provide visual interest and act as a natural canvass along the southern façade of the western car park at the pedestrian level, and will reflect the link to the Nature Park and riverside walkway to the west. Seating and structures of incidental play are also proposed. Seating proposals include swing seats, timber deck chairs and informal seating around the raised planter beds.

Cycle parking is proposed adjacent to the space and will integrate provision for standard and non-standard cycles. A series of bollards will line the boundary of the space where it meets with the highway.

The indicative material palette for Layfield Place includes paving of a high quality finish in natural stone and granite slabs. It is envisaged that Layfield Place will have low levels of illumination and that feature street furniture in the space will have accent lighting. The details of the lighting strategy for the space will be secured via a condition on the RMA approval.

Fenwick Place

Fenwick Place Threshold Space provides an area of public realm at the eastern entrance of the shopping centre which allows access to the northern extent of High Street North. The Threshold Space is situated just off of the pedestrian and cycle route which runs along the eastern extent of the Phase 1B (North) site and is in close proximity to cycle parking, valet parking and a taxi rank. The northern side of the space is flanked by the multi storey Fenwick retail unit. Fenwick is an anchor tenant within the existing centre and will remain so under the Phase 1B (North) scheme. The eastern retail unit of Plot 104 provides the elevation to the southwestern corner of the space. This elevation will be designed with vertical definition to reflect the façade design of other buildings within the scheme. The materiality, although indicative at this stage will likely be a white colour which will make the façade more conducive to creative lighting design. The proposed area of Fenwick Place is 0.05 hectares. All footways within the space are a minimum of 4m.

The space will be comprised of raised planting beds with feature lighting and provision of a variety of seating including timber deck chairs and large pebble seating. Café style seating and tables are also proposed for this space. Tree planting is proposed within the space as well. The planting palette for Fenwick Place will include grasses and herbaceous plants which have a riparian theme as well as evergreen shrubs. A simple planting colour palette is proposed. The indicative material palette for Fenwick Place reflects that of the other Threshold Spaces and will utilise the same high quality finish paving in natural stone. An area of incidental play is located to the southern side of the space which will provide small play mounds and slides. Seating will be placed around and nearby this area.

It is envisaged that Fenwick Place will have low levels of illumination and that feature street furniture in the space will have accent lighting. The details of the lighting strategy for the space will be provided as a condition to the RMA approval. Totem signs with information for visitors are proposed in the space, the details of these will be included in the wayfinding and signage information which is to come forward by way of condition attached to the RMA approval.

There will be cycle parking provision in and around the space and a car drop off lay by along the eastern edge of the space. The pedestrian route which along the eastern boundary of the Threshold Space will be graded. Bollards will line the boundary of the space.

The northern elevation of the Threshold Space will be framed by the Fenwick building. The application proposes to overclad the external corner of Fenwick. The existing Fenwick unit

cladding is concrete and this will remain. The new cladding will sit approximately 3.8m from the existing cladding to create a void space between the two. Within this void at first floor level is proposed a glazed walkway which will overlook the Fenwick Place Threshold Space. The walkway will provide a sense of depth to the building and a covered and glazed access route from the Eastern car park at level 1 into the shopping centre with views out to the wider scheme. The outer cladding will be formed of a vertically orientated fritting applied to glass extending all the way around the façade. Details of signage and illumination of the façade will be assessed at a later stage under a separate advertising application and by way of condition attached to the RMA approval, respectively.

Tempelhof Circus

Tempelhof Circus Threshold Space is located to the south west of the scheme and between proposed Plot 102 and Plot 107/108. It is situated just off Tempelhof Avenue which leads to Tempelhof Bridge. The area measures 0.3 hectares. In comparison to the other Threshold Spaces, Tempelhof Circus does not provide a significant outdoor area of public realm. Due to the size and location of the area adjacent to a busy road, the space is more transitory in nature with some limited seating provided.

Access into the centre from Tempelhof Circus is via direct stepped access, or via a graded ramp which runs along the western façade of Plot 102. Access into the centre is at upper ground level where a lift and staircase are located to take customers directly to Brent Cross Main Square. The space will be landscaped with planting beside the staircase.

Living Bridge Approach North

One of the key entrances to the Brent Cross Shopping Centre is proposed at the northern approach of the Living Bridge. The Living Bridge provides a key area of public realm and public space and links the northern and southern developments across the A406. Cycle parking is proposed within this area alongside a direct staircase connection to the bus station, lift access to the leisure and restaurant uses proposed at Plot 102, the entrance to the community facility and the southern entrance to the shopping centre. Landscaping is proposed for this area which will link into the greenery of the Living Bridge.

5.1.2 High Street North

High Street North forms the main pedestrian route within the new shopping centre extension and is comprised of three levels: lower and upper ground floor and first floor. Since the second floor is a void space over the street, the first floor level is essentially of double height.

It will connect to the pedestrian walkways within the existing centre to create a route around the completed BXSC. High Street North provides access to and from the shopping centre from Fenwick Place to the east and Brent Cross Main Square and the Living Bridge to the west, and will link into the existing centre at its most northern point. The southern stretch of High Street North terminates at Brent Cross Main Square. All three levels of High Street North are linked by step free access of lifts and escalators. The lower ground level of High Street North is a 24 hour route.

This key pedestrian link is lined with retail and food and beverage units including The Market. The high street is designed as an external street with an industrial themed Market area in the centre. The material palette of brick facades and stone paving is proposed which expresses an external environment found within a high street setting. The materials and details of the market area will include timber, metal, glass and polished concrete. Bridge links are proposed at intervals along the two streets running alongside the retail units.

The roof covering design over the main length of the High Street North has been developed as a series of pitched roofs punched into a solid concrete roof. The roof structure over the Market area is a slightly different configuration and has been designed to replicate traditional market and train station roof structures.

5.1.3 Community Facilities

The 2014 s.73 permission defines the Brent Cross East Community Facility as being a 500sqm gross external floorspace area of multi-use flexible community floorspace to be provided as part of Phase 1B (North) and to be used for the purpose of multi-functional space, meeting rooms, play space, recreation, cooking and dining areas and arts and cultural activities available for use by residents of the development. The community facility is proposed to be provided over the top two levels of the western building of Plot 103, located adjacent to the bus station. The unit will be glazed and south facing.

The main entrance to the community facility is accessed directly from the Living Bridge northern approach and in close proximity to the Living Bridge stair case which connects into the 24 hour replacement bus station. The main entrance to the community facility is shared with a fire escape. There is a level change from the entrance to the community entrance lift lobby and steps and a platform lift for wheelchair users is provided. The lifts within the lobby provide direct access from the upper ground floor to the community facility at second floor. In terms of servicing and delivery access, the community building will utilise the southern MSCP. It is proposed this use will require only a small van for its servicing and delivery needs. And the link between the MSCP and the community facility is step free.

The proposed Community Facility will be managed and occupied by the Council at nil cost as per the Section 106 Agreement. The configuration and location of the facility has been agreed with the Council. The community facility will be serviced by small vehicles from the car park. The plot is situated to the south of the Phase 1B (North) site area and sits above the proposed replacement bus station. The community facility is accessed from the Living Bridge at which there is a route to a lift lobby which takes customers to the community facility levels which lie on the second and third floor equivalent of the shopping centre.

The building in which the facility is situated, along with a two storey café unit, acts as a bookend to the western extent of the elongated southern MSCP and replacement bus station below. The building in which the community facility is situated is to be a reconstituted stone-faced precast concrete building. The majority of the facades will be glazed and framed with an anodised aluminium frame.

5.1.4 Neighbourhood Police Unit

The Neighbourhood Police Unit is an item of Critical Infrastructure for Phase 1B (North) which falls within Plot 106 of the Phase 1B (North) scheme. The Section 106 of the outline permission requires two police units to be provided; one in the northern development, and one in the southern development, and at the discretion of the Metropolitan Police. The Metropolitan Police have confirmed that they require a unit within the northern development and as such a unit of 90sqm is being provided on the upper ground level within the main retail block proposed at Plot 106 for this purpose.

5.1.1 Eastern and Western Brent Riverside Park and River Brent Nature Park (NP4)

The Existing River Brent sits within a culverted channel running alongside the existing Prince Charles Drive in a straight line through the Brent Cross Estate. As part of the wider Brent Cross Cricklewood Regeneration proposals (BXC) the River Brent will be diverted from its current channelled/canalised course to create a more naturalised meandering river course. The diverted river will run east to west alongside the realigned Prince Charles Drive thereby maximising the developable space to accommodate the extended Brent Cross Shopping Centre before meandering back to its current course towards the west of the site from where it will run onwards to the Welsh Harp reservoir.

Its diversion would lead the new channel to the south in the eastern section (Reach 1) alongside the A406 slip road and A406 through an area of existing car parking on the Estate off Etheridge Road. The Central section (Reach 2) would continue this course alongside the A406 to the southern area of existing Car parking (identifiable by the frequent Circus/Fair/Beach installations) and under Tempelhof Bridge before sweeping northwards towards the shopping centre's western roundabout. The River would join a similar course to that of the existing culverted channel to the west (Reach 3).

The proposed diversion and development works afford an opportunity to create a new riverside park (the Brent Riverside Park) along the course of the diverted river in order to enhance public open space provision improve the ecological value of the area and provide a new accessible pedestrian and cycling route. The riverside park will provide an attractive park environment as an integral element of the wider BXC works whilst providing enhanced public amenity space and informal leisure activities in an area where there is currently little opportunity for public access. A new east-west cycle and pedestrian route will be created linking existing and proposed residential areas as well as providing an enhanced amenity space for visitors to the extended Brent Cross Shopping Centre.

The Riverside Park, once completed will also connect into the proposed sequence of open spaces lining different green spaces throughout Brent Cross, primarily by way of access to/from the Living Bridge which connects south via Market Square to Clitterhouse Playing Fields and Claremont Park.

The naturalisation of the riverside park from its existing culverted channel provides the opportunity to enhance local habitat and ecology improving biodiversity in the area. The

works to the River Brent are also designed to contribute to water quality within the River Brent corridor including downstream at the Welsh Harp Site of Special Scientific Interest.

A number of aspects of the diverted River Brent have already been considered and approved under reserved matters for Phase 1A (North) of the Brent Cross regeneration Scheme. These include: The physical diversion of the Brent River Corridor; and the various road and pedestrian bridges which cross the riverside park. Phase 1A (North) also approved the landscaping details for Reach 2 (the Central stretch) of the riverside park.

This RMA application for Phase 1B (North) includes landscaping details for Reaches 1 (Eastern) and 3 (Western) Riverside Park. These details include the provision of Nature Park 4 on the southern bank of the Riverside Park in Reach 3.

Reach 1 (East)

The eastern reach, Reach 1, extends west from A41 Hendon Way. At its eastern end alongside the A41/A406 junction The Riverside Park would commence following the existing route of the River Brent. This area currently includes a wide fenced area of grass with a number of trees and a pedestrian route cutting across it. Further west the Riverside Park would turn south from its existing route to run along the southeast carpark adjacent to the North Circular Slip Road.

The proposed landscaping would incorporate a planted area to the north of the pedestrian route including three clumps of trees of Willow, Alder and Poplar within a woodland flower and grass planting mix. Seating would be provided with benches at the edge of this area overlooking the river. The view towards the river from this seating area would be framed by two groves of Silver Birch.

The mean river channel (where water will run except in times of increased flow or flood) would be edged with coir rolls including Aquatic planting including Sedges, Rushes, Ryegrass and flowering Aquatics. Further Marginal and Aquatic planting will surround the mean channel and the lower banks of the river. The southern bank of the river will not be accessible and is proposed to be planted with shrubs including Dogwood, Guelder Rose and Holly interspaced with grasses and wildflowers. The vertical wall to the A406 slip road forming the southern boundary would be planted with climbers to achieve a green wall.

The Pedestrian and cycle route on the northern side will be asphalt with grass verges and patches of wildflowers. The pedestrian and cycle route in the Reach 1 will link through to the existing pedestrian and cycle network below the A41/A406 flyover.

To the north accessed from the A406 slip road a vehicular ramp will allow Environment Agency access to the Lower riverside walkway. A further slip way allows access to the river bed.

At the western end of reach 1 the river and pathway pass under bridges belonging to the eastern Brent Cross Roundabout. The central area within this roundabout is landscaped with a grove of Poplar, Silver Birch Alder, and Weeping Willows surrounding an area of wetland meadow planting. Continuing westwards from here the riverside park would join the central

section, Reach 2, the landscaping for which was approved under reserved matters for Phase 1A (North).

Reach 3 (West)

Reach 3 is located to the west of the proposed Western Roundabout within the Brent Cross estate. It runs to the south of residential properties along Brent Park Road. This area is currently overgrown with a thick swathe of vegetation which rises in height with a corresponding rise in levels towards the rear of properties along Brent Park Road. This vegetation is unkempt and unmanaged but does provide a significant screening effect to views and possible noise impacts from the M1 Slip Road and A406 to the south of these properties.

To its south Reach 3 is bounded by the existing Brent Cross Western car park and the M1 slip road. The majority of the Western Car Park is identified as Plot 114 under the s.73 Permission and is identified for future residential development for circa 569 residential units within Phase 2 (North) of the s.73 Permission. The western end of this existing car parking area would however be incorporated into Nature Park 4 (NP4).

At the western end of the Brent River Corridor the New Pedestrian and cycle route would turn northward alongside the wall of the M1 Slip road to join Brent Park Road. From this point the River Brent itself runs on under the M1 and A5 to join the Welsh Harp Reservoir.

Reach 3 is the largest of the Riverside Park sections extending to 1.64 hectares with the inclusion of Nature Park 4. This reach is the only part of the river walkway which includes pedestrian access to the southern bank and two pedestrian bridges in this area facilitate such movements from the northern to the southern banks. As discussed above the detail of these bridges have already been approved under reserved matters for phase 1A (North). The mean channel in this area will be the widest with most water being seen to be flowing in this reach as it begins to meet the Welsh Harp.

To the eastern end of Reach 3 pedestrian and controlled vehicular access for the environment agency would be provided from the Brent Cross Estate road in proximity to Layfield Place. This route will also provide wheelchair users with access to the Riverside Park. Alongside this access route is a triangular area of tree planting and informal play providing an alternate pedestrian route and including a stepped seating area overlooking the river.

The northern edge of the riverside walkway is bounded by a hedge which will be of 1m in height at the time of planting incorporating native species including Hornbeam, Hazel, Hawthorne, Holly, Privet, and guilder Rose. The hedge will be of circa 1m in depth and will sit against the 2.4m high fence to the rear of Brent Park Road gardens. A strip of planting undulating between 3m and 10m in width will run along this northern edge with a base of wild flowers and grasses and a run of closely planted semi mature Oaks, Poplar and occasional Weeping Willow trees of circa 8m in height.

The eastern Pedestrian bridge within Reach 3 will lead to an upper pedestrian walkway which will upon completion of the residential development of plot 114 lead to this site. The

retaining wall supporting this pedestrian route will be planted with climbers, a stepped seating area facing north will provide access to the lower pathway on this southern bank, this route can also be followed westwards to Nature Park 4 where the upper and lower pathways join or to the east where a flight of steps provides access to the pavement alongside the vehicular access to future residential plot 114 from the western roundabout.

Nature Park 4 (NP4) is an area of 0.27 Ha within Reach 3 including Wildflower and Tree planting and ecological improvements as well as seating and informal relaxation/play.

Alongside the southern edge bordering the M1 Slip Road and A406 a run of existing Sycamore trees is identified for retention providing an extent of screening to the roadway.

Planting alongside the retained trees and the southern boundary includes a number of Poplar (x6), Oak (x5), Alder (x3) and Field Maple (x6) within an grassed area including wildflower planting. To the north east fifteen crab apple trees will be transplanted including a variety of subspecies to provide varying colouration during Spring Summer and Autumn periods.

A pathway with occasional benches will run between the Crab Apples and the wildflower and tree planting adjacent to the M1 slip/A406.

Further north east overlooking the river a gravelled triangular area will be edged by fourteen London Plane trees interspaced with seating including two circular Timber benches and a larger featured 'stage' bench encircling the three corner trees.

An area of Tree and shrub planting will be situated to the north west including a run of planting within the reinforced southern bank of the Riverside Park.

The Westernmost pedestrian bridge would land into the nature park providing direct access for local residents and for other passing users of this new pedestrian and cycling route.

5.1.2 Sturgess Park Improvements

Sturgess Park is a small local park. The park interior is grassed with occasional trees but is bordered by mature vegetation and thick trees on all sides. It is located to the west of the existing Brent Cross Shopping Centre Multi-storey car park and to the north of John Lewis and the adjacent John Lewis parking area.

To the west the park shares a boundary with the rear fences of properties on Sturgess Avenue. A pedestrian route from Sturgess Avenue provides access between local residential streets and the Brent Cross shopping centre leading to a pedestrian crossing of the western Brent Cross Estate Road.

The park includes a small play area and a looped walkway running off the main pedestrian route. A lack of facilities combined with overgrown areas of undergrowth and perimeter planting result in the park seeing little use.

Proposals include the introduction of a new entrance to the southern end of the park increasing permeability and allowing direct access from the footpath to the east of Residential Plot 113. The existing looped walkway would be resurfaced and the direct pedestrian route between Sturgess Avenue and the shopping centre would remain in place.

Play provision within the park would be improved including facilities for 1-5 year olds to the south of the existing pathway. This area would be set behind a bow top fence and would be planted with five sweet cherry trees.

To the north of this pathway a bonded gravel area flanked by benches would include two table tennis tables and picnic benches. Further play equipment aimed at 5-12 year olds would be located to the north of the table tennis area extending across the looped walkway. Three existing trees would be retained in the centre of this area.

Further still to the north a basketball hoop is provided within an area of concrete paving enclosed by a block bench to the north. This area will double as a skating facility including a small number of ramp features with the bench also being able to be incorporated in such activity. Six further picnic benches are also proposed to draw activity further into the park.

The exact nature of the play equipment proposed will be established under a condition recommended alongside the approval of these reserved matters.

A new hedge will be planted along the western and northern boundary to provide improved screening and security to the adjacent residential properties in this location. A number of existing trees will be removed, because these are dead, diseased or dying, and are therefore unsafe.

Undergrowth will also be removed to ensure that views into the wooded margins of the park are unfettered thereby improving the sense of security. The trees removed will be replaced by new tree planting where appropriate without overshadowing the park.

Three Swales are also proposed. The two smaller of these would be planted with Liquidamber trees and located to the south of the age 5-12 play area. The third and largest swale would extend up the western side of the 5-12 play area alongside the looped footpath. This feature will also include a number of log bridges for more informal/adventure play. Further seating, picnic benches and cycle parking would also be provided.

5.2 Phase 1B (North) Application Documents and Requirements

Condition 2.1 of the s.73 Permission sets out the required information to be submitted with any RMA for a sub-phase of the BXC development.

The applicant has submitted all required information under condition 2.1 except for Individual Travel Plans. The LPA has agreed with the applicant that the relevant Individual Travel Plans will be submitted under Condition 39.3 or 39.4 as appropriate prior to the occupation of the premise and following commencement of the plot development.

The RMA submission was formed of five volumes as set out below:

Volume	Document Title
Volume 1	Cover Letter
	Application Form
	Community Infrastructure Levy (CIL) Form
Volume 2	Explanatory Report
Volume 3	Non-Technical Summary
	Main Report
	Environmental Statement Further Information Report - Figures
	Environmental Statement Further Information Report - Appendices
Volume 4	Application Drawings
Volume 5	Statement of Community Involvement
	Illustrative Reconciliation Plan
	Reserved Matters Transport Report
	Design Development Report
	Sustainability Compliance Statement
	Revised Energy Strategy Compliance Statement
	Plot 113 – Daylight and Sunlight Assessment
	Residential Acoustic Design Compliance Statement
	Car Parking Standards and Strategy Statement of Compliance
	Electric Vehicle Charging Points
	Construction Materials Compliance
	Indicative Materials Schedule
	Illustrative Reconciliation Plan
	Planting Specification/Landscape Environment Management Plan/Implementation Works

Additional and revised information was submitted during the determination process to address issues relating to design and environmental impact assessment in order for the application to be considered sound. A cover letter from the agent has been submitted which includes all additional information submitted after the RMA registration date. This can be found at Appendix 4.

6 MATERIAL CONSIDERATIONS

6.1 Key Planning Policy

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals shall be determined in accordance with the Development Plan Framework unless material considerations indicate otherwise. In this case, the Development Plan comprises the London Plan (2016) at the strategic level and, at the local level, Barnet's Local Plan (Core Strategy (2012)) and the Saved UDP Policies GCRICK and C1-C11, which apply to the application site and are supplemented by the Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework (2005).

The Council's Development Management Policies DPD (2012) states at paragraph 1.4.3 that it will not apply to planning applications for comprehensive development in the Brent Cross unless and until the Core Strategy is reviewed in accordance with Policy CS2 and Section 20:13 of the Core Strategy. Since this process is not yet complete, the Local Plan DPD policies are not relevant to this application and do not form part of the Development Plan Framework.

The application is for reserved matters following the grant of the outline planning permission under the 2014 s.73 Permission with planning reference F/04687/13 for which a policy assessment was undertaken and relevant policy was found to have been met.

An assessment of the 1BN application against the relevant policies of the Development Plan Framework is included in Appendix 5.

6.2 Public Consultation and Views Expressed

2186 local residents were consulted by letter. The application was advertised in the local press on 25th May 2017 and 5 site notices were put up on site on 19th May 2017 and 20th May 2017. The consultation letters allowed a 4 week period to respond with the consultation period expiring on 19th June 2017. Two letters of objection and one letter of support were received in response to this initial consultation and these are summarised below:

Response 1

Resident concerned over the large scale of proposal.

Officer response:

An environmental impact assessment was carried out for the development as part of the 2010 and 2014 outline planning applications. The proposals for Phase 1B (North) have been assessed against the original ES and is reported within the Environmental Statement Further Information Report (ES FIR). The conclusions of the report do not give rise to any new or significant impacts. The reserved matters for Phase 1B (North) have also been assessed and found to be substantially in accordance with the parameters and controls approved by the s.73 Permission.

Response 2

Resident seeks clarification as to how the Phase 1B (North) RMA is compliant with the adopted Statement of Community Involvement and on the Local Planning Authority's consultation for the application.

Officer response:

The Phase 1B (North) RMA, and all previous reserved matters applications relating to the BXC regeneration scheme, have adhered to the approved Public Consultation Strategy for Brent Cross (reference 14/07891/CON dated 31 March 2015). A Statement of Community Involvement accompanies the Phase 1B (North) RMA submission which outlines compliance with the Public Consultation Strategy. The LPA consulted local residents on the Phase 1B (North) RMA. A total of 2186 local residents were consulted by letter, the application was advertised in the local press on 25th May 2017 and 5 site notices were put up on site on 19th May 2017 and 20th May 2017.

Response 3

Resident is in support of the application.

The consultation process carried out for this application is considered to be appropriate for a development of this nature. The extent of consultation exceeded the requirements of national planning legislation and the Council's own adopted policy.

The s.73 Permission requires a Public Consultation Strategy to be submitted against Condition 1.23. This Public Consultation Strategy (with planning reference 14/07891/CON) was approved on 31 March 2015. Further engagement with the local community and local residents has been undertaken by the developer for the Phase 1B (North) application. The developer's own consultation process is detailed in the Statement of Community Involvement (SCI) submitted with the Phase 1B (North) RMA which accords with the requirements of the approved Public Consultation Strategy.

Response 4

Fenwick, who are an existing tenant within the Brent Cross Shopping Centre, have contacted the Local Planning Authority in regards to objections they have to the detailed design of the extended shopping centre having a particular regard to design implications impacting upon the operation of the Fenwick store and its resulting presence in the context of the wider development.

The first objection letter was received on 19 June 2017. Many aspects of this objection related to the extent of engagement which had been afforded to the store by the Applicant, and the extent to which Fenwick's design aspirations had been accounted for within the Reserved Matters Application. Accordingly Quod, the Applicant's agent considered the objection and responded to the issues raised on 21 August 2017. A further objection letter was then received on 15th September from Gerald Eave on behalf of Fenwick responding to Quod's Comments and detailing remaining concerns. The letter and accompanying 'Document 1' response are attached as Appendix 6.

The following issues were raised within the letter of 15th September:

- Design issues of key importance to Fenwick which were discussed during pre-application consultations with the Applicant had are not addressed within this Reserved Matters proposal and it is Fenwick's position that as a principal anchor Tennant they have not been effectively integrated into the extended Shopping Centre.
- Design issues raised in 'Document 1' (see Appendix 6) remain to be satisfactorily addressed.
- The pedestrian flow around the shopping centre has not been optimised and does not present an optimal design for the long term success of the shopping centre.
- TFL have no objection to an alternate access being provided to the shopping centre from the replacement Bus Station.
- The most appropriate design is not achieved for the shopping centre as a result of the reserved matters submission.
- The proposals do not provide a world class bus station.
- Fenwick is the premium fashion anchor store for Brent cross. The design of Fenwick's elevation must reflect the intended 'Luxury Quarter' of the Centre. The exterior design in terms of appearance and finishes must demonstrate the sophistication of Fenwick and this should be a prerequisite of the detailed design.

It is appreciated from the above objections that Fenwick do not consider that the overall design approach satisfactorily addresses the importance of the anchor store within the context of the new development. Design and access aspects of the proposal have however been carefully considered within the body of the report and the proposed development is considered to be acceptable as submitted. The proposed external façade to Fenwick and the Threshold space in which it will be situated represent a significant improvement over the existing appearance of this store. Further the internal Facades of the store are not subject to approval under these detailed proposals.

Concerns raised relating to an alternate, more direct access to Fenwick from the bus station have not prevented TFL from finding the existing layout to be acceptable. No such design has been presented during the consideration of the Reserved Matters Application and so has not been subject to appraisal, however some discussion of this alternate access was included as a part of the Compulsory Purchase Order process. Such a route would have taken pedestrians into an area of the bus station which is currently not accessible to the public and may have raised safety and management issues. However no such proposal is in front of us to consider and the current layout is found to be acceptable as discussed within the body of the report.

TFL are satisfied with the quality of the Bus Station and have been engaged throughout the design process.

Remaining design concerns as detailed in Appendix 6 do not prevent the acceptability of the current proposals.

6.3 Consultation Responses from Statutory Consultees and Other Bodies

Sport England:

No Objection Raised

Environment Agency:

No Objection Raised

Highways Agency:

No Objection Raised. Letter Dated 9 June 2017

Transport for London:

Transport for London raise no objection to the proposed details of Phase 1B (North) and support the detailed design of the replacement Bus station.

London Borough of Brent:

At the time of writing Brent Council have yet to respond to the neighbouring Borough planning consultation which is registered under reference 17/2310 and was received on 22 May 2017. The Brent case officer has been advised by email that the application will be heard at committee of 25 October.

Metropolitan Police:

Recommend that Secure By Design Principles are incorporated into the proposals. Letter undated and received by email 23 May 2017.

Greater London Archaeological Advisory Service:

No Objection subject to completion of scheme of archaeological Investigation in accordance with Pre Commencement Condition 43.1 of the s.73 Permission. Letter dated 8 June 2017

7 PLANNING ASSESSMENT

7.1 Approach To This Assessment

An assessment has been carried out for each aspect of Critical Infrastructure and Plot Development proposed as part of this Phase 1B (North) RMA. Each aspect of the proposal set out in Section 5 of this report has been individually assessed in relation to the requirements of the RMA as per the 2014 s.73 permission, as listed in condition 2.1, and as such the following set of criteria has been used to assess the proposals: layout, scale, access, appearance and landscaping.

Parameters and principles are provided in the approved s.73 Permission application documents, in particular within the Revised Development Specification and Framework and the Parameter Plans appended The revised Development Specification and Framework (the 'DSF (2013)') sets out the updated physical and other parameters and principles to guide and govern the subsequent design and approval of details in accordance with conditions attached to the 2014 s.73 Consent. The DSF (2013) identifies aspects of the proposed scheme that fall within the parameters and principles approved under the 2014 s.73 Consent, and those that do not (the Reserved Matters) which are therefore subject to obtaining Reserved matters approval. The scheme has been assessed against these parameters.

The assessment of the application has been carried out for each item of critical infrastructure and each development plot as set out below in this section. Following this assessment, the scheme has been appraised holistically to understand both how the individual elements interrelate as a whole for sub-phase Phase 1B (North); and in terms of their interaction with the wider BXC regeneration and surrounding areas.

An assessment of the environmental impacts is also provided within the report. The 2014 s.73 Consent is tied to those key parameters and principles in order to ensure that that proposed development is carried out in accordance with the assumptions which underpin the EIA Process. The Phase 1B (North) RMA has been considered under the requirements of the EIA Regulations and the assessment of the proposals has been dealt with via the ES FIR which accompanied the application. The ES FIR is supported by a subsequent statement that addresses the further design revisions made to the RMA application after its original submission in May 2017. This statement is referenced WIE 11453-103-17.09.14-MR-P1BN.Design.Changes.SoC prepared by Waterman and dated 18th September 2017.

7.2 Transport Infrastructure T2 (Replacement Brent Cross Bus Station)

The indicative location of the proposed replacement bus station is shown on Parameter Plan 002 (contained within the RDSF, and as such part of the 2014 s.73 outline consent). The layout and design of the replacement bus station is in compliance with the parameters of the outline permission. General access to and from the bus station is inclusive and safe and in compliance with parameters of the outline permission with pedestrian routes according with

Parameter Plan 003. The design of the bus station accords with the 2014 permission legal agreement (Section 106) design principles for Interchange T2.

Details of Wayfinding to and from the bus station are to be conditioned under the approval of the RMA and must accord with the wayfinding and inclusive access strategy (approved under condition 1.26 with reference 14/07957/CON). Signage which identifies the bus station and routes between the station and the town centre will be conditioned with any approval which may be given for this RMA. All details will be approved by TfL as operator of the bus station.

The bus station will be an inclusive environment with a range of seating to suit different needs of users. It will be a safe environment with screening between pedestrians and buses, pedestrian areas covered with a canopy, and with CCTV and lighting proposals to come forward under a condition of the RMA approval. Its 24 hour operation means the area will be used throughout the day and night providing an activated environment and natural surveillance throughout the day.

The indicative material palette provided for the bus station is welcomed by officers and links well to the other buildings within the scheme. Details of materials are to be conditioned and approved by the LPA in consultation with TfL as leases of the bus station.

This proposal will promote bus trips around the BXC area, linking to the BX tube station and new Thameslink Station thus promoting modal shift in line with the aspirations of the outline permission and transport assessment.

7.3 BXE Development Zone (BXE) Development Plots

Each of the Development Plots that are described in Section 4 of this report are assessed under the headings below.

7.3.1 Plot 101

Table 8a of the RDSF which is titled 'Indicative Plot Schedule' identifies the indicative primary use for Plot 101 to be residential and leisure, however other areas of the outline permission demonstrate that the uses for Plot 101 are not restricted to residential. Instead, a range of potential uses which could be brought forward within this plot are indicated within the outline permission.

Although it was envisaged at the outline permission stage that residential uses would be provided on plot 101, the application proposes to locate the energy centre and a café/cycle hub on this plot.

The RDSF Parameter Plans 004 and 005 (titled 'Ground Level Land Uses to Frontages' and 'Upper Level Land Uses to Frontages' respectively) demonstrate that any permitted uses are allowed on the ground and upper levels of buildings within the plot, and in doing so the s.73 Permission allows a degree of flexibility in the principle of development at Plot 101. Plot 101

falls within building zone BXE1 as shown in Parameter Plan 014. The supporting text to Plan 014 identifies the development within BXE1 as “any permitted use”.

To justify the proposal not to provide housing on Plot 101, the applicant tested the suitability of residential development on the site. This design process demonstrated that the provision of residential in this location would not be appropriate for a number of reasons. The pedestrian and cycle ramp that runs between Tempelhof Avenue and the River Brent walkway and which was approved under Phase 1A (North) RMA constrains the availability of developable land for buildings within the site. Other factors which led to a constrained site were also as a result of the Phase 1A (North) approved RMAs and include: detailed design of Tempelhof Avenue, Tempelhof Bridge and Prince Charles Drive all of which encroach on the site; the shift of the River Brent northwards due to the widening of Prince Charles Drive.

Residential uses were also tested as part of a vertical mix with leisure and retail however the level of housing quality and residential amenity required could not be achieved. The level of car parking required for any housing coming forward here would also not be realised and the configuration of the site surrounded by road would not be conducive to ease of access between the site and public transport as would be expected for residential developments. Concerns also related to access in terms of delivery and servicing of the site as well as provision of amenity space which would be required for residential development. Officers accept the justification showing that residential development would not be appropriate or of sufficient quality if provided in this location.

The proposed use at Plot 101 under the 1BN RMA is a building which encompasses an energy centre (use class sui generis) and a public cycle/café hub (use class A3). As the outline permission is flexible in the uses which are permitted to be developed at Plot 101, the principle of development for the plot as proposed under the 1BN RMA is acceptable.

The proposed composition of Plot 101 under the 1BN RMA is of one elongated building located to the north east of the plot along Tempelhof Avenue northern approach to the Tempelhof Bridge.

Parameter Plan 007 identifies a potential CHP chimney at Plot 100 which lies to the southern development area south of the A406. A flue is required to be provided on Plot 101 to serve the CHP plant. Whilst this is a minor deviation from the parameter plan, the location of the flue has been assessed as part of the ES Further Information Report. The details have also be reviewed by the Council’s Environmental Health Officer and are considered to be acceptable. The proposed flue is located away from existing and proposed residential development and is designed in a way that is not significantly visible from the surrounding area. The proposal is considered acceptable based on the supporting information submitted with the RMA. It is intended that the parameter plans and supporting text be amended through consequential changes under Condition 2.4 to reflect the proposal of the energy centre use at Plot 101.

Access to the site is in line with parameter plan 003 as well as in compliance with the principles included within the Inclusive Access and Wayfinding Strategy approved under Condition 1.26 of the outline permission.

Parameter Plan 009 identifies Plot 101 as being within an area where frontages may include car park or service yard entrances. The vehicular access at Plot 101 from Prince Charles Drive is therefore in compliance with this parameter plan, as is the Collect by Car access route within the Plot.

The proposed scale of the building is in compliance with the thresholds set out in the outline permission. However the thresholds set out for Plot 101 as per Appendix 10 of the RDSF relate to hotel and residential uses only. As such the RDSF will be amended to include the energy centre use within the relevant building zone of BXE1.3 for Plot 101 to recognise the Phase 1B (North) development proposal.

The façade design presents a strong sense of verticality which creates a strong relationship with the façade designs of the key feature buildings proposed within BXE such as Plot 102, Plot 105 and the Fenwick overclad design as well as linking more subtly to the vertical louvered panelling along the Western Car Park at Plot 110. The design is in line with principles in the RDAS and RDG which state that taller buildings can be more lightweight and can employ large areas of glazing which the buildings does.

Lighting details will be a condition of the RMA approval and signage details for Plot 101 will be sought under a separate application.

The plot has been designed to be safe and secure. The café terrace protrudes out into the site providing overlooking and natural surveillance of the area. Permeability is achieved through the many routes through the site which provides the ability for activity from pedestrians and cyclists.

The proposal for Plot 101 is in compliance with the outline permission subject to minor amendments to be made to the RDSF to reflect the proposed energy centre at the site.

7.3.2 Plot 102

Within Parameter Plan 004 and 005 (Ground and Upper Level Land Uses to Frontages) of the s.73 Permission, permitted uses for Plot 102 are shown to be any permitted use to the southern ground level and upper levels and predominantly retail, leisure or hotel uses at the northern elevation of the ground level.

Five main levels are proposed within the building: basement for servicing and delivery yard; lower ground, upper ground and first floor are predominantly to be occupied by Marks and Spencer and include A1 comparison retail floorspace as well as some ancillary A1 convenience and A3 restaurant/café floorspace. Second floor of the building is proposed as restaurant and leisure uses a second floor mezzanine is located above with the same proposed uses. The roof space is proposed for plant to serve the M&S store as well as some leisure uses. As such, the proposal complies with the indicative outline permission Parameter Plans requirements as the use of Plot 102 is predominantly retail with some leisure uses proposed for the roof top area and is proposed as a multi storey department store, the main tenant of which is likely to be Marks and Spencer.

Parameter Plan 009 (titled 'Basement and Service Access') identifies Plot 102 as an area where basement or undercroft space may be constructed under public realm or infrastructure, and specifically shows the southern elevation frontage as being appropriate for a service yard entrance. This is therefore in line with the proposed location of the service and delivery yard which sits mainly beneath Plot 102.

Plot 102 is located between Tempelhof Bridge and the Living Bridge as per the location shown in Parameter Plan 007. The orientation of the Plot 102 building was studied and amended so that its relationship with the riverside walkway and the main square could be optimised.

The building falls within building zone BXE3.3 and the maximum scale thresholds for retail and leisure uses are the same within the zone. As outlined in Appendix 10 of the RDSF, these scale thresholds are: a height of 65m; length of 90m and width of 85m. The scale of the building is in compliance with the parameters of the outline permission.

Plot 102, in line with the height, length and width parameters set out in the s.73 Permission, is presented as one of the largest buildings within the 1B (North) RMA area and its scale and massing make it stand out as a key feature building of the 1BN scheme. It's scale and massing reflect the importance of its setting and "gateway status" at the most southern point of the northern development of the BXC regeneration scheme, and the landmark building which identifies entry into the new Brent Cross shopping centre as it is flanked by the two main access points (the Tempelhof Bridge and the Living Bridge) which link the northern and southern developments.

Parameter Plan 002 'Transport Infrastructure' shows indicative locations for vehicular access points along the southern elevation of Plot 102: one leading towards Plot 102 from Prince Charles Drive and one leading from the Plot to Prince Charles Drive. These locations will be utilised by the service and delivery yard vehicles accessing and exiting the yard and therefore the proposed access vehicular points are in line with the parameter plans.

Parameter Plan 003 identifies a tertiary pedestrian and cycle network along the southern side of the Plot. Physically the south west corner of the plot links to the Living Bridge as per Parameter Plan 003, however there is no direct pedestrian link at this location. Internal access within the department store is considered suitable and is proposed via escalators and lifts. The lifts serving each floor of the department store include large sizes lifts to accommodate wheelchairs, trolleys and prams thereby providing greater accessibility to all groups.

Plot 102 is a development plot for which there are multiple access points to and from the other areas of the shopping centre and other elements of the 1BN scheme: direct access between the store and the Brent Cross Main Square; direct access to the Living Bridge which provides a pedestrian link to the bus station via a feature stair case; a more direct link between the bus station and the M&S store is via the south eastern entrance/exit point at lower ground floor of Plot 102 which provides access to the north western corner of the bus station; access between the plot and the riverside walkway.

The upper riverside walkway pedestrian and cycle route along the southern façade of Plot 102 crosses over the entrance/exit point of the servicing and delivery basement access. A combination of the slow speed of the vehicles entering and exiting the entrance, the visibility splay at the entrance, and signage that will be installed are sufficient for officers to be satisfied with the proposal in relation to pedestrian safety. An alternate pedestrian and cycle route exists at the lower riverside walkway which is also easily accessible from stairs and lifts to the east and west. The landscaping in this location has been positioned and shaped to encourage pedestrians to take a safer route across and keep them away from the yard entrance and into a location where the visibility splay is greater.

The upper riverside walkway section which lies within Plot 102 ranges from widths of 2.3m to 4.1m and as such provides sufficient width for wheelchair users. Gradients of the routes and seating provided which breaks up the length of the route and therefore reflecting the principles set out in the Inclusive Access and Wayfinding approved document under condition 1.26.

Internal access between each level of the building for the M&S portion of the building is via passenger and goods lifts. There are two additional passenger lifts which allow access to the second floor mezzanine and rooftop leisure areas, one located off the Living Bridge along the eastern elevation of the building and the other located at the western elevation adjacent to the tempelhof circus threshold area. A service lift connects the basement to the leisure levels. The proposed access arrangements internally within Plot 102, between the building and the rest of the shopping centre, and around the external areas of the building connecting to other areas of the Phase 1B North scheme provide a comprehensive and inclusive network of routes and links thus promoting the permeability of the scheme in this location. Internal access from marks and spencer to the southern car park located at Plot 103/104 is via a set of lifts which are located at the north eastern area of the shopping centre at first floor and above. In terms of fire escapes, there are two stair cores dedicated to marks and spencer and three stair cores which are shared between Marks and Spencer and the tenants relating to the leisure floorspace which will be also be located within Plot 102.

The building design has developed to create a bold feature building which will become a focal point for 1BN and indeed the northern development of Brent Cross. Façade design wraps around the entire building so that this design frames the southern elevation of Brent Cross Main Square which lies internally to the shopping centre at the northern elevation of Plot 102. The eastern elevation of the plot which runs alongside the Living Bridge activates this façade and provides a dramatic contrast of curvature of façade design with the more angular parapet design of the Living Bridge. The sweeping section of finned ceramic tiles provides a dramatic backdrop to all the adjoining buildings and spaces around Plot 102.

The glazed ceramic panels are seen to be durable and can be used as a rain screen system for the building. The profiling of the panels will be adjustable so that there is an opportunity to play with the façade profile.

Although the indicative material palette submitted is considered acceptable, details of final materiality chosen will be a condition to the RMA approval. External lighting of the building and illumination of façade detail will also be subject to condition attached to the RMA.

It is envisaged that Brent Cross signage and signage relating to those tenants occupying Plot 102 will be cantilevered across the upper levels of the external façade within positions visible from both the scheme itself and further afield along the A406. Details of signage will be subject to a separate application for advertising consent.

The southern façade of the plot forms the upper riverside walkway pedestrian route which links the length from the Living Bridge to Plot 101. This area will be landscaped and planting and seating provided. Greening the lower façade of Plot 102 as well as offering seating option provides a more human scale to the Upper Riverside Walkway in this location, creates a greener environment and relates the space between the development plot more strongly to the formally landscaped public areas of the upper and lower riverside walkway. The landscaping and planting in this location ensures there is a continuous green link along the upper riverside walkway and encourages the route to be used by pedestrians and cyclists. The landscaping proposals are considered acceptable.

7.3.3 Plot 103 and 104

Parameter Plan 004 (Ground Level Land Use to Frontages) shows that the land use character of the elevations at ground level are any permitted use to the southern elevation and predominantly retail or leisure or hotel for the rest of the plot frontage. Parameter Plan 005 (Upper Level Land Use to Frontages) shows that the land use character of the elevations at upper levels of Plot 103 and 104 are any permitted use. The proposed use of Plot 103 and 104 for a replacement bus station, retail uses, restaurant and cafes, car parking and plant are in line with the outline permission.

The car park access ramp at Plot 104 is compliant with Parameter Plan 009 Basement and Service Access which identifies the eastern and southern end of Plot 104 as a frontage which may include carpark or service yard entrances.

Accounting for the limit of deviation of 2m, Parameter Plan 007 identifies the maximum building frontage heights for Plot 103 as part 44m and part 57m; and for Plot 104 as part 44m. The proposals fall below these maximum thresholds.

The RDAS includes a rationale to the differing heights suggested within 1BN which should be considered for detailed design of the 1BN RMA. Appendix 10 of the RDSF outlines the scale parameters for specific uses within the building zones of the site and identifies Plot 103 within building zone BXE3.2 and Plot 104 within building zone BXE2. The maximum scale parameters for retail, car park and leisure uses within building zone BXE3.2 (Plot 103) are: 55m in height, 200m in length and 90m in width and the proposed parameters for Plot 103 at 35.4m in height, 145.5m in length and 81.7m in width are in compliance. The maximum thresholds relating to BXE2 are: 55m in height, 100m in length and 100m for the width of the building. Plot 104 is proposed as being 30.4m in height, 81.1m in length and 50m in width and therefore within the parameter thresholds.

The s.73 Permission permitted 7600 parking spaces to be provided in BXE Development Zone associated with the Brent Cross Shopping Centre. The Phase 1B (North) RMA proposals configure the proposed 7600 car parking spaces into three multi-storey car parks.

The correct level of disabled parking bays has been proposed at 5% on opening and 5% to be provided at a future date as per the Brent Cross Car Park Management Strategy (CPMS) which was approved under 14/08109/CON. A revised CPMS has been submitted to the LPA under reference 17/5856/CON. However the principles relating to wheelchair car parking bay provision have not been amended. The provision of electric vehicle charging points is compliant with the London Plan and the 2014 outline permission and further details will be submitted against outline permission condition 39.7.

Proposed access arrangements are largely in line with the indicative parameters set out in the s.73 Permission. Parameter Plan 003 Public identifies a 'Managed Pedestrian Only Routes' running in between Plot 103 and 104 and connecting into High Street North. The Phase 1B (North) RMA provides this connection from Plot 103 to High Street North as the pedestrian link connecting the bus station at lower ground level to the main shopping centre. The route provides lift access to connect Plot 103 to each level of High Street North. Although this pedestrian connection is not proposed in the exact location of Parameter Plan 003, the Parameter Plan is indicative in nature and the details are to be identified at reserved matters stage, therefore the location of this key pedestrian link is acceptable.

Parameter Plan 003 also identifies a connection between the Living Bridge, the bus station and the south west corner of Plot 103. The application provides this link in the same location as identified on Parameter Plan 003 as a vertical connection via a staircase between the northern approach of the Living Bridge and the bus station; and a staircase and lift access which connects the upper and lower riverside walkway.

The plots have been designed to provide an inclusive and accessible environment which is acceptable to officers. The shopmobility unit is in a central location with step free routes to and from the unit. This is in line with recommendations from the CAF and is acceptable to Officers. All car park levels have step free access and two levels of the car park are designed with clear heights of 2.6m to allow for specialised vehicles for wheelchair users.

The southern façade of Plot 103 faces onto the river corridor and the A406. This elevation has been designed to provide visual interest and to break up the scale and length of the façade. It also screens the multi storey car park and other back of house functions. A cladding system is proposed comprised of layered metallic diamonds to address the scale of the elevation and provide a sense of permeability and texture which contrasts to the solidity of the adjoining community centre building on the west and to the spiral southern car park ramp to the east. The permeability of the cladding provides natural ventilation to the car park which sits above the bus station. The proposed design is considered to be acceptable and will provide visual interest to BXSC development.

Indicative materials proposed for the retail and office element of Plot 104 include glazing within the first floor level and reconstituted stone-faced precast concrete with a stainless steel mesh at roof level. Materials proposed for the Plot 103 façade are metallic in nature as outlined within the proposal section, and are acceptable to the LPA. Final details of materials will be subject to a condition attached to the RMA approval. Details of lighting of the facades as well as any general external lighting around the plots will also be subject to condition. Similarly, details of any plant equipment will be submitted under a condition attached to the RMA approval.

Advertising for Plot 104 will be situated mainly on the southern façade of the building wrapped around the southern car park spiral ramp. The advertising panels have been integrated into the designs of the elevations. The number and extent of advertising panels is considered acceptable having regard to the surrounding context. There will also be signage relating to the main anchor tenants and Brent Cross signage located along the eastern elevation at the upper levels of the building. This area fronts the eastern roundabout and A406 and aims to sit within prominent sight lines of the centre from these key vehicular routes. Signage details will be subject to a separate advertising consent application.

7.3.4 Plot 105

Plot 105 is proposed as a multi storey car park with a shared valet and taxi rank cycle parking storage at lower ground floor to the southern proportion of the plot. 1450 car parking spaces will be provided within the car park over seven levels.

Plot 105 falls within building zone BXC3.1 as shown in the RDSF. Parameter Plan 004 identifies the northern extent of the plot at ground level as earmarked specifically for a multi storey car park. The remainder of the ground floor and upper levels can provide any permitted use. The proposed uses are in line with Parameter Plans 004 and 005 of the RDSF. Parameter Plan 009 permits a car park entrance to be located on any frontage of the plot.

Parameter Plan 003 identifies a tertiary pedestrian and cycle route running through the south of the site. The application proposes a route which is broadly in line with the location identified in PP003 and is considered to be acceptable by the LPA.

The number and type of bays proposed are in line with the BXC Car Park Management Strategy approved under condition 11.1 with reference 14/08109/CON and which has been re-discharged under reference 17/5856/CON and is pending determination with a recommendation for approval. Officers are comfortable that the internal design of the car park, the access to and from the different elements of Plot 105 as well as internal access is inclusive for all groups and in line with relevant guidance on parking design as per BS8300, Disabled Motoring UK Disabled Parking Accreditation (DPA) Scheme guidance and the BXC Car Parking Management Strategy (currently being amended under reference 17/5856/CON but retaining the same principles relating to accessibility and inclusivity).

The position of the taxi rank was indicatively identified in the Phase 1A (North) RMA under permission 15/03315/RMA. Condition 6 attached to 15/03315/RMA states that prior to any works to the designated taxi rank on Prince Charles Drive, details of an alternative facility that is fully accessible and is clearly visible to customers exiting the centre with capacity for at least 9 taxi bays will be provided. The submitted application proposes 10 taxi bays and is in line with the requirements set out under permission 15/03315/RMA and has been agreed with TfL.

Parameter Plan 007 states that the maximum frontage height to plot 105 is 29m which incorporates the permitted 2m limit of deviation. The proposed frontage height is 27m and in compliance. The maximum scale thresholds as per Appendix 10 of the RDSF for Plot 105

are a height of 27m, a length of 170 m and a width of 85m. The proposed dimensions of the plot are: height of 29.6m, length of 125.7m and width of 85m. The proposal exceeds the maximum height level for the northern part of the plot by 2.6m in order to accommodate the lift overrun in this location. Officers consider that this minor increase in height is acceptable and will not impact on the appearance of the building. Parameter plan 007 and Appendix 10 of the RDSF will be updated through Condition 2.4 to make consequential changes to reflect this minor exceedance.

Access to and from the car park, valet and taxi rank and cycle storage as well as in and around Plot 105 is acceptable. Although there is a stepped access to the cycle store due to the level changes between the pedestrian and cycle route and the store room, there is a secondary ramped access in close proximity. Internal access between the car park and shopping centre is step free and acceptable.

The appearance and design of the Plot 105 façade is acceptable. The façade design provides continuity with other proposed buildings within the scheme through its vertical fin composition as well as the indicative metallic and reconstituted pre-cast concrete materials which are proposed. The twisted fin aspect of the design will provide a unique element to the building which is prominently positioned along the eastern length of the A406 within the boundary of 1BN. The southwestern cores which front onto Fenwick Threshold Space are also reflective of other proposed buildings within the scheme including the community facility building and this provides cohesion to the design which is welcome given the number of different buildings and designs proposed within the scheme.

Façade lighting and details of lighting at pedestrian level will be subject to a condition of the RMA approval. Signage which is illustratively proposed at this stage is likely to include Brent Cross signage as well as key tenant signage and be located at the south eastern corner at the upper levels of the façade. Details of signage will be subject to a separate advertising consent application. Plant details will come forward under a condition attached to the RMA approval.

Officers can conclude that the proposals for Plot 105 are acceptable including the minor amendments to the height to accommodate the lift overrun to provide step free access for visitors to the centre.

7.3.5 Plot 106

Plot 106 forms the northern retail block and the main extent of retail uses proposed under Phase 1B (North). The proposed uses are in line with Parameter Plans 004 and 005 which permit predominantly retail, leisure and hotel uses at the southern extent of the ground level and any permitted use for the remaining ground and upper levels of the plot.

The s.73 Permission permits a maximum frontage height of 27m for Plot 106. The plot falls within building zone BXE3.4 which permits retail and leisure uses.

The layouts submitted for the cinema are indicative at this stage and once a cinema operator has been chosen, the applicant will engage with them in relation to design.

The RDSF states that the maximum thresholds for the plot are: height of 27m, length of 200m and a width of 120m. The proposed dimensions of the plot are: a height of 39m, length of 188.9m and a width of 92.9m. Height thresholds are exceeded by 12m due to the proposed cinema block located at the second floor and above at the southern extent of Plot 106. These exceedances are contained to a small proportion of the building and to 12% of the overall roof area. The height and massing of the building to accommodate the increase in height for the cinema have been tested as part of the EIA process for the RMA. The increase of 12m in height at Plot 106 does not give rise to any new impacts and, on the basis of the design for Phase 1B (North) submitted in this RMA, is considered to be acceptable in order to accommodate the leisure facility. The general built form of Plot 106 remains in accordance with the RDAS principles (A2.4.2) which states that buildings of 4 to 9 storeys are acceptable within the scheme. A condition 2.4 application under reference 17/3984/CON will seek consequential minor amendments to the parameters included within the RDSF to reflect this deviation.

Parameter Plan 003 (public realm and urban structure) identifies a Managed Pedestrian Only route running from High Street North through the centre of Plot 106. This route has been provided further to the east of the Plot and connects to the existing centre. Section A3.9 of the RDAS describes how routes from High Street North to the existing Brent Cross Shopping Centre should allow for uninterrupted pedestrian movement into and through the new centre. Although the location of the route is not in the location as per Parameter Plan 003, it meets the principles set out in the RDAS and provides a seamless connection along the eastern side of Plot 106 linking to the refurbished and remodelled Mall 3. As such the route provided is acceptable. Access routes internally as well as to Plot 106 are step free and accessible.

The design of Plot 106 is acceptable to Officers and demonstrates the outward looking nature of the proposed new extension to the shopping centre by creating links with the external elements of the surrounding scheme as well as through the indicative materials proposed.

Details of lighting will be subject to a condition attached to the RMA approval. Signage is proposed on the elevation of the cinema block since this is the most visible external element of Plot 106 and where tenant signage can be seen from further afield. Details of signage will be submitted under a separate application.

The proposed cinema block at Plot 106 results in an exceedance of the s.73 permission parameter heights and widths, however these exceedances have been tested through the EIA procedure and are found to not have a significant impact in terms of townscape and visual impact. The exceedance is considered to be acceptable in providing a quality retail and leisure offer for Brent Cross as a significant town centre and London wide opportunity area.

7.3.6 Plot 107 and 108

Parameter Plans 004 and 005 of the s.73 Permission identify the ground level of Plot 107 and 108 as having uses of Predominantly Retail or Leisure or Hotel, and the upper level uses to frontages as being any permitted use. Appendix 10 of the RDSF identifies Plots 107

and 108 as falling within building zone BXE3.5 which permits retail, office and car park uses. Plots 107 and 108 will predominantly be comprised of retail with some restaurants and cafes and therefore the proposed uses are in accordance with Parameter Plans 004 and 005.

Parameter Plan 007 (Maximum Building and Frontage Heights) of the RDSF shows Plot 107 and 108 as having a maximum frontage height of 27m. The scale thresholds within Appendix 10 of the RDSF demonstrate that the maximum scale thresholds for building zone BXE3.5 are a maximum height of 27m, length of 180m and width of 80m for retail uses. The proposed dimensions for the building are: height of 25.2m, length of 131.2m and a width of 59.5m which are all compliant with the outline permission. The proposed frontage height of Plots 107 and 108 is 67.5m arranged over 4 storeys and as such the proposed height and massing of the building is in line with the RDAS building height principles of buildings within BXE to be 4 to 9 storeys.

Parameter Plan 003 (Public Realm and Urban Infrastructure) identifies a Managed Pedestrian Only route linking the northern extent of West Street with Layfield Place (S10 on the plan). Layfield Place Threshold Space provides access into and out of Plot 107/108 and links the internal pedestrian route to the external pedestrian and cycle route which runs along the western extent of the new shopping centre. The internal pedestrian route also links to Tempelhof Circus threshold entrance (S9 on the plan) at the southern end of the building, which provides a further point of pedestrian access. The layout and access routes for the Plots have been proposed in line with the outline permission.

The plot has been designed to suit the access needs of all user groups. The internal streets in and around Plot 107 and 108 have been designed with a gentle gradient of 1:100 to overcome the topography of the site with the northern side of the site at a higher level than the south. Since 1:100 equates to a 1m change in height over a 100m length, the gradient is effectively level and acceptable in terms of usability and inclusive access. Where a single retail unit falls over more than one floor level, lifts will be installed.

Plot 107 and 108 are not a key feature building and therefore has been designed so as not to detract or compete with the other key landmark buildings in the scheme. The external elements of Plot 107 and 108 front onto through routes and the edges of Threshold Spaces. The façade design will therefore be viewed up close at the pedestrian level rather than as a stand out landmark building. The design therefore proposes brick detailing which provides a greater level of interest at the pedestrian level. The northern elevation which includes double height shopfront glazing will activate the Layfield Place Threshold Space. The glazed terrace along the Tempelhof Threshold Space façade provides a finish to the building at roof level which contrasts to the main materiality of the building.

The design of the outward facing areas of the building are in compliance with the requirements of the outline permission, specifically Section B.4.2.1 of the RDG which provides a component palette for building frontages and Section B4.2.2 of the RDG which provides elevational typologies.

The western elevation of Plot 107 and 108 forms the backdrop to the Plot 109 hotel courtyard. This elevational design reflects that of the hotel, and a buff light grey brick will be used to tie in with that of the hotel. Along this elevation, strips of patinated copper and

bronze will be integrated with lighting strips. This arrangement will provide continuity of materiality of the hotel, as well as provide interesting feature lighting at the hotel entrance. The brickwork panel details and the western elevational details will be required by condition attached to the 1B (North) RMA to assess the final material palette chosen.

As well as general external and façade lighting, the signage attached to the elevations is also proposed to be illuminated. Submission of details of lighting design will be a condition of the RMA. Consent for signage will be sought through a separate advertising consent application.

The multi storey retail unit within the building will have a plant located at the roof level which is intended to serve this unit. Details of this plant will be submitted to the LPA via a condition attached to the 1B (North) RMA.

The proposal for Plot 107 and 108 is in full compliance with the outline permission, according not only with the layout plans and configuration of the building and pedestrian circulation routes but also with the suggested material palette for the building façade. Officers find the proposals for Plots 107 and 108 acceptable subject to details of signage, lighting and plant to be conditioned.

7.3.7 Plot 109 (Hotel)

Parameter Plans 004 and 005 within the RDSF of the s.73 Permission identify the permitted Lower and Upper Ground Uses to Frontages of Plot 109 as being any permitted use. Appendix 10 of the RDSF identifies hotel uses as permitted within building zone 1 which Plot 109 falls within. The northern and western extents of Plot 109 are identified as part of building zone BXE1.1, and the southern elevation of the plot falls within building zone BXE1.2. The Use Class C1 hotel proposed at Plot 109 is therefore in compliance with the outline permission.

The scale thresholds within Appendix 10 of the RDSF demonstrate that the maximum scale thresholds for hotels proposed within building zone BXE1.1 are a height of 27m, length of 130m and a width of 100m. The maximum thresholds for a hotel use within BXE1.2 which relates to the southern extent of Plot 109 are: 55m in height, 100m in length and 40m in width. The proposed scale of Plot 109 is 26.9m in height, length of 81.4m and width of 38.5m and therefore accord with the parameters of the s.73 Permission. Section A2.4.2 of the RDAS states that building heights within BXE should be an average of 4 to 9 storeys. The hotel is proposed to be seven storeys and as such, complies with the RDAS principles.

The proposed hotel building is configured in a D shaped floorplate which allows for efficient operation of the hotel as well as the creation of an enclosed courtyard space to the rear which provides the hotel entrance and guest access to the hotel.

It is envisaged at this stage that hotel bedrooms will occupy levels 2, 3, 4, 5 and 6 with the top floor dedicated to plant for the building. Conference and meeting rooms are proposed at first floor and back of house areas including kitchen, delivery bay and storage is proposed at the ground floor. At this stage the proposed plot has not been leased to a hotel operator, therefore design of the hotel may change due to specific hotel operator requirements.

However the façade design, scale, massing and configuration of the building will be approved by this application and these elements are not to be amended.

Plot 109 is a standalone building and therefore has no proposed internal link with the other buildings of the Phase 1B North scheme.

Vehicular access permitted by the outline permission as shown on Parameter Plan 002 (Transport Infrastructure) includes one vehicular access point which connects the south of Plot 109 to the western roundabout, and one access point along the existing perimeter road at the western boundary of the plot. The proposal includes an access road that runs through from the Tempelhoff Avenue off the Western Roundabout, through to the western perimeter road. This shared surface road is solely for access, servicing and delivery of the hotel plot. Therefore although the proposed configuration of the hotel deviates from the outline permission, the resultant hotel layout incorporates the vehicular accesses specified in the outline permission.

Access to the hotel will be step free and from the internal courtyard entrance which can be accessed from Tempelhof Avenue, Tempelhof circus and Layfield Place. The courtyard will provide a drop off area for cars and coaches.

Although the internal layout is indicative at this stage and subject to operator fit-out, lifts will be provided to serve all publically accessible levels of the hotel as well as the plant area at rooftop level. The ground floor proposes a reception area, restaurant, café and bar area and associated toilets including a disabled toilet.

Since the floorplans of the hotel layouts are indicative at this stage, the LPA will require these to be submitted for approval at a later date as will be conditioned in an approval for this RMA. This will include the requirement that 10% of the hotel rooms will be provided as accessible rooms which are suitable for wheelchair users in accordance with London Plan Policy 4.5.

The service bay, which will be screened with a roller shutter, is located at the ground level and the hotel is serviced from the central courtyard. It is not currently known how many delivery or collection visits are anticipated over 24 hour period but it is estimated that there will be four required. The delivery and collection visits will be time managed to ensure minimal cross over with guest arrival and departure times. The access road swept paths have been designed to accommodate vehicles of up to 15m long and 4.2m high.

The façade design of the hotel reflects an urban rhythm and scale that complements the scale and nature of the neighbouring buildings in the scheme and in the existing surrounds. The proposed building will allow for an active frontage along the ground floor, particularly as it forms the key external pedestrian route linking the Tempelhof Circus threshold area with Layfield Place threshold area. As such the proposed ground floor elevation will be glazed to maximise the extent of activate frontage.

The façade design complements the other buildings within the scheme, and the scaling of the windows reflects the residential module applied to the adjacent Western Car Park at Plot 110/111. Further interest has been added through the punctuation of the corner areas of the

building as it wraps round the plot boundary. Along these lengths, the brick façade extends higher than the parapet line which blurs the sharpness of the parapet edge, thus reducing the overbearing nature of the elevation. The brick façade will protrude along these corners, resulting in greater depth to the window reveals.

The eastern elevation of the hotel forms one half of the courtyard backdrop; the courtyard which lies between Plot 109 and Plots 107 and 108. The grey brick framing structure along the western elevation of the hotel is repeated along the eastern elevation and window glazing is recessed within the façade which provides greater depth and detail to the building.

Existing two storey houses are located approximately 50m to the north-west across the perimeter road. The distance to the boundary of the gardens is approximately 35m. The hotel does not create any overshadowing of these properties. The building shape ensures that the majority of rooms face away from these properties. The distance is not considered to give rise to detrimental overlooking of the proposed residential developments.

The brickwork proposed is a light and neutral grey colour and creates a framing structure for the façade, in which the recessed window glazing with charcoal coloured framing, bronze coloured panels and patinated copper features sit within. Details of the key façade features and the final chosen materials will be submitted to the LPA by way of conditions attached to the RMA.

It is envisaged that light fixtures will be incorporated into the façade system to create a more dramatic and dynamic façade for the evening and night time. The rooftop level is dedicated to plant and is screened with louvered panelling around the perimeter of the roof which is set back from the edge. The courtyard space is further articulated along its eastern edge with lighting features which reference the palette of materials used on the hotel elevations.

Lighting of external elevations and within the public areas will be comprised primarily of energy efficient LED lights and design in collaboration with a Lighting Designer. At night time it is envisaged that the building is animated at ground floor with wall washer flood lighting along the route to the hotel entrance. It is proposed that details of any external lighting are to be submitted under a condition attached to the RMA approval.

The hotel will be visible to eastbound vehicles along the A406 North Circular and southbound M1 and signage will be designed to captivate these views. It is intended to include the hotel logo as a feature or structure displayed within the landscaped areas around the western façade at pedestrian level. This will also be subject to a condition.

Plot 109 will incorporate roof top plant to serve the hotel. Since the specification of mechanical engineering plant is unknown, the space requirements are also unknown. When detailed design of the plant has been developed, it should be contained at rooftop level, set back from the parapet edge so it cannot be read at ground level, and not result in any height increase above the permitted height level for Plot 109. Details of rooftop plant equipment will be submitted under a condition attached to the RMA approval.

Since the internal floorplans submitted in relation to the hotel are indicative at this stage and it is likely they will be subject to amendments once a hotel operator reviews the layouts in

light of tenant requirements. Therefore, floorplans of the hotel are to be submitted to the LPA for approval through a condition attached to the RMA approval.

7.3.8 Plot 110/111 (Western Car Park)

Plot 110/111 is proposed as a multi storey car park and the John Lewis Store southern façade. Under the s.73 Permission, it was envisaged that the John Lewis Store would be relocated to an area within the new shopping centre extension. It is now proposed that the existing John Lewis Store remain in its existing location, however slight adjustments to the frontage of the store are necessary for the extension of the centre to be realised. The proposal for Plot 110/111 which relates to retail uses is therefore limited to façade design of the John Lewis Store.

Parameter Plans 004 and 005 allow for any permitted use on this plot. The plot is proposed as a multi storey car park with an adjoining retail unit. The proposal is therefore in line with the outline permission in this regard. The proposed car park entrance and exit is located at the northern end of the plot. This is in accordance with Parameter Plan 009 which permits a car park access along any of the external frontages of Plot 110/111.

Appendix 6 of the RDSF identifies plot 110/111 as being within building zone BXE3.6 for which the maximum scale thresholds permitted for retail are a height of 27m, a length of 150m and a width of 120m. The proposals for the retail element of Plot 110/111 are limited to internal façade design and therefore the height parameters do not apply to the compliance.

The maximum frontage height for Plot 110/111 as shown on Parameter Plan 007 is 29m. Plot 110/111 exceeds this threshold by 0.25m in order to accommodate the full height of the lift core service overrun. Given the increase over the parameters is minor and would not result in a change to the visual appearance of the façade or western elevation of the building, the exceedance by 25cm is considered acceptable. This minor amendment is captured in the associated Condition 2.4 application.

No car park uses are identified within building zone BXE3.6 and as such, Appendix 10 of the RDSF is to be revised through a Condition 2.4 application to include scale thresholds for this use. The amendment sought is minor in nature and is a consequential change on the basis of the acceptability of the detailed design of the Phase 1B (North) RMA. In the absence of scale thresholds, the scale of the eastern car park is guided by the RDAS requirement for buildings in the BXE development zone to be between 4 and 9 storeys. The western car park is proposed as a seven storey car park and therefore complies with the design principles set out in the outline permission. The John Lewis Store will be retained in its existing building which is comprised of six levels: lower and upper ground, first, second and third floors and a roof level, albeit the current and proposed store will not trade from all these levels.

Parameter Plan 003 identifies a managed pedestrian only route running along the south of Plot 110/111 connecting Layfield Place (S10) to the approach to Brent Cross Main Square and this is reflected in the proposal for the plot. Parameter Plan 002 does not identify any specific vehicular access points to Plots 110/111, however the supporting text states that

these will be identified at the reserved matters stage and the access points to the car park is proposed at the northern extent of the plot.

The car park entry and exit spiral access ramp has a clear height of 2.6m at level 1 and can therefore accommodate HsVC (disabled) vehicles at this level. The other levels of the car park have a clear height of 2.4m.

5% of bays proposed are appropriate for disabled parking and have been sized as such at 4.8m in length and 2.5m in width with a 1.2m access strip along the length of the bay in line with requirements from BS8300, to provide additional space for users. 5% of spaces have been sized so that they can be converted at a later date and this is in compliance with the Car Park Strategy and Standards condition 11.2 under reference 17/3090/CON which is pending determination and recommended for approval. Furthermore, 5% of spaces have been provided as parent and child spaces which are 4.8m in length and 2.4m in width with a 1.2m access strip along the length of the bay. Disabled bays have been located in close proximity to the public lift cores at each level.

Accessible changing and shower facilities will be provided within the north-west spiral drum of the car park and these will be available for staff of the centre. The cycle parking provided will also be inclusive and is designed to accommodate standards and non-standard cycles.

The proposed delivery and service yard located underneath Plot 102 extends out underneath Plot 110/111. Planning and Transport officers have concluded that the yard arrangement and size is acceptable as proposed. Parameter Plan 009 which identifies areas permitted for basement and service access does not include the basement area of Plot 110/111. Since the proposed yard extends underneath Plot 110/111, it is proposed under a condition 2.4 application (with planning reference 17/3984/CON) that the text associated with Parameter Plan 009 is amended to reflect the inclusion of this minor service yard extension.

The façade of the western car park has been designed sensitively to respect the surrounding residential dwellings. Louvered panels proposed within the projecting façade boxes will be angled to filter the car parking lighting and to allow the car park to be naturally ventilated. The western façade is broken down into modules by the projecting boxes. Views from the northern point of Plot 110 looking southwards along the perimeter road take in the western elevation of the car park, the eastern elevation of the residential plot, and the north western elevation of the hotel at Plot 109. Elements of each of these façade designs is reflected in the other and creates a consistent theme which runs through the design of the development of Phase 1B (North) as a whole.

The planting proposed along the spiral access to the car park, around the base of the car park at the northern elevation and along the southern car park façade in the form of a green wall will provide the car park with a softer appearance.

Indicative materials proposed for the façade are steel and aluminium, and on the southern façade fronting Layfield Place the materials chosen include re-constituted stone faced pre-cast concrete panels with recesses infilled with metal or glass panels of contrasting colour. Materials will be conditioned under the RMA approval.

Lighting is proposed along the pedestrian level walkway running along the western extent of the plot and signage placed at roof level will also be accompanied by lighting. Details of lighting will come forward under a condition attached to the RMA approval. Signage along the western façade is proposed to be for principle tenants of the shopping centre. These will be cantilevered off the face of the building and will be subject to a separate advertising consent application.

Plot 110/111 has been designed to ensure a safe environment, with lighting details indicatively proposed to aid the pedestrian and vehicular flow in and around the plot, as well as CCTV managed by the shopping centre landlord placed in and around the plot. Details of CCTV are included within pre-RMA Condition 7.1 Estate Management Framework.

Minor amendments are required to the Phase 1A North consent relating to highway infrastructure. The amendments relate to the sections of highway along the boundary at which the Phase 1A North and 1BN RMAs meet. These minor amendments are required to accommodate the location of the following aspects of the shopping centre since detailed design has resulted in slight adjustments from the phase 1AN approved plans:

- An entrance/exit to the car park along the northern frontage of Plot 110/111 has been provided
- The positioning of the footpath at the roundabout adjacent to Plot 110/111 has been amended.

7.3.9 Plot 113 (Residential)

Plot 113 is located to the northwest of the BXE Development Zone as identified in Parameter Plan 001. It is surrounded by existing residential uses to its north, south and west and by the proposed shopping centre to the east. In line with the Parameter Plans 004 and 005 of the 2014 s.73 permission, residential use is proposed at ground and upper level elevations to provide a total of 52 residential units.

Design principles

Overarching design principles for residential development within the s.73 Permission are set out in the RDSF and RDAS. The permission reflects the London Plan requirement for all residential units to be designed to Lifetime Homes Standards. Wheelchair Accessible Units (WAUs) are designed in line with the Wheelchair Housing Design Guide which is a requirement of the Section 106 Agreement (Schedule 13, Appendix A). The proposal includes eight dwelling types which will be assessed in greater detail against the relevant standards and criteria as per a condition attached to the RMA approval.

Scale

Parameter Plan 007 (Maximum Building and Frontage Heights) indicates a maximum frontage height at Plot 113 of 12m with a 2m limit of deviation which results in a maximum permitted frontage height of 14m. Plot 113 falls within building zone BXE4 as per Parameter Plan 014. The maximum scale thresholds within Appendix 10 of the RDSF for residential uses within BXE4 are a height of 12m, length of 100m and a width of 17m.

The proposed design of Plot 113 includes a four storey building comprised of four adjoined blocks identified as Blocks 1 to 4 running south to north. The proposed development at Plot 113 is consistent with the length parameters. The height threshold is exceeded by 0.8m and the width threshold exceeded by 2.04m. The exceedance over the identified height threshold can be accounted for by the lift over-runs at Blocks 3 and 4 which site above the rest of the roof and account for a very limited part of the total roof area.

The width exceedance is due to protruding balconies in specific locations rather than the building itself. The building itself is within the width thresholds. The balconies provide amenity space for the units which cannot be provided in any other way, and add interest and variation to the elevations of the blocks. Therefore the exceedance of the site's width parameters is seen as acceptable in these circumstances.

The scale of the plot is appropriate in the context of surrounding development as it respects the existing neighbouring bungalows to the west and the larger scale proposed shopping centre to the east.

Density

Table 6 of Parameter Plan 014 identifies a development floorspace of 4,035sqm within this building zone. The proposals provide 5,012sqm (GEA) of residential floorspace over 52 units. Supporting text to Table 6 states that it is permissible to increase the floorspace allocated to each Building Zone by 15% above the amount stated. Accounting for the additional 15%, the increase in floorspace above that identified in Table 6 is 372sqm.

Table 3b of the RDSF identifies the illustrative residential densities for the BXE Development Zone as being 43 dwellings per hectare. Based on the site area for Plot 113 of 0.69 hectares and the proposal for 52 units, the proposed density is 75 dwellings per hectare. It should be noted that the outline permission provides only an illustrative density figure based on the indicative layout parameter plan of the RDSF. Density is also not to be applied as a tool in its own right, but instead should be informed by compliance with other design standards. The density matrix provided within the London Plan (2016) demonstrates that residential developments within an urban site of PTAL 4 to 6 could provide an average of up to 130 units per hectare. In this instance the proposed density is considered to be suitable for the plot, having regard to the scale and design of the building, the acceptable relationship to the adjacent existing housing, as well as having regard to the proposed new town centre development of the BXE Development Zone.

The proposed blocks respect the grain and scale of the existing surrounding dwellings whilst also balancing well with the large commercial buildings to the west. In terms of building massing, the western façade steps up in layers along the site from south to north and this softens the overall mass of the residential building itself. The fourth storey of the building has been set back which reduces the overall massing of the building; increases the distance of dwellings from the existing residential housing; and creates a more defined roof level. The setback creates a more human scale to the blocks, particularly when read from the pedestrian level.

Unit mix

The unit mix proposed for Plot 113 is as follows:

- 19 one bed apartments (equates to 36% of units at Plot 113)
- 25 two bed apartments (48%)
- 8 three bed apartments (15%)

The suggested site wide unit mix for private housing as identified in paragraph 2.23 of the RDSF states that:

- 35% of units should be provided as one bed or studios
- 47% as two bed units
- 18% as three or four bed units

The proposed mix is broadly in line with the mix recommended in the outline permission except for 1% more one beds, 1% more two beds and 3% less three/four bed units are provided.

Space Standards

The room layouts are subject to further assessment and will be submitted to the LPA for approval under a condition attached to the RMA should it be approved. The marked up layouts and storage spaces will then be assessed against the London Plan 2016 space standards to ensure that the areas proposed comply with the London wide standards and provide good residential quality housing.

Affordable housing

No affordable housing is proposed at Plot 113 and therefore within Phase 1B (North); Conditions 1.12 and 1.13 of the outline permission require details of affordable housing to be submitted and assessed on a phase basis. Conditions 1.12 and 1.13 were approved with planning reference 17/2425/CON for Phase 1B (North) and conclude that the sub-phase is not required to provide any additional affordable housing above the affordable housing provided within Phase 1A (North) which comprised the Whitefield Estate Replacement Units (Part 1).

Wheelchair accessible units

The wheelchair accessible/adaptable units have been designed in line with the Wheelchair Housing Design Guide standards. The Section 106 within Appendix A of Schedule 13 sets out the relevant WHDG standards. The one criteria that could not be designed into the scheme was in respect of providing a covering to all disabled car parking bays since this would increase the amount of space around each bay to accommodate the structure required. Given the site is already very constrained, it was not possible to include the coverings in addition to the required level of car parking. This is the only element of Appendix A which has not been met, however given the short distances from the parking bays to the covered entrances of the blocks, the car parking bay coverings have not been deemed as essential to the successful design of wheelchair accessible/adaptable housing and Planning Officers deem this acceptable. A condition will be attached to the RMA approval for the accessible/adaptable units to be further assessed against the relevant criteria with dwelling plans to be submitted at a 1:50 scale.

Lifetime homes

Residential development is required by Condition 36.5 of the outline permission, the RDSF (2.27 and Appendix 6) and the London Plan (2016) to meet Lifetime Homes Standards to ensure that the dwelling is appropriate for residents at all stages of their lifetime. Lifetime Homes Standards include 16 criteria. The residential floorplans have been assessed against all relevant criteria and are found to be in general compliance. Details of floorplans to a scale of 1:50 will be required via condition for assessment by the LPA against the lifetime homes standards and wheelchair accessible standards.

Access

Due to the gradual level change of the site which is higher at the northern end, each access to the four blocks slopes to a varying degree from 1:28 to 1:100. These gradients are acceptable along their respective lengths and are in line with the Lifetime Homes Standards. The new southern vehicular access point which connects with Brent Park Road is in accordance with Parameter Plan 002 of the outline permission. This access is proposed as a shared surface and links the plot to the shopping centre on its eastern side. The eastern link which accords with Parameter Plan 003, is proposed only for pedestrians and cyclists and also provides an emergency vehicular route. The width of this route at 6.6m accords with Parameter Plan 003 which states that the minimum width of the route should be 6m. The proposal is also in accordance with the parameter 003 requirement that the building to building width in this location should be a maximum of 21m. The pedestrian access points at the north-east corner, southwest corner and south east corner are all at grade with their surroundings thus providing an appropriate route for wheelchair and less able users.

Car parking

The s.73 Permission sets a maximum car parking standard for residential units of 1 space per unit with the intention to drop to 0.7 spaces per unit with the delivery of the new Thameslink train station.

The propose level of car parking at plot 114 is 40 spaces to serve the 52 units. This equates to 70% car parking provision which is within the maximum standard of 1:1. It is not possible to provide additional car parking due to the constrained nature of the site and the requirement to retain the bund along the eastern side of the plot for amenity on site, and separation from neighbouring dwellings. Officers consider the car parking ratio of 0.7:1 to be acceptable having regard to the delivery of the replacement bus station at Plot 103/104, provision of new cycle links, as well as the delivery of the new Thameslink Station which is to be completed by 2022 ahead of when the residential units on this plot will be occupied. The level of wheelchair accessible/adaptable parking spaces is in line with the relevant standards set out within Lifetime Homes standards and the Wheelchair Housing Design Guide requirements.

The new access road has been designed to allow for large vehicles to access the site including refuse vehicles, delivery trucks, pantechnicons and fire tenders. These vehicles are all able to access the site as well as turn to allow them to exit facing the direction of travel. Swept path analysis has been provided for all potential vehicles utilising the access road. Although the plans have not been submitted for approval, they have been assessed by LBB Transport and Highways and are found to be acceptable.

Cycle Parking

The level of cycle parking provision is in line with the relevant standards and discussed in more detail within the Pedestrian and Cycle Strategy submitted against Condition 2.8 under reference 17/3089/CON which is pending determination and recommended for approval. The inclusion of secure cycle storage within each block provides a safe place for which residents can park their bikes and this will encourage greater use.

Appearance

The stepping up of the residential units along the length of the buildings will not only overcome the level change across the site and therefore provide buildings of more equal height, but the step change reduces the potential for imbalance and overbearing design across the blocks. The entrances to each of the blocks are expressed as vertical circulation cores and the façade along each block is recessed in these locations, providing further articulation to the buildings and breaking up the western façade block by block to a more human scale of building.

Although the indicative material palette is acceptable, details of materials will be approved via a condition attached to the RMA approval.

Amenity space

The play space strategy set out within the RDAS identifies the maximum radial walking distance that different play space typologies should be from a home: doorstep play space should be within 125m; neighbourhood play space within 400m; and community play space within 1,000m. Due to the constrained nature of the Plot, no dedicated play space is able to be provided on site. Plot 113 lies adjacent to Sturgess Park and a new footpath linking the park to the plot is proposed. The distance between the new Plot 113 path and plot is 100m allowing Sturgess Park to provide a convenient play space for the residents including doorstep, community and neighbourhood play spaces in line with the RDAS requirements.

Private amenity space is required to be provided by balconies, terraces, communal courtyards and private gardens. For the proposed units, private amenity space is provided on site and all ground level units have terrace areas. All upper level apartments have individual balcony space. One and two bed apartments should benefit from a minimum of 5sqm through a private terrace with a minimum depth of 1.5m. At grade terraces accessed from living rooms will be provided for all ground level units, and all upper level dwellings will have a balcony. All balconies exceed the minimum required depth and width of 1.5m and meet the relevant space standards within the London Housing SPG (2016). Balconies to four of the three bed six person apartments do not meet the relevant standards and provide 8sqm of private amenity space rather than 9sqm. These balconies have been scaled back to increase the level of sunlight and daylight to the units below and given the reasoning, this decrease is deemed acceptable.

Landscaping

An existing green bund and mature trees run along the west of the site. The proposed layout of development on the plot has deliberately sought to retain the bund and the majority of the existing trees located within it as this provides a visual amenity and privacy screen for the existing homes that back onto the site from the west. The proposed layout is considered to provide the optimum balance of amenity and privacy for the existing and proposed

residential properties. A number of mature trees which border Plot 113 to the northern and western boundaries are to be removed since they have been assessed and found to be dead, dying or diseased. Further trees will be removed at the southern boundary to enable the emergency vehicle access to be constructed. The removal of these trees is assessed under pre-RMA condition 27.1 and 27.2 in relation to Phase 1B North under planning references 17/2163/CON and 17/2164/CON respectively.

Overlooking

The distances between the proposed and existing dwellings is approximately 35m and therefore provide sufficient distance to avoid overlooking of the properties. The retained bund and trees along the bund will also shelter the existing housing from the proposed development. To the south of the plot, there is also adequate distance between the existing and new homes and these are separated by the new access road which will provide sufficient distance to prevent a loss of residential amenity.

Sunlight / daylight

A sunlight daylight study has been carried out to assess both the Vertical Sky Component and ADF for Plot 113. A total of 292 windows required further VSC assessment and 137 windows required further assessment via the ADF index. The ADF index analysis found that 79 (28% of the total number of windows at the plot) did not meet the BRE criteria associated with this design configuration.

The availability of sunlight to buildings was also assessed on the basis of Annual Probable Sunlight Hours (APSH). The ASPH guidelines were met at the majority of assessment locations within Plot 113. The design of the plot was amended to increase the level of daylight and sunlight. After these amendments, 61 (21% of the total amount of windows) did not meet the BRE criteria. Of these windows, 48 are located on the eastern side of the plot where obstruction to daylight is due to the proposed Plot 110/111 massing. It should be noted that the majority of these windows are north facing and as such it is expected these would typically receive a reduced level of sunlight/daylight. The remaining 13 windows are located on the western side of the building where obstruction to daylight is due to the necessary pillars and concrete massing on the third floor balconies.

The retention of the bund and associated trees further reduces the level of light along the western façade windows, however the retention of the bund does provide screening for the existing adjacent dwellings to Plot 113 and is deemed an important feature to retain. It should be noted that the standards which are required to be met are guidelines rather than rigid criteria and as such numerical values are open to interpretation.

The site lies in an urban location and within an opportunity area earmarked for regeneration within the London Plan regional strategy. As such the daylight and sunlight levels should be considered within this context. On balance therefore, given the amendments made to the design to increase the level of daylight and sunlight within the dwellings, and given the urban context and surrounding proposed development in which Plot 113 lies, the assessment of daylight sunlight is considered to be acceptable.

Amenity areas are required to receive at least two hours of sunlight on the 21st March. The amenity spaces within Plot 113 receives 83% 'sun on ground' and therefore receives sufficient sunlight, passing the BRE guidance.

Lighting

Details of external lighting for Plot 113 will be submitted to the LPA via condition which will be attached to the RMA approval. These details are required to meet Lifetime Homes and WHDG requirements.

The plot has been designed to provide a safe and secure environment.

Summary for Plot 113

The proposed development at Plot 113 is largely in compliance with the parameters of the outline permission. The compliance of the detailed design proposal with the outline permission has been assessed from a planning and environmental impact perspective. There are no new or significant environmental impacts which arise due to the proposed development at Plot 113. From a planning perspective, the areas of discrepancy are minor in nature and are a consequence of the detailed design process which has led to a higher quality residential proposal. The minor aspects of exceedance include:

- Increase in floorspace
- Increase in width and height parameters
- Amendment to the location of the pedestrian entrance to Plot 113.

A condition 2.4 application has been submitted alongside this RMA which seeks a limited number of revisions to the RDSF to capture minor variations which have occurred due to the detailed design development of the Phase 1B (North) RMA scheme.

Given its location adjacent to Plot 101/111 and that the bund along the western boundary has been retained to provide a sufficient level of car parking, it is considered that the design of Plot 113 as amended due to initial assessments, is an appropriate response to its location and to the site itself.

Overall the proposal for Plot 113 is acceptable to officers subject to further assessment of materiality and the detailed layout of units against relevant spaces standards and wheelchair housing standards which are all to be conditions of the RMA approval.

7.3.10 Living Bridge northern approach

The northern approach of the Living Bridge presents a key node for the 1BN scheme and the wider BXC scheme, and as such presents an important pedestrian route and area of public open space.

The Living Bridge northern approach does not fall within the Critical Infrastructure for Phase 1B (North) and does not form one of the public Threshold Spaces. However, given the key location and open nature of this space, the development of the northern approach of the Living Bridge has been designed with special care and with the aim of creating an open area of public realm at a key location and nodal point within the wider BXC development site.

The northern approach provides direct access to the community facility building, to the shopping centre, to the upper levels of Plot 102 where leisure and restaurant uses are located, to the bus station, to the riverside walkway and more holistically it provides a connection between the northern and southern development areas of the BXC development site.

The western edge of the northern approach area is fronted by the sweeping façade of Plot 102. At the pedestrian level of the bridge, the façade includes a café frontage as well as lift access points. The northern area is glazed and forms the threshold entrance to the shopping centre and the eastern elevation is comprised of the corner structure of the community centre building of Plot 103. A generous level of seating of differing types will be provided in this area to encourage people to dwell within this green and landscaped area of public space.

The natural stone paving from the Living Bridge will continue through this area. Street furniture will also reflect the palette adopted along the bridge. The parapet design and materiality is an extension of the Corten angular parapet with mesh that was approved for the bridge.

The landscaping in this area is a continuation of the landscaping along the main length of the bridge which was approved under a separate application with planning reference 15/03312/RMA. Some minor amendments are proposed to the landscaping and planting of the approved Phase 1A (North) RMA 15/03312/RMA to ensure that the 1AN and 1BN landscaping and planting tie in seamlessly across the bridge. Planting proposed includes evergreen grasses so that there is an element of green along the bridge and at the northern approach all year round. Planting is also proposed to wrap around the staircase leading to the bus station.

7.3.11 Brent Cross Main Square

Brent Cross Main Square is included in Parameter Plan 003 as public square M3 and of 0.35 hectares. Its location is at the heart of the 1BN scheme. The proposed layered square falls across the lower ground where this space will be used for public events, for seating and general relaxation for shoppers. At upper ground and first floor the square will fall over a void area however the spaces around the void will be utilised and activated. The configuration and shape of Brent Cross Main Square was altered several times as a part of the design development process until the proposed solution was settled on which presents the square with a curved edging which creates a more open area to that of an angular and rigid square shaped space. Plot 102 forms a dramatic back drop to the Brent Cross Main Square. To increase permeability and pedestrian access through the square which is arranged over lower and upper ground and first floor of the centre, walkways were modelled across the southern side of the Square at the upper ground and first floor. However these pedestrian links obscured the façade detail of Plot 102 and the walkways interrupted the sweeping fin arrangement of the elevational design. These walkways were removed and the proposed arrangement includes a pedestrian walkway around the square except for the southern edge at upper ground and first floor. The proposed use and layout is in compliance with the outline permission.

As the heart of the shopping centre, the square can be accessed by a number of different routes. Access is step free and inclusive in line with the Inclusive Access and Wayfinding Strategy (approved under Condition 1.26 for the BXC regeneration scheme). Further details on wayfinding will come forward under a condition attached to the 1BN RMA approval and will be in accordance with the approved Condition 1.26 Strategy.

The design of the Square is in line with the principles in the outline permission and the RDG states that the buildings surrounding the square will be of such a scale as to create a sense of enclosure. The design has achieved this through the use of brick piers and stone panels to help define the space. Paving and materials which are indicative at this stage, will reflect the materiality of external paving so that the external and internal elements of the shopping centre flow into one another to give the feel of an external environment within the covered parts of the shopping centre. The dome shaped roof covering will also add to this design principle.

Brent Cross Main Square will be well lit and be controlled by CCTV. Both lighting and CCTV details will come forward under a condition attached to the RMA approval. The proposed uses for the space at lower ground level will ensure the space is activated and the retail units flanking the space will also provide a sense of overlooking and surveillance.

7.3.1 Roof Design

The proposed shopping centre scheme for 1BN incorporates a series of different roof coverings. Although the s.73 Permission does not restrict the inclusion of roof coverings within the extension to the centre, the aspiration of the outline consent was for an outward looking town centre with free standing roof structures covering the Brent Cross Main Square and some external streets.

The wording of the outline permission does not restrict roof coverings within BXE Development Zone. The RDAS states that new streets within the development and Brent Cross Main Square “may be partly or wholly covered”. The RDSF states that High Street North “may be partially or fully covered subject to achieving acceptable designs”. The LPA are satisfied with the roof designs presented which have been amended as a result of discussion between the LPA and the development partners through the pre-application design development process.

Although glazed entrances have been proposed, it has been noted that the outline permission makes no reference to the inclusion of entrance glazing. However, the glazed roof and thresholds would create a more comfortable and weather resistant environment which customers are guaranteed to use throughout the year. The temperature and environment can then be controlled within the centre to ensure a comfortable and convenient experience for visitors and as such is accepted by the LPA.

7.3.2 Threshold Spaces

The 1BN shopping centre design has been shaped by demand of the modern shopping experience with all shops under one roof for convenience and comfort. For Brent Cross this

has led to a series of buildings connected with a roof covering and glazed entrances. As such the external parts of the Threshold Spaces at the entrances are key areas of public realm. Each has a different character and focus but all promote the outward looking nature of the shopping centre and help to link it to the wider Phase 1B North development area.

Layfield Place

As required by the outline permission, the space proposed is 0.03 hectares in size.

As a result of design development during the pre-application stage amendments were made to the positioning of the pedestrian crossings which link into Layfield Place. The layout of the taxi layby to the northwest and various other adjustments to the location of planting and seating were also made. Officers are satisfied that the proposal optimises the space in relation to the various functions. The taxi layby is included in this area in line with the approved Phase 1A (North) RMA which identified an indicative layby in this location. The pedestrian crossing over the perimeter road has been placed to connect directly into the Threshold Space creating a direct visual and physical link into the shopping centre.

Officers consider that the proposed design for Layfield Place provides an attractive gateway space to frame the main western entrance to the shopping centre. Consideration of inclusivity is demonstrated through the design of the space. The proposed seating, planting and incidental play features are welcome and will create a space which people can enjoy and relax in. All street furniture within the space will take natural forms and materials to create a softer and more human scale to this Threshold Space and in so doing promote a usable space which enhances the outward looking nature of the shopping centre. The proposed seating is interesting and varied in form and design. A condition is recommended to be imposed on the RMA approval which requires a third of the seating in the space to include back rests and arm rests to provide for disabled and elderly users.

The proposed environment has been designed to ensure that the space is well used and activated, and planters and trees have been proposed at heights which avoid the creation of hiding spaces within Layfield Place. Other areas of Secure by Design principles include the configuration of the landscaping along the area between Plot 109 hotel and Layfield Place so that pedestrian flow will be promoted along the formalised pathway and raised planters prevent areas in which people can loiter.

Bollards incorporated at the edges of the space define the space and were a necessary feature which provides a defence line to hostile vehicles. Feature lighting will also be proposed for this area and details of this are to be conditioned along with wayfinding and signage features.

The proposed indicative materials are acceptable and complement the materials proposed within adjacent areas which fall within Phase 1A (North) for example the Living Bridge paving and the riverside walkway. Final details of materials will be conditioned under the RMA approval as outlined in Appendix 1.

Fenwick Place

The proposed Threshold Space measures 0.05 hectares in accordance with the RDSF and in a location compliant with public space 'S8' on Parameter Plan 003. Officers support the proposals for riparian planting in the raised planters within the space as this reflects the areas proximity to the Riverside Park to the south and provides connectivity with the other public spaces of the scheme. The evergreen shrubs will ensure the space is greened throughout the year. The raised planters located to the outer edges of the Threshold Space provide a sense of enclosure and safety to this area of public space.

The indicative material palette for Fenwick Place is consistent with that of the other Threshold Spaces and the Living Bridge which will provide commonality with the open areas of public space within the scheme. Further details of proposed materials will be conditioned under the RMA approval.

Consideration was given to the inclusion of canopies within the space during the design development of Fenwick Place. It was felt that the canopies would interrupt the views of façade design and create a confusing elevation when viewed from the A406 and these were not included in the final design. The tree planting in this area will provide a light canopy which will allow filtered views to the Shopping Centre behind.

The incidental play area has been proposed at the southern side of the Threshold Space so that there is ample distance between the layby located along the northern edge of the space which gives physical separation to the two activities and provides play for children in the southern area, away from traffic and vehicles turning into the layby. Seating around the play area provides a place for parents and guardians to be close by and provides natural surveillance to the area.

The Threshold Space has been designed as safe and inclusive environment, with 4m wide footways in exceedance of the required 1.5m walkway in line with relevant guidance in the approved Condition 1.26 Inclusive Access and Wayfinding Strategy. The pedestrian route along the eastern boundary of the Threshold Space overcomes the ground level differences of the site and provides a route which can be used by all including wheelchair users. The gradient of this route is 1:50 which is considered acceptable, particularly given the level of seating provided in and around the area. Pedestrian routes are well defined and therefore prevent loitering in less well used spaces.

Seating including oversized pebble seats and wooden seating creates a link between the other Threshold Spaces and the Riverside Park and River Park to the south; while café style seating and tables will further activate the area and encourage people to use the space. The seating design will be conditioned to ensure that a third of seating within the Threshold Space is provided with a mixture of arm rests and back rests to meet the needs of disabled users, in line with guidance from the Inclusive Access and Wayfinding Strategy approved under condition 1.26 of the outline permission. Bollards have been designed along the edge of the space where it meets the highway to provide a defence line to hostile vehicles.

The Threshold Space is in close proximity to the pedestrian and cycle route which runs along its eastern side; the open sided valet and taxi rank adjacent to the north; and the

eastern entrance which the space fronts. Officers are satisfied that the space will therefore be well occupied and traversed resulting in natural surveillance of the area.

Fenwick cladding

The Fenwick building is a part of the existing shopping centre and therefore works to the internal aspects of the building do not require planning permission. However, the proposed cladding of the building will sit around the existing cladding structure of the building and therefore form an over-clad. Planning permission is required for the cladding which will fall outside the remit of the existing shopping centre boundary, and this element is being sought under the 1BN RMA. The resultant design is acceptable and welcomed by LBB Officers. The new glazed walkway will provide covered access between the Eastern Car park and the shopping centre, and will allow for overlooking of Fenwick Place. The chosen material of glass will stand out amongst the natural tones and materials utilised for the other façade designs within the scheme to achieve a suitable façade for the status of the building. As a feature building, it will be of contrast to the surrounding buildings along the south eastern elevation of the scheme, drawing attention to the building from longer range views. The façade design also provides a dramatic backdrop to Fenwick Place.

Tempelhof Place

Tempelhof Place is sized in line with the outline permission and located in accordance with Parameter Plan 008 of the RDSF at location S9. To overcome level changes between the internal area of the shopping centre and the external open space, stepped access has been proposed. An alternate access route has been provided via a graded ramp with a width of 1.5m. The ramped access proposed accords with the principles of the Inclusive Access and Wayfinding Strategy for BXC (approved under Condition 1.26). The proposed planting is welcome and although scaled back due to retention of visibility splays along the highway, provides some softening of the environment in this location and creates an attractive gateway to the centre. Materials for this area will be conditioned under the RMA approval.

High Street North

The proposed location of High Street North is in line with Parameter Plan 003 and access to the existing centre will be possible following refurbishment: the existing Mall 3 will link in with the eastern extent of High Street North to create a seamless mall route as per the RDAS design principles. Access to and from the High Street North mall as well as vertical circulation between levels will be step free. The route at upper ground level will be part of the 24 hour pedestrian network within the scheme and enable direct access down to the 24 hour bus station at lower ground level. The design of High Street North creates interest and character which will be unique to Brent Cross Shopping Centre. Although materials for the centre are to be conditioned, the indicative palette is welcomed by LBB Officers as it provides materials which promote the sense of an external environment which the outline permission seeks to achieve within the centre as part of the aspiration for an outward looking town centre.

7.3.3 Community Facility

Access to and from the Community Facility will be step free and internal access is also step free and in compliance with the principles of the outline permission. Although not identified

within the RDSF as a potential use for this plot, Officers believe the location of the community use in Plot 103 is acceptable. The scale of the building proposed is in accordance with the parameters set out in Appendix 10 of the RDSF. The community facility occupies a prominent position within the 1BN scheme. It forms a book end to the development of the scheme which sits to the east of the Living Bridge and provides a landmark at the junction of the key buildings in this location including the bus station, Living Bridge Threshold Space, and community facility itself. The view of the northern approach of the Living Bridge will accentuate the contrast between community building to threshold glazing and then the M&S building. This combination of buildings and design works well and provides a consistent natural theme through colouring of the materiality but welcome contrasts between the angular community building and threshold glazed area, and the more free flowing curvature of the M&S building. There will be signage above the entrance to identify this building which is subject to a separate advertising consent application.

7.3.4 Neighbourhood Police Unit

The Neighbourhood Police Unit is provided as a part of the Phase 1B (North) Critical Infrastructure. It is defined within the Section 106 as:

“Neighbourhood Police Unit (Brent Cross East Zone)” means the police unit of up to 93sqm to be provided within the Brent Cross East Zone in accordance with paragraphs 2.35 – 2.36 of the DSF (or up to 186 sqm if a single unit is provided for the Development within the Brent Cross East Zone) in accordance with paragraphs 8.1.2 and/or 8.4.3 of Schedule 2 to this Agreement”

The Section 106 requires the police authority to confirm in writing to the Brent Cross Partners (the applicant) their preference for a larger single unit with a gross external floorspace of 186sqm in the southern development of the Brent Cross regeneration area, or within the Brent Cross East Development Zone. The applicant has engaged with the Metropolitan Police who have requested a smaller unit to be provided within the southern development zone and a small unit within the northern development zone due so that the large extent of the BXC regeneration zone can be adequately covered. As such, the proposed facility is 90sqm to be located within Plot 106. The unit represents a mitigation measure to deal with the impacts of development as set out at the 2014 outline permission stage.

7.3.5 Eastern and Western Brent Riverside Park and River Brent Nature Park (NP4)

The planning history and support in principle for the development proposals is long established. Nevertheless, the current proposals must in the first instance be assessed against the 2014 planning permission documents, including any relevant planning conditions attached to that permission that may impact on or control the proposals.

Paragraph 3.24 of the Revised Development Specification and Framework (RDSF) addresses the diverted river Brent:

The following paragraph addresses Reach 1:

“Modifications to the eastern section of the river as well as adjacent to existing and new highway infrastructure, including removal of the existing channel structures and widening of the river corridor to create a multi-stage trapezoidal channel with natural bed type and a semi-natural bedform;”

And Reach 3:

“Alterations to the western section of the river. This will include removal of existing channel form, widening of the river corridor to create a three-stage trapezoidal channel and maximisation of the river corridor to provide for riparian habitat creation. Backwaters and wetland scrapes will be encouraged where appropriate.”

Parameter Plans 003: Public Realm and Urban Structure and 011: River Brent are also relevant to the landscaping of Reaches 1 and 3 and which identify the significant enhancement to the current River Brent corridor by way of the river diversion. Parameter Plan 003 defines the general location of the Riverside Park and establishes the location of Nature Park 4 to the west of the Reach 3.

Parameter Plan 011 defines the extent of the three different reaches proposed, the general width of the riverside park, different user group access points and the vertical connection between the Riverside Park and Living Bridge/Bus Station. The location of walkways and crossing points are also identified. Such details have been approved under Phase 1A (North) Reserved Matters.

The RMA must also accord with the planning conditions attached to the Section 73 Consent. The Section 73 Consent contains specific conditions requiring submission of further details pre-commencement or compliance with the terms of the condition.

With this in mind, it will be noted that conditions 44.2 - 44.4 of the Section 73 Consent relate specifically to the diversion of the River Brent and associated works. Condition 44.2 is a pre-commencement condition and states that no development is to take place within Phase 1 or any sub phase or phase unless and until details of the River Brent alteration and diversion works relevant to phase 1 have been submitted and approved; the details are specified in the condition and include for example details of flood storage and a scheme to provide a return overland flood flow route from the flood plain on the North Circular Road to the River Brent.

Condition 44.3 is a restrictive condition requiring no storage of materials within the River Brent corridor during construction.

Condition 44.4 is also a pre-commencement condition and states that no development will begin within Phase 1 (or Sub Phase of Phase 1) or any other Phase unless and until a geomorphological assessment and scheme demonstrating, for that element of the River Brent Alteration and Diversion Works relevant to such Phase, that the realignment of the River Brent is sustainable, shall have been submitted to, and approved in writing by, the LPA.

In addition, Condition 44.5 – 44.9 relate to surface water drainage and 44.5 requires that any Sustainable Urban Drainage System to be submitted for approval in accordance with Condition 1.27 in relation to each Phase or Sub- Phase shall be integral to the site and

ensures a commitment to a minimum 25% reduction in surface runoff of current 1 in 100 year flow plus 30% for climate change through incorporation of SUDS features, such as Green and Brown Roofs, detention basins, gravelled areas, swales, permeable paving and pipe storage. It must be demonstrated that SuDS have been maximised across the site, with justification provided if targets set in the London Plan cannot be met.

Condition 44.10 relates to the Water Framework Directive and states that no development shall begin within any Phase or Sub Phase until a detailed Water Framework Directive Assessment examining the impacts to the watercourses on site and associated mitigation measures has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

It should be noted that the development has been subject to previous Flood Risk Assessment during the 2010 permission and the Section 73 Consent as well as including an addendum to the s73 Flood Risk assessment within Phase 1A (North) Reserved Matters Application 15/03312/RMA.

Landscaping proposals include the removal of the existing vegetation screening to the rear of the properties along Brent Park Road. To address the visual and noise impact given the location of these properties in relation to the edge of the M1 slip road and A406 to the south, replacement tree planting of Oak, Willow and Poplar of circa 8m in height along the northern edge of the Riverside Corridor is proposed. This mitigation proposed is considered by Officers to form an acceptable replacement screen to the rear of these properties with trees of sufficient maturity.

This managed planting will be an improvement over the current self-seeded vegetation in this area and will mature with time to re-establish a solid green screen to these properties. In addition, planting to the southern bank in Nature Park 4 will further screen views in particular to the westernmost end of the reach where the M1/A406 is in closest proximity and where a rise in levels will increase the effective screening of the planting to the south of the Riverside Park.

The 'sustainable development' imperative of NPPF 2012 includes enhancing the natural environment and improving biodiversity (para 7). London Plan 2011 policy 7.19 states that development proposals, where possible, should make a positive contribution to the protection, enhancement, creation and management of biodiversity. One of the principal aims of this application is to significantly enhance local habitats, landscaping, ecology and biodiversity.

One of the key aims of the river diversion is to improve local bio-diversity within the riverside park environment. The creation of a marginal wetland environment associated with the river will help facilitate this aim.

The development proposals relative to reaches 1 and 3 include a number of measures designed to specifically improve bio-diversity; these can be summarised:

- Bird tunnels – to provide habitat for kingfishers and sand martins;
- Log piles/insect hotels;

- Bird boxes;
- Bat boxes; and
- Invasive species – (programme of removal);

These features are provided throughout Riverside Park. Details of the provision of bat and bird boxes for example have already been included in the Infrastructure RMA where they will be incorporated into the proposed bridge structures. A condition has been applied requiring further bat and bird box locations to be agreed by the Local Planning Authority.

The landscaping of reaches 1 and 2 of the River Brent will result in a significant improvement to the ecology of the area providing a naturalised river corridor including native, marginal and aquatic planting. Nature Park 4 will provide additional Ecological improvements with Crab Apple trees, provide important links in the food chain for many animals, as well as areas for shelter and nesting. The retention of an existing band of trees along the southern boundary with the M1 Slip/A406 will provide a reservoir for existing wildlife in the area as well as having a screening effect to the boundary reducing noise and air quality impacts from the road.

Conditions requiring details of lighting to public areas of Phase 1B (North) have been attached to this recommendation. Within the Riverside Park in particular Such details will have to consider potentially competing issues of security and environmental impact. Such details will be required to be approved prior to operation of the new shopping centre. Further security issues will also be addressed by a condition requiring details of CCTV coverage and through the Estate Management Framework for Phase 1B (North) currently under consideration by the Local Planning Authority.

A condition requiring details of the Environment Agency access ramp will address the accessibility of the Riverside Park in reach 3 by ensuring that the ramp doubles as a pedestrian and wheelchair route. Other points of access include a lift and further ramped access within Reach 2 which have already been approved.

The Brent Riverside Park will be managed and maintained by the Brent Cross Development Partners in perpetuity whilst the river channel itself will remain the responsibility of the Environment Agency.

It is therefore considered that the landscaping proposals for Reach 1 and Reach 3 of the Riverside Park confirm to the Parameter Plans and s73 Permission. In addition, the proposed development will continue to need to comply with all relevant pre-commencement conditions attached to the s73 planning permission and those resulting from the approval of these reserved matters details.

7.3.6 Sturgess Park Improvements

The RDSF identifies Sturgess Park for enhancement through new formal play facilities and informal green space. The park improvements identified within the Design Guidelines include play areas, gardens, informal sports and nature areas for surrounding residents as well as visitors to the Brent Cross Shopping Centre.

The proposals for Phase 1B (North) have been developed to ensure that there is optimum access for all. Reference should be made to the BXC Inclusive Access Strategy (Condition 1.26). Pedestrian circulation routes have been developed in accordance with the requirements of the inclusive access strategy, providing suitable sized and graded routes.

Inclusive seating elements are to be provided along pedestrian routes and will be no more than 50m apart.

Play facilities are separated by age group with under 5s provision at the southern end of the park, closest to two existing entrances and the proposed new entrance. This play area will make the most of its location beneath existing trees, with both formal and more natural play provision, a boundary fence ensures no access for dogs. .

The provision for 5-12 year olds will be located in the centre of the park, providing a selection of multi-use play equipment. These are shown to include including climbing frames and basket swings, though will be subject to detailed approval by condition.

The activity area for 12+ year olds will include a basketball hoop, and minor ramps for skating.

The provision of these new play facilities within the park represents a significant enhancement over the existing provision and will lead to increased use and activity.

The tree survey identified that there are a number of trees which need to be removed within the existing park, irrespective of whether any development goes ahead, because they are dead, diseased or dying, and will become dangerous in the near future. This includes a row of 17 no. Poplars on the eastern boundary, removing these will have a significant visual impact due to their size and number.

In order to maintain screening to the western boundary in recognition of a public consultation undertaken with local residents there is no tree removal proposed to the western boundary with the rear gardens of properties on Sturgess Avenue. To reinforce the planting on this vegetation the planting of a native hedge is proposed to the northern and western boundaries.

The focus of the improvements to this park is largely upon play facilities and other provisions to increase activity in this area, however the inclusion of damp grassed areas in the swales and introduction of woodland wildflower planting to the edges of the park along with bird and bat boxes and log piles will also improve the ecological value of this green space. Concerns over increased noise and potential anti-social behaviour were raised by residents of adjoining Sturgess Avenue. The proposals to incorporate a native boundary hedge and to clear out the understorey growth to provide clear sight lines into and out of the park will help to mitigate such impacts. The best measure to prevent antisocial behaviour is to make the park more attractive to other users so that it can be active as much as possible.

7.4 Transport, Access and Parking

The highway impacts of the overall scheme were assessed in the Section 73 Transport Assessment using the previously approved Brent Cross Transport Model (BXCTM). An updated assessment was carried out in more detail as part of the preparation and assessment of the highways infrastructure works in Phase 1A (North) using the Brent Cross Detailed Design Model (BXC-DDM).

A Phase 1 Phase Transport Report (PTR) has previously been approved under Condition 37.2. (Ref 15/00812/CON). The PTR covers the entire Phase 1 area north and south of the A406 which extends to circa 370,000sqm of development floorspace which includes 1,840 residential units. The PTR assessed the traffic impacts of the development within Phase 1 as a whole.

Monitoring the impact of the development is controlled through a Monitoring Strategy. This is a condition that is required to be discharged prior to commencement of the development and the exact detail will be agreed with planning and transport officers. However, in broad terms, this will involve traffic and other transport surveys being undertaken on a regular basis to help understand the on-going impacts of the development, inform future reserved matters applications and assist in the development of any further mitigation measures.

Additionally, there is a control mechanism included in the scoping of each Phase Transport Report that ensures that the impacts of the Development remain within the overall predictions identified in the Section 73 Transport Assessment. If there are any adverse impacts identified through the monitoring then the scoping of the next Phase Transport Report must propose Supplementary Transport Measures in order to provide further mitigation.

A Reserved Matters Transport Report (RMTR) has been submitted for Phase 1B (North). This addresses the technical requirements of the proposed scheme covered by Phase 1B (North) and the relevant topics are described under the headings below.

7.4.1 Roads and Junctions

The majority of the road infrastructure improvements associated with the Brent Cross North development scheme have been approved under the Phase 1A (North) reserved matters. Vehicles will have new and improved access to and from the Brent Cross Shopping Centre and to the Southern development including a new slip road directly from the improved western roundabout onto the A406 and a new slip road for traffic exiting the A406 from the west, connecting via the A41 junction to the new eastern roundabout. Traffic from the A406 east will be able to access the Brent Cross Shopping Centre directly via the A41 junction, thus avoiding Tilling Road and Tempelhof Bridge.

The Phase 1B (North) highway proposals therefore represent the interface between the Phase 1B (North) development plots and their accesses and the Phase 1A (North) highway network and/or the existing highway network.

Delivered as part of the Phase 1A (North) between the western and eastern roundabouts for Brent Cross Shopping Centre, Prince Charles Drive will provide access to the basement service area as well as the new bus station and the plots which form Phase 1B (North). Prince Charles Drive is for vehicles only and there are no pedestrian or cycle facilities proposed on this route.

7.4.1 Access

Northern Car Parks Access

Access to the Northern Multi Storey Car Parks will be as the existing arrangements via the mini roundabouts from the Brent Cross Shopping Centre perimeter road. New barriers will regulate access and egress of vehicles to and from the car parks. There are a number of entry and exit points to the car parks as follows:

- Entry / exit from mini-roundabout on the west side of BXC;
- Exit to the mini roundabout on the NW side;
- Entry / exit to the mini roundabout to the North;
- Entry at NE mini-roundabout;
- Exit slip NB only to the west of the car park, and
- Entry / exit at SE mini-roundabout.

Western Car Park Access

The western car park is to be accessed from the Brent Cross Shopping Centre perimeter road which is a two lane carriageway in both directions with a central reservation in the vicinity of the access and is subject to a 15mph speed limit. The access to the western car park is formed from a left in/left out only arrangement onto the westbound carriageway of the perimeter road. This access provides a single lane entry and exit to/from the Western Car Park which widens internally to provide a three in/three out barrier control system. Footways are provided adjacent to the westbound carriageway with tactile paving and dropped kerb crossings for pedestrians to cross the car park access road. In addition a staggered zebra crossing with a refuge island (delivered in Sub-Phase 1A (North)) provides a north/south link for pedestrians to the east of the access and pedestrian access to Sturgess Park in the north of the development.

Eastern Car Park/Taxi Valet Parking Accesses

The eastern car park is also to be accessed from the Brent Cross Shopping Centre perimeter road with the access formed from a left in/left out only arrangement onto the westbound carriageway. This access provides a single lane entry and exit to/from the Eastern Car Park which widens internally to provide a three in/three out barrier control system. Footways are provided adjacent to the building line of the eastern car park with tactile paving and dropped kerb crossings for pedestrians to cross the car park access/egress road. In addition a zebra crossing (delivered in Sub-Phase 1A (North)) provides a facility for pedestrians to cross the perimeter road and access the subway underneath the A41.

Access to a taxi and valet parking facility within the eastern car park is provided, via a left in/left out only arrangement onto the eastbound carriageway of the perimeter road. This access has a single lane entry and exit to/from the facility providing covered taxi rank facilities and valet parking drop off/pick up spaces for customers.

Adjacent to the eastbound carriageway a pedestrian and cycle shared use facility is proposed east of the access. This terminates in advance of the uncontrolled pedestrian crossing (dropped kerbs, a central island and tactile paving), where cyclists are required to dismount. To the west of the access junction a wide pedestrian footway is provided which links to the Fenwick Place Threshold Space.

Southern Car Park Access

The southern Multi Storey Car Park is proposed above the new Brent Cross Bus Station with entry/exit to the car park provided via the western arm of the new four arm signalised roundabout (delivered in Sub-Phase 1A (North)) which connects the new realigned Prince Charles Drive with the Brent Cross Shopping Centre perimeter road and provides a link to the A406 North Circular and A41 Hendon Way. The entrance to the car park will take the form of a spiral ramp up to the higher level parking floors where the first entry barriers are, hence providing a considerable length of stacking distance for any short term queues at the barrier. The proposed variable message system will also redirect cars to other car parks should the car park become full or should any queues become excessive and risk tailing back down the ramp to the roundabout. Three sets of entry barriers are provided at first floor level and three sets of exit barriers are provided on the second floor level.

Pedestrian crossing facilities across the access/egress are provided in the form of dropped kerbs and tactile paving allowing pedestrian access between the Fenwick Place Threshold Space, the River Brent Park via stairs/ramps and the new Brent Cross Bus Station.

Plot 113 Residential Access

Vehicle access to the residential Plot 113 development will be provided via a priority junction with Brent Park Road, which connects to Layfield Road and Dallas Road to the west. These are all residential streets and subject to a 30mph speed limit.

Emergency vehicle access is provided through a separate route to the south of the development which connects the Brent Cross Shopping Centre perimeter road to Brent Park Road. Pedestrian crossing facilities across the access/egress are provided in the form of dropped kerbs and tactile paving.

Plot 101 Energy Centre/Cycle Hub Access

Vehicle access to Plot 101 Energy Centre is provided by a priority junction with Prince Charles Drive. In the vicinity of the access Prince Charles Drive is a single carriageway road subject to a 30mph speed limit.

Pedestrian crossing facilities across the access/egress are provided in the form of dropped kerbs and tactile paving providing pedestrian access from the east.

M&S Click and Collect Access

The M&S Click and Collect facility is accessed by the aforementioned Plot 101 vehicle access via a priority junction with Prince Charles Drive. A height restriction barrier is provided in advance of the M&S Click and Collect facility and to the east of the pedestrian crossing facilities to restrict the size of vehicles that can gain entry.

Basement Servicing Facility Access

Vehicle access to the Basement Servicing Yard is provided by a left-in access only arrangement which is controlled for security reasons by PASS 55 rated rising bollards. On approach to the entrance an ANPR camera will read the number plate of the vehicle and check the details against the pre-booked database. If the number plate is matched and the arrival is within the tolerance specified, the rising bollards will open and the vehicle will enter, with the vehicle not needing to stop if it is cleared for access. Vehicles exit the facility via a give-way arrangement with Prince Charles Drive.

If the vehicle is rejected because it is not matched or is too early/ late, automatic signage at the entrance will instruct the vehicle to report to the 'rejected vehicle reception area', where the reason for rejection can be discussed with the driver and rectified where possible. Rejected vehicles exit via a left-out give-way arrangement onto Prince Charles Drive.

Pedestrian crossing facilities across the access/egress are provided in the form of dropped kerbs and tactile paving providing east/west pedestrian access.

Hotel Access

The Western Hotel site will have vehicle access through the provision of a left in from Tempelhof Avenue and left out onto the Brent Cross Shopping Centre perimeter road priority junction.

Access will be restricted to servicing/delivery vehicles, taxis and coaches.

Pedestrian crossing facilities across the access/egress are provided in the form of dropped kerbs and tactile paving providing east/west pedestrian access.

7.4.1 Car Parking

Under the s.73 Permission 7,600 car parking spaces are allocated for retail and related uses within the BX East Development Zone.

The proposed retail and leisure car parking for 7,600 vehicles will be located within 4 multi storey car parks. These will comprise of the existing northern MSCP and three new MSCPs (East, West and South).

A fundamental principle of the strategy for the control of travel to and from the area is to discourage those who have a reasonable alternative to travel by car. It is recognised that the availability of car parking spaces, both at the beginning and end of a journey, has a considerable influence on mode choice. The car parking management strategy seeks to

manage car parking at a level where reasonable car use is accepted but unnecessary car travel becomes unattractive.

Car parking charges at Brent Cross Shopping Centre will be introduced on the date upon which High Street North has been practically completed and opened for access to the public, as set out in paragraph 2.1 of Schedule 16 of the Section 106 Agreement, reproduced below:

Parking Charges:	3-4 hours: £2.50	6-7 hours: £12.00
0-2 hours: £1	4-5 hours: £3.50	7-8 hours: £14.00
2-3 hours: £2	5-6 hours: £6.00	8 hours plus: £30.00

There is a requirement to review these parking charges with the Local Planning Authority every 3 years.

An 'flat rate' charge is proposed for evening to reflect the extended leisure activities within the proposed shopping centre development such as the restaurants, bars and cinema uses.

It is also proposed to allow Blue Badge and disabled drivers an additional hour of time. For example when they pay for an hour they will be allowed to park for two hours.

The whole BXC site (northern and southern developments) within the red line boundary will be a designated Controlled Parking Zone (CPZ) and all residents and visitors within the area will be given the opportunity to be issued with resident/visitor parking permits. Any new residents provided with the opportunity for dedicated off-road parking will normally be excluded from applying for on-street residents parking permits.

The decision to introduce any other new Controlled Parking Zones or extensions to existing ones outside the red line boundary, whether related to construction activity or due to the resultant development, is controlled through the Section 106 (schedule 3), and other elements of the framework of control. Any new or amended CPZ will need careful consideration, involving the Transport Advisory Group (TAG) as appropriate, and will be subject to comprehensive monitoring prior to and post implementation.

7.4.1 Taxis

Two new taxi ranks will be provided as part of Phase 1B (North). The first is provided around the northwest corner of the development to the north of the new western roundabout on Prince Charles Drive (adjacent to the John Lewis department store). The taxi rank will be able to accommodate 11 taxis with further kiss and ride provision (four bays) provided. The second facility is located within the valet parking area of the eastern car park building and provides rank facilities for 10 taxis. Additional kiss and ride facility is provided in the form of a layby adjacent to the Fenwick Place Threshold Space and at the Western Hotel.

The proposed taxi provision represents an increase over the existing provision, where nine taxis can currently be accommodated within the formal taxi pick-up/drop-off area on Prince Charles Drive. The taxi provision is located in close proximity to the shopping centre and its main pedestrian accesses. It is therefore considered that the proposed taxi provision offers

an improvement over the existing situation and will adequately provide for the additional demand which will be generated by Brent Cross Shopping Centre.

7.4.1 Replacement Bus Station

The main item of transport infrastructure associated with Sub-Phase 1B (North) is the replacement of Brent Cross Bus Station. The detailed design of Transport Interchange T2 (Replacement Brent Cross Bus Station) has been developed in consultation with the London Borough of Barnet and Transport for London and is in accordance with the parameters and principles of the s.73 Permission.

One of the key aims of the BXC scheme is to establish and grow a pattern of increasing use of public transport for everyday activity in and around the local area that will be led by better interchange facilities and enhanced bus service provision. This will start to create capacity that will be continued during later phases of the scheme including a step-change in public transport provision associated with the new railway station. A crucial issue is the ability to maintain the capacity of the public transport networks such that they remain attractive modes of travel for new and existing travellers in the area.

The new bus station will be situated immediately south of Brent Cross Shopping Centre forming part of the southern building plot. Bus only access is provided in the form of an entry only priority junction with Prince Charles Drive. This allows access from both east and west directions with a ghost island right turn lane (approximately 30 metres in length) provided for bus routes arriving from the east. Buses exit via an exit only approach to the signalised junction with Prince Charles Drive located at the eastern end the bus station. In the vicinity of the access, Prince Charles Drive is a single carriageway road subject to a 30mph speed limit. No pedestrian facilities are provided along Prince Charles Drive or across the access/egress to the bus station. Alternative east/west facilities are provided elsewhere.

An obvious and direct pedestrian route between the shopping centre and the bus station is proposed. There is also a 24 hour pedestrian route to the bus station. A pedestrian route provides access from the Living Bridge to the Bus Station and on to Fenwick Place via the upper riverside walkway. There is also a connection to the river corridor via stairs at either end of the concourse and a lift to the west.

The layout of the bus station is arranged such that passengers and customers are contained on a peninsular at the front of the Bus Station without desire lines to cross the bus vehicle areas.

Along the southern edge of the undercroft, the passenger peninsula is articulated with a series of bus shelters and informal seating areas creating a sequence of waiting spaces. The bus shelters with seating in concrete, timber and bronze, are designed to be robust and offer a wide range of seating solutions to satisfy the customers' needs. Informal seating, in concrete and timber, is also provided.

The passenger peninsula extends beyond the undercroft, where a low level canopy provides protection from the elements. Information areas with display panels and digital screens are provided at regular intervals along the concourse and will add to the legibility of

the space. An information pod, in timber and bronze painted steel, is located next to the entrance/exit to Brent Cross Shopping Centre.

The bus Station is carefully segregated to separate passenger flows from vehicle routes and to separate staff and public areas to avoid any requirement for the public to enter into areas where they could potentially be at risk from vehicle movements.

The bus station requires support facilities for both the TfL and bus operating company staff. These have been positioned in space around and below the spiral car park ramps at the east end and include a mess room and TfL toilet facilities. In addition space for disabled toilets has been provided at the west end of the bus station.

The layout of bus pickup and set-down points concentrates all public movement into one zone that has a safe, direct at grade link to the retail area.

7.4.1 Pedestrians

The Sub-Phase 1B (North) development will sit centrally within the Sub-Phase 1A (North). Pedestrian and cycle links/infrastructure will provide connections with the wider masterplan area and surrounding community.

Based on the principles within the Pedestrian Comfort Guidance for London Guidance Document (TfL, 2010) the effective 'comfortable' throughput for each link has been calculated and compared to the TfL pedestrian comfort level (PCL) B+, the recommended level of comfort for most area types. The table demonstrates that the proposed footway widths within Sub-Phase 1B (North) are likely to comfortably accommodate pedestrian flows in excess of what are likely to be observed.

7.4.1 Cyclists

The proposed Phase 1B (North) cycle parking provision will provide a total of 442 cycle parking spaces across the site, which is in excess of both the TfL and BREEAM standards. These will be for use by both visitors and staff. Cycle parking will be provided in well-lit and prominent viewable/ overlooked areas. Showers, changing facilities and lockers will also be provided for use by staff of the shopping centre.

Separate to the above, private cycle parking facilities will be provided for the residential development (Plot 113) with a total provision of 45 cycle parking stands equating to a total of 90 cycle parking spaces.

A bicycle hub will provide numerous facilities to assist cyclists with accessing the shopping centre, as well as to access surrounding key destinations and other locations. The bicycle hub will be located on Plot 101.

Three cycle links are proposed as part of the Phase 1B (North) network:

- A shared pedestrian / cycle route from Plot 113 across Sturgess Park;

- A shared pedestrian / cycle link to the Northern Trolley Park cycle parking area from Hendon Way, and
- A shared pedestrian / cycle route along the western reach of the River Brent towards Brent Park Road.

The key cycle links which will provide direct connections to the Phase 1B (North) development are summarised below:

- A key link providing a continuous off-road north/south pedestrian and cycle link between Phase 1B (South) and Sturgess Park (via a series of segregated and shared footway/cycleways and toucan/tiger crossings);
- Connections with the surrounding networks at the Shirehall Lane roundabout, the Prince Charles Drive Eastern Roundabout; Sturgess Avenue, Layfield Road, the Prince Charles Drive Western Roundabout, Tempelhof Bridge and the Living Bridge;
- A pedestrian and cycle link alongside the River Brent between the A41 and the Western Roundabout;
- A pedestrian and cycle link alongside River Brent Corridor from the Western Roundabout to Brent Park Road (and the M1 underpass);
- Tempelhof Bridge;
- Pedestrian and cycle links on northern and southern sides of Staples Corner/M1/A406 junction, and;
- Cycle and pedestrian link through Sturgess Park.

7.5 Energy and Sustainability

Energy proposals for 1B (North) must comply with the overarching BXC Energy Strategy approved under Condition 35.6 (with planning reference 14/08106/CON). An Energy Strategy Statement of Compliance accompanies the RMA and confirms how key requirements of the BXC site wide Energy Strategy are being met by the proposed scheme.

Key requirements include the achievement of a 40% CO₂ reduction against Building Regulations Part L 2010 compliant scheme for residential uses and a 25% reduction for non-domestic elements. To achieve this, the 1BN scheme will require all residential development to be connected to the 1BN CHP proposed at Plot 101. The CHP will provide heating to the dwellings, but there is no requirement for cooling to be provided. The landlord (Hammerson Standard Life) will provide the necessary infrastructure by way of sleeved district heating pipework to each plot boundary for non-domestic building plots to connect to the CHP, however units will only connect if they elect to do so.

Where there are shortfalls in achieving the 40% carbon emissions required against part L for the residential development, these will be addressed using PV panels which have been

proposed on the roof of Plot 113 dwellings. To ensure compliance with the Energy Strategy, a condition is attached to the RMA approval to demonstrate how the 25% reduction in CO2 emissions against Part L (2010) will be met for non-domestic units.

The energy centre has been sized to accommodate the mechanical plant and kit to deliver the peak heating and cooling loads of the Phase 1B (North) development. The peak heating load has been assessed for landlord areas within the existing and new shopping centre, all retail and leisure units within the centre extension, the 52 units at Plot 113, and residential development earmarked at Plot 114 which falls in Phase 2 of the BXC scheme. Although the CHP is designed to meet the requirements of all units, it is proposed that certain units will require their own plant equipment, for example leisure uses will require their own cooling equipment installed as part of their fit out due to the large variation in possible cooling load dependant on the final tenant use. Although tenants may not elect to connect to the CHP, they will still need to meet the requirements set out in the Energy Strategy and the Energy Strategy Statement of Compliance for 1BN.

8 ENVIRONMENTAL IMPACT ASSESSMENT

8.1 EIA Legislation and Procedure

The EIA procedure in the UK is directed by the Town & Country Planning (Environmental Impact Assessment) Regulations 2011(as amended 2015). Regulation 8 of the EIA Regulations requires local planning authorities to consider whether or not the environmental information already before them (i.e. the ES approved under the s.73 2014 outline permission F/04687/13 and additional environmental information approved under the Phase 1A North RMAs) is adequate to assess the environmental effects of the development. To demonstrate the continued acceptability of the ES associated with F/04687/13 in the context of the detailed reserved matters applications for Phase 1B (North) an Environmental Statement Further Information Report (ES FIR) has been submitted.

A Scoping Opinion application was submitted to LBB under reference 17/0356/ESC dated 29th March 2017 and was accepted by the council subject to further information being included within the ES FIR as requested by the statutory consultees and other independent EIA consultees. The Scoping Opinion issued by the LPA confirmed that the impact of the development should be assessed against the following environmental issues:

- Land Use
- Land Use Planning
- Traffic and Transport
- Socio-Economics
- Noise and Vibration
- Landscape and Visual
- Ecology and Nature Conservation
- Water Resources and Flood Risk
- Archaeology and Cultural Heritage

- Air Quality and Dust
- Ground Contamination
- Waste
- Wind
- Daylight, Sunlight and Overshadowing
- TV Radio and Mobile Phone Reception
- Carbon Dioxide Emissions
- Intermediate Years Assessment
- Cumulative Impacts
- Residual Impacts

8.2 Environmental Statement Further Information Report

The ES FIR for the Phase 1B (North) RMA was submitted in May 2017 prior to the updated EIA regulations coming into effect. As such, the application has been assessed in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended in 2015) rather than the updated and consolidated 2017 EIA Regulations. The ES FIR reviews the s.73 ES and other EIA documentation in light of the detailed design for 1BN and in view of the current baseline conditions. This environmental impact assessment was carried out: to understand whether the current ES information (s.73 ES) remains valid for the purposes of this 1BN application; to ensure that further information is given where likely significant environmental effects of the development have occurred; and to propose mitigation measures to alleviate any impacts which have been recognised due to the detailed design of the Phase 1B (North) scheme. The 1BN ES FIR assesses the overall approved detailed scheme to date which will include the Phase 1A (North) approved development and 1BN detailed design proposals.

A statement of conformity has been provided for topic areas which conform with the findings of the s.73 ES and other EIA documentation and do not give rise to any new or different likely significant environmental effects. Since the submission of the 1BN RMA and accompanying ES FIR, further engagement with the applicant has resulted in additional information being submitted to support the conclusions made in the report. Where the mitigation proposed within the ES FIR has not been deemed sufficient to alleviate the environmental impacts identified, the LPA has sought to include further mitigation by way of condition. The appraisal of the ES FIR is set out below for each environmental issue:

8.2.1 Land Use Planning

The Reserved Matters details submitted in relation to Land Use Planning are in accordance with the principles established at the time of the s.73 Permission and are therefore not considered to have a significant further impact upon the conclusions of the s.73 Environmental Statement.

8.2.2 Traffic and Transport

No update to the baseline data since the s.73 ES and other EIA documentation and therefore the baseline is considered to remain valid for the purposes of this ES FIR assessment.

Due to the scale and temporary nature of the road closures associated with Sub-Phase 1B (North) and that in most circumstances this will be of a very short duration and at times of lowest traffic volumes (i.e. overnight) to ensure minimal disturbance; it is considered that the impacts on road users will be temporary and minor adverse to negligible. A minor potential increase in construction traffic has been forecast but is not considered to give rise to any significant transport issues or environmental impact.

Transport Report Scope 37.1 pre-RMA condition was discharged with an informative which required the most up to date baseline data to be used for any transport related assessment. Baseline data has not been updated and therefore the previous data has been used. The timeframes are such that updating the baseline data at this stage so that it is available to use in these ES FIR and other transport related requirements in conjunction with the 1BN application, would not be feasible. It should be noted that traffic surveys are being undertaken/planned between the three development parties to capture an updated baseline – this relates to requirements within the monitoring strategy (condition 37.8) but will be undertaken in advance of any submission against this condition.

Predicted construction traffic flows have been revised due to the shift in commencement of 1BN from 2016 to 2018 and due to changes to sequencing of the phase 1 early works programme.

Construction of the Scheme is currently programmed to start in mid-2018. However, before the works for the first phases - Phase 1A (North) and Phase 1B (North) - begin, it is proposed to undertake some Early Works, including utilities and services diversions and continuity works, which are intended to assist the delivery of the main works programme. These works are programmed to start in November 2017, and to continue for approximately 8 months.

Whilst the majority of Phases 1A (North) / Phase 1B (North) Early Works have been assessed to have no change to the likely significant environmental effects from what has been previously assessed in the environmental information submitted under the s.73 Permission these elements of works have been identified as having an impact which is significantly increased above that established with the s.73 Permission. These works, resulting in temporary road closures which would result in impacts of greater significance on traffic and transport than those previously assessed and reported, are now the subject of a separate application to LBB under reference 17/4196/EIA. This application is accompanied by an EIA Statement of Compliance and such works will be subject to separate and appropriate mitigation outside of the s.73 Permission.

The elements of the Phase 1A (North) / Phase 1B (North) Early Works that would result in a change in impacts are as follows:

Utility and service diversions on the A406 Eastbound; Potable water main diversion on the A406 Westbound; and Foul water sewer diversion on the A406 Eastbound south of Stadium Road (close to the M1/A406 gyratory).

Any such works would take place under this separate application 17/4196/EIA and are not specifically approved by these detailed reserved matters. Their impact is therefore not considered within this application against those established under the s.73 Permission.

Conclusions in the report have been reached that construction traffic impacts are the same as s.73 and no new significant impacts have arisen in relation to the 1B (North) Proposals.

8.2.3 Socio-economics

Baseline data last updated in 2013 with 2011 census data remains valid for this assessment. The Development Plan Framework has been updated since the s.73, however these will have no material impact on the socio-economic situation or the assessment undertaken for this ES FIR.

The assessment identifies a positive local impact (at district level) due to generation of construction employment as well as, retail impacts, demographic and housing impacts, open space improvements and provision. A temporary negative effect is also recorded on development and commercial aspects of socio-economics due to the displacement of local businesses as a result of proposed development.

Demand for extra educational provision identified has been mitigated within the main s.73 ES and this mitigation remains valid for the 1BN proposals. Mitigation includes provision of replacement and expanded schools to account for the new resident population, and new health centre for same reason, as well as new community facilities. These items of social infrastructure are linked to appropriate triggers and do not form a part of the Phase 1B (North) proposals and will be delivered as a part of the wider BXC scheme.

5,396sqm of B1 business use class floorspace is identified within the s.73 permission proposed mix of uses for 1BN, however this is not being realised within the detailed application and there is no obligation for this to be provided within the BXE Development Zone.

The s.73 envisaged 278 residential units coming forward within the BXE Development Zone. The detailed proposal for 1BN is now for 52 residential units which significantly reduces the level of social infrastructure demand that there would have been from a population increase in the area associated with 278 units. The level of social infrastructure required was assessed at the s.73 stage for 278 units. Since there are only 52 units now being provided, the s.73 forms a very conservative worst case scenario. Further triggers for mitigation of demand for social infrastructure remain for the wider development outside of Phase 1BN.

An assessment of the construction employment generated by the development was undertaken at the s.73 stage. Clearly a significant number of jobs will be generated by the BXC development. Condition 10.1 is included within the s.73 2014 permission requiring an Employment Skills Action Plan (ESAP) to be provided on a phase by phase basis for the scheme. The ESAP has been submitted and approved by the LPA for Phase 1B (North) (under condition reference 17/1587/CON) thereby maximising such benefits. Further consideration of employment generation and skills will be undertaken by the Brent Cross Employment and Skills Steering Group as stated within the decision report for 17/1587/CON.

Job creation for BXE Development Zone as calculated within the s.73 is 3870. Using the same method of calculation, a further 4,192sqm of retail floorspace (approved under 17/2528/NMA) at BXE would result in an additional 130 jobs. Therefore overall employment creation for BXE is 4000 jobs. Any impacts which result in displacement on existing retailers within BXSC will be temporary and therefore are not considered significant development and commercial impacts.

The impacts assessed at the s.73 ES stage in relation to demographics, housing impacts, educational facilities and social infrastructure are considered worse case given that the level of housing (and therefore resultant resident population) proposed for 1BN within the s.73 was higher than is being proposed at this detailed design stage.

There are no new or likely significant impacts which have arisen from the detailed design of Phase 1B (North).

8.2.4 Noise and Vibration

Baseline noise and monitoring remains valid and therefore no further monitoring has been undertaken for the purposes of the 1BN application.

Conditions have been applied in relation to the most sensitive receptor within the scheme, this being the residential development at plot 113 to ensure that window and other building specifications are sufficient to achieve the required level of acoustic mitigation.

The increase in floorspace (4,192sqm) would result in minor increases in car trips to BXSC, however this increase is not considered significant and therefore would not impact on the existing traffic noise assessment from the s.73 ES and other EIA documentation.

Any noise impacts from CHP and plant that do arise during the operational phase of the development will be mitigated through existing planning conditions within the s.73 Permission. For example condition 29.5 Requires that building services, plant or other external noise sources do not exceed a 5dB(A) below the prevailing background LA90 noise level at sensitive premises.

It is therefore concluded that impacts from noise and vibration are in accordance with those predicted within the s.73 Permission

8.2.5 Townscape and Visual Impact Assessment

Baseline conditions on site have not materially changed since s.73 ES.

Updated additional viewpoints were undertaken in 2016 with 11 representative views were taken to provide a more accurate view of the detailed 1BN RMA design.

Impacts on landscape and character views will be during the construction period and impacts will be localised. Conclusions reached consider that impacts which would arise would be largely positive at 6 out of the 11 viewpoints), though some impacts were

recognised for properties upon Brent Park Road and Sturgess Avenue. No specific new mitigation is proposed, though and tree removal schemes along the boundaries with these properties have been considered with the amenities of residents considered.

Impacts relating to Townscape and Visual Impact Assessment are not considered to vary from those identified at the time of the s.73 Permission.

8.2.6 Ecology and Nature Conservation

Phase 1BN includes significant ecological improvements as a result of the naturalisation of the River Brent and native planting proposed.

Although the proposed development will result in a loss of existing trees on site the ecological improvements proposed are considered to satisfactorily mitigate such loss.

The proposals do not have any significantly greater impacts than those assessed with the s.73 Permission.

8.2.7 Water Resources and Flood Risk

The EA have agreed that the Flood Risk Assessment within the s.73 ES is still relevant. Therefore, previous mitigation proposed in relation to the s.73 FRA is still required and still relevant to this Phase 1B (North) application.

The main source of flooding to the Phase 1B (North) application site comes from the River Brent. Further hydraulic modelling was carried out in May 2015, due to the approved proposal to re-align the River Brent, to capture any changes to flood risk which may result.

“post re-alignment, the Site could be considered as Flood Zone 1, as all flow can be contained by the proposed channel, up to and including the 1 in 100 year flood, inclusive of climate change.”

Further FRA was carried out in March 2017 to assess flood risk in the context of Phase 1A North and Phase 1B (North) development.

Swales have been are incorporated where feasible.

The details approved as a part of this Reserved Matters application are not considered to result in a significantly greater impact than that considered within the s.73 Permission ES.

8.2.8 Archaeology and Cultural Heritage

A scheme of archaeological investigation has been prepared in accordance with the principles outlined in the approved Site Wide Scheme of Archaeological Investigation.

A more accurate assessment has been undertaken in relation to 1BN due to updated baseline and the limited information available at the time of the s.73 ES. As a result,

mitigation measures have been refined and remain to be formally signed off under pre commencement condition 43.1.

However additional findings do not result in any significant change to the impacts assessed under the s.73 Permission ES.

8.2.9 Air Quality and Dust

Exceedance reported at 8 of the 14 monitoring locations in 2015 and 12 out of the 17 monitoring locations in 2016 are generally in accordance with those represented in the s.73 ES (which presented 9 out of the 14 locations).

Mitigation has been proposed to tackle the impacts which will arise from traffic construction due to the increase in traffic construction resulting from the updated ICP.

Impacts generated remain consistent with those identified in the s.73 ES.

Operational results show an increase in nitrogen dioxide at two junctions and some residencies.

Air quality and dust impacts during construction are not predicted to be significantly greater than those reported in the s.73 Permission ES

8.2.10 Ground contamination

The areas identified for assessment were approved under condition 33.1 for 1BN.

Ground contamination studies undertaken in 2016/17 for 1BN identified notable contamination found in Made Ground, and shallow groundwater, asbestos was also found.

All impacts were however are in line with those identified in the s.73 Permission ES and mitigation identified within the s.73 will be applied to 1BN as well and applied to the remediation strategy.

8.2.11 Waste

There have been changes to trends in waste in Barnet and the shopping centre since the 2015/16 data.

Further mitigation of waste will come forward in site wide CoCP.

Estimates for 1BN operational and waste arising are similar to s.73 ES

Non-resi waste will be compacted in the new service and delivery yard of 1BN before being collected.

No significantly detrimental impacts have been identified within the ES FIR and impacts resulting from this detailed application are considered to accord with the conclusions of the s.73 Permission ES.

8.2.12 Microclimate (Wind and Sunlight/Daylight)

Phase 1B N detail design including height increases over the parameters, and phase 1AN was modelled and tested in a wind tunnel.

Wind conditions in terms of safety and comfort are generally acceptable.

Mitigation includes balustrades at appropriate locations and strategic planting captured in the landscaping proposals.

There are no significantly greater impacts that would result from this details application than were identified within the s.73 Permission ES.

Microclimate (Daylight, Sunlight and Overshadowing)

The impacts of the proposed development on daylight and sunlight to surrounding sensitive receptors are in line with impacts predicted within the s.73 Permission ES.

Daylight/Sunlight assessment of residential uses

Consideration of the acceptability of the residential development on plot 113 in terms of Daylight and sunlight was undertaken in line with BRE Guidance. Whilst a small number of the windows failed the tests failing to meet the BRE criteria these impacts were considered in the round against other amenity criteria and the overall residential development was found to be acceptable.

8.2.13 TV, Radio and Mobile Phone Reception

The assessment undertaken for this ES FIR accounts for the increase in parameters over the maximum threshold heights of various buildings and plots within 1BN due to the detailed design of 1BN. These increases have been submitted under 17/3984/CON which permits the minor increases in height by approving amendments to the RDSF.

No new or significant impacts have arisen since the s.73 assessment.

8.2.14 Carbon Dioxide Emissions

Energy strategy commitments will be achieved

No new or different mitigation measures have been identified in the s.73 ES

Increased levels of CO₂ are predicted within the s.73 Permission ES. The proposal currently under consideration would not result in new or significant impacts arising from phase 1BN.

8.3 EIA Statement of Compliance following updated design proposals

Following statutory consultee responses on the proposed RMA, the applicant has made minor revisions to the design and re-submitted updated plans for approval.

These minor amendments to the submitted scheme required the re-assessment of certain sections of the ES FIR which was submitted alongside this RMA. The amendments are all considered to be minor in nature and were accompanied by an update to the ES FIR which concluded that no significant previously unrecognised impacts would arise from such changes.

Any appropriate mitigation measures have been incorporated within the proposed conditions outlined in Appendix 1 of this report.

9 EQUALITY AND DIVERSITY ISSUES

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

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

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

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

In considering this application and preparing this report, Officers have 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 proposals for Phase 1B (North) have been prepared in consultation with the Consultative Access Forum (CAF) which has been set up specifically to advise on inclusive access requirements of the Brent Cross Cricklewood regeneration. Design aspects that incorporate inclusive design have been reviewed by the CAF to insure that the development

proposal the shopping centre extension and associated public realm is designed, delivered and managed in accordance with the Inclusive Access Strategy and the Way finding Strategy.

The application has demonstrated inclusive and accessible design of routes in and around the site for all user groups and shown the site can be accessed by various modes of transport, including by foot, bicycle, public transport, coach, taxi and private car, thus providing a range of transport choices for all users of the site. The proposals have been developed in line with the BXC Inclusive Access and Wayfinding Strategy (approved under Condition 1.26 of the s.73 Permission).

Equality and diversity has been considered in the design development process and has resulted in a proposed development which will provide appropriate routes, spaces and facilities for all characteristics. For example the the proposed increase in provision of the shop mobility service at Brent Cross Shopping Centre.

The proposals are considered to be in accordance with national, regional and local policy by establishing an inclusive design and providing an environment which is accessible to all. Conditions are recommended to be attached to any RMA approval under this application secure details and ensure the delivery of an inclusive environment. These include wheelchair accessible spaces are provided within the cinema and detailed plans in relation to wheelchair accessible rooms within the Hotel.

10 CONCLUSION

Phase 1B (North) is one of the catalysts within the wider Brent Cross Cricklewood regeneration and will deliver key infrastructure which is needed to support the other phases of development. This phase primarily comprises a new shopping centre extension that will transform Brent Cross Shopping Centre and will deliver a significant increase in comparison retail, restaurant and leisure floorspace along with a new hotel and community space. This will be supported by the delivery of a high quality replacement bus station designed to meet TfL's requirements as well as new public spaces, a riverside park and improvements to Sturgess Park.

The RMA proposal seeks reserved matters approval for the layout, scale, access, appearance and landscaping of the development plots and items of Critical Infrastructure within Phase 1B (North) which is comprised of: 82,325sqm of retail floorspace arranged over the central development plots within the development zone; a replacement bus station operated by TfL; three multi storey car parks that consolidate the existing level of car park serving the existing centre; a new service and delivery loading yard located underneath the new centre; an onsite CHP which will serve the development within the sub-Phase; a new hotel; a 52 dwelling residential block; an upper and lower riverside walkway along the eastern and western reaches of the re-routed River Brent; and public open spaces at the threshold entrances of the new shopping centre, along with a nature park and improvements to the existing Sturgess Park.

The proposals have been assessed against the matters reserved which include layout, scale, access, appearance and landscaping and are found to be acceptable subject to conditions attached to a RMA approval.

An indicative material palette schedule has been submitted as a supporting document to the RMA to be read alongside the drawings submitted for approval, as well as the Design Development Report (DDR). The schedule presents a range rather than a set of definitive materials and Officers considered these appropriate and acceptable at this stage. The final materials schedule will be submitted to the LPA for approval under a condition attached to the RMA approval. Consideration of materials for the bus station will be considered in conjunction with TfL as leasee of the station.

Consideration has been given to safety and security through the design of the scheme, and façade design minimises the opportunity for hiding and climbing up to windows or onto roofs to either commit crime or gain entry. Accessible ledges, parapets, indentations and protrusions have been minimised, and all internal and external spaces that fall within the landlord's responsibility will have access control and will be well-lit with public areas managed by the landlord also monitored by CCTV. Details of lighting and CCTV coverage will be submitted to the LPA for approval by way of condition attached to the RMA approval.

The proposal has been developed in consultation with the Brent Cross Cricklewood Consultative Access Forum (CAF) to ensure the scheme provides an accessible and inclusive environment which meets the needs of all users. Details of engagement with the CAF is included within the SCI which sets out where designs have been amended in line with CAF recommendations. Some further details are required to ensure that the development provides a good quality wayfinding strategy for ease of navigation for all user groups and this will be submitted to the LPA for approval by way on condition attached to the RMA approval. It should be noted that these details must be in accordance with the approved BXC wide Inclusive Access and Wayfinding Strategy (with reference 14/07957/CON).

The environmental impact has been assessed against the 1BN proposals, and the conclusions of the ES FIR, along with the supporting ES FIR statement of compliance together, are found to be acceptable, subject to the mitigation measures identified which have been incorporated within the proposed conditions which will be attached to the RMA approval.

It is considered that the proposed RMA for Phase 1B (North) conforms substantially to the s.73 Permission parameters and controls. A number of minor departures in relation to plot dimensions and building heights have been assessed and found to be acceptable. These will be captured through a separate application under Condition 2.4 (17/3984/CON) which will make consequential changes to the RDSF to reflect the changes which have come about through detailed design development of the Phase 1B (North) scheme. The ES FIR assesses the environmental impacts of the proposal which includes those elements that exceed the parameters.

Officers have worked closely with the Developers and their advisors and have liaised

appropriately with other key stakeholders to ensure that the impacts of the development continue to be robustly assessed and the mitigation package remains appropriate

The application has been subject to public and statutory consultation and only a small number of third party representations have been made.

The application is in accordance with Development Plan policies and accords with the conditions and parameters approved in the s.73 Permission for the wider Brent Cross Cricklewood regeneration scheme.

Overall, officers find the proposals acceptable and recommend that the application is approved subject to conditions as outlined in Appendix 1.

List of Appendices:

Appendix 1 – Conditions and Informatives

Appendix 2 – Planning History

Appendix 3 – Phase 1B (North) Masterplan

Appendix 4 – Updated Submission Document

Appendix 5 – Compliance with Planning Policy

Appendix 6 – Fenwick Objection and Responses

APPENDIX 1

Conditions:

1.	APPROVED PLANS	<p>The term "development" in this condition and the conditions below means the development for which details of reserved matters are hereby approved.</p> <p>The development hereby permitted shall be carried out in accordance with the following approved plans and Drawing Notes Q1 unless minor variations are agreed in writing with the Local Planning Authority:</p> <p>**The plan numbers are included within ANNEX 1 at the end of this schedule</p> <p>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, of the Barnet Local Plan and policy 1.1 of the London Plan.</p>
2.	Phase-wide – Retail floorspace cap	<p>The development approved by this Reserved Matters Application shall not exceed 82,325sqm (GEA) of Class A1 – A5 floorspace (which includes tenant allocated seating but excludes general public seating and ancillary seating not allocated to individual tenant) and 14,534sqm (GEA) of Class D2 floorspace.</p> <p>Reason: To comply with saved policies in chapter 12 of the Barnet UDP and to be in accordance with the Retail Assessment submitted in conjunction with Planning Application F/04687/13 along with the supporting retail statement provided alongside application 17/2528/NMA.</p>
3.	Phase-wide – First occupation layout plans	<p>Prior to the first Occupation of any new building consisting of retail (Class A1 – A5) and/or leisure (Class D2) floorspace, drawings and an accompanying floorspace schedule identifying the as-built layout of that building at first Occupation of that building and confirming that the floorspace caps identified in Condition 2 have not been exceeded is to be submitted to the Local Planning Authority.</p>

		<p>Reason: To demonstrate compliance with saved policies in chapter 12 of the Barnet UDP and to be in accordance with the Retail Assessment submitted in conjunction with Planning Application F/04687/13 along with the supporting retail statement provided alongside application 17/2528/NMA.</p>
4.	Phase-wide – First occupation uses and future changes of use	<p>The retail and leisure floorspace hereby permitted shall be used for any purpose within Class A1 – A5 and Class D2 of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or any equivalent replacement provision) and any alterations to the use of a unit post its first Occupation are authorised within Class A1 – A5 and Class D2 subject to the requirements of Condition 2.</p> <p>Reason: To allow flexibility of use within the appropriate controls of the Planning permission.</p>
5.	Phase-wide – Future internal layout changes	<p>The configuration of the retail and leisure floorspace hereby permitted into individual units may be amended and altered from time to time (including inserting or removing subdividing walls, amending the physical relationship with the back of house/service corridors and the pillar divisions at the frontage of shop units) subject to the requirements of Condition 2 and Condition 6.</p> <p>Reason: To allow flexibility of use within the appropriate controls of the Planning permission.</p>
6.	Phase-wide – Pillar divisions within the malls	<p>The maximum distance of the pillar divisions at the frontage of shop units (excluding department stores) along all internal malls at each level shall be 14m in length unless otherwise agreed in writing with the Local Planning Authority.</p> <p>Reason: To ensure continuity of the design principles established for the internal shopping mall.</p>
7.	Phase-wide – Escalator locations within High Street North	<p>Prior to the first opening for public access of High Street North or Brent Cross Main Square within the development hereby permitted, details confirming the location of the escalators along High Street</p>

		<p>North shall be submitted to and approved by the Local Planning Authority.</p> <p>Reason: To ensure that the freeflow of shoppers is not restricted and that the layout of the shopping centre accords with principles established within this details application whilst allowing a degree of flexibility to the detailed design of the escalators.</p>
8.	Phase-wide – Internal landscaping	<p>Prior to the first opening for public access of High Street North or Brent Cross Main Square within the development hereby permitted, details of all landscaping within the shopping centre shall be submitted to and approved in writing with the Local Planning Authority.</p> <p>Reason: To ensure continuity of the design principles established for the internal shopping mall.</p>
9.	Phase-wide – Roof support positions	<p>Notwithstanding the details shown on the plans otherwise hereby approved, if the position of the roof supports at ground floor level along The Park alter, such changes shall be submitted to and approved by the Local Planning Authority.</p> <p>Reason: To ensure that the layout of the shopping centre accords with principles established within this details application whilst allowing a degree of flexibility to the detailed design and engineering requirements of the roof supports.</p>
10.	Phase-wide – Lighting, Pedestrian Routes	<p>Prior to the first opening for public access of High Street North or Brent Cross Main Square within the development hereby permitted, full details of the proposed Lighting Strategy for illumination including the external elevations of the approved buildings, Brent Riverside Park, Sturgess Park, Threshold Spaces and internal lighting along High Street North, including:</p> <ul style="list-style-type: none"> - Locations - Lux levels - Operating hours - Associated lighting posts or other furniture <p>shall be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved details.</p>

		Reason: In the interest of security, ecology and Residential amenity.
11.	Phase-wide - Wayfinding	<p>Prior to the first opening for public access of High Street North or Brent Cross Main Square within the development hereby permitted, the proposed wayfinding details in relation to Phase 1B (North) identified in the Wayfinding Strategy shall be submitted to and approved in writing by the Local Planning Authority in consultation with Transport For London.</p> <p>The submission shall include the location and type of all proposed signage along with details of tactile paving to be implemented and shall be in accordance with the principles of the Wayfinding and inclusive access Strategy as approved against Condition 1.26 of Planning Permission F/04687/13.</p> <p>Reason: In the interest of the achievement of successful and Clear Wayfinding for all users of the site.</p>
12.	Phase-wide – Public Seating	<p>Notwithstanding the details shown on the plans otherwise hereby approved, 30% of seating within the threshold spaces and Eastern and Western Reaches of the Brent Riverside Park shall be provided as accessible seating.</p> <p>Reason: To ensure the delivery of an inclusive environment within the approved development.</p>
13.	HOTEL PLOT 109 – Management Strategy	<p>Prior to the first Occupation of the Hotel at plot 109 a management strategy in relation to the operation of the courtyard and associated service road shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The strategy shall address deliveries and servicing arrangements within the courtyard; guest arrivals/departures and parking; taxi access and vehicle/pedestrian interaction. The strategy shall also identify any necessary signage to support the operation of the courtyard and service road.</p> <p>The approved management strategy shall thereafter be implemented from the first occupation of the Hotel at plot 109.</p> <p>Reason:</p>

		In the interest of the safety of pedestrians, the free flow of traffic and the successful operation of the hotel courtyard and service road.
14.	Phase-wide – Elevation Details	<p>Prior to the installation of any external façade treatment on any plot, 1:20 scale plans of the approved external façades of that plot shall be submitted to and approved in writing by the Local planning Authority.</p> <p>The submitted details shall clearly show the following where relevant to the elevation/plot: reveals to windows; set back features; cladding systems and details of joints and fixings; and joins to glazing at windows and at threshold entrances.</p> <p>The development shall thereafter be implemented in accordance with the approved details.</p> <p>Reason: To ensure the appearance of the development accords with the quality of design indicated.</p>
15.	Phase-wide - Materials	<p>Prior to the installation of any external material on any plot/building, and in accordance with the Illustrative Materials Schedule::</p> <p>(a) details and appropriate samples of the materials to be used on that plot/building for i) the external facades; ii) any internal elevations of the John Lewis southern façade; and iii) internal and external hard surfaced areas associated with that plot/building, shall have been submitted to and approved in writing by the Local Planning Authority; and</p> <p>(b) a sample panel of not less than 1m x 1m of the proposed materials shall be constructed on site, inspected and approved in writing by the Local Planning Authority.</p> <p>The development shall thereafter be implemented in accordance with such details associated with that plot/building as so approved before that plot/building is first 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 Saved UDP Policy C2 and policies 1.1, 7.4, 7.5 and 7.6 of</p>

		the London Plan.
16.	Phase-wide – Rooftop Machinery	<p>Prior to the installation on any plot/building of any roof plant or rooftop machinery associated with the cleaning and maintenance of the external facades details of appropriate screening of the plant on that plot/building must be submitted to and approved in writing by the Local Planning Authority and thereafter installed in accordance with the approved details if the associated roof plant or rooftop machinery is installed.</p> <p>Reason: To ensure a high quality appearance to the resulting development and to safeguard the character and visual amenities of the site and wider area.</p>
17.	Phase-wide – Shop Mobility	<p>Prior to the first opening for public access of High Street North or Brent Cross Main Square within the development hereby permitted details of the Shopmobility Scheme shall be submitted to the Local Planning Authority. This shall include details of:</p> <ul style="list-style-type: none"> • The booking, membership and management system. • Integration of the shopmobility scheme with arrivals at the bus station. <p>Reason: To ensure the delivery of an inclusive shopping centre.</p>
18.	Phase-wide – Cycle Parking	<p>Notwithstanding the details shown on the plans otherwise hereby approved all Sheffield Stands or other similar forms of cycle parking shall be installed at least 600mm from fixed obstacles or the edge of any roadside kerb and shall be separated by a minimum of 1m from each other.</p> <p>Reason: To ensure the usability of cycle parking facilities and to encourage the use of cycling by both staff and visitors to the site.</p>
19.	Phase-wide - CCTV	<p>Prior to the first opening for public access of High Street North or Brent Cross Main Square details of the proposed CCTV coverage throughout Phase 1B (North) shall be submitted to and approved in writing by the Local Planning Authority. The</p>

		<p>approved CCTV strategy shall be implemented prior to the Eastern and Western reaches of Brent Riverside Park opening for public access.</p> <p>Reason: In the interest of security within the Northern Town Centre and to comply with Policy 7.3 of the London Plan and Policy CS12 of Barnet Local Plan.</p>
20.	Phase-wide – Accessible Stairway	<p>Prior to the installation of the proposed steps to access the riverside walkway along the Eastern and Western Riverside Park, design details of the proposed steps shall be submitted for the written approval of the LPA and shall for the avoidance of doubt conform to the requirements of BXC Inclusive Access Strategy and include suitable handrails</p> <p>All such stairways shall be designed to include cycle channels.</p> <p>Reason: In the interest of the accessibility of the Western and Eastern Brent River Corridor</p>
21.	Phase-wide – Bin and Bench Location	<p>All public seating installed externally or internally within the development hereby permitted, shall not be located within a distance of 1.5m of any bin.</p> <p>Reason: To ensure that public seating within the development is inclusive for wheelchair and other users.</p>
22.	Phase-wide – Bird and Bat Boxes	<p>Prior to the first opening for public access of High Street North or Brent Cross Main Square within the development hereby permitted details of the locations and typology of bird and bat boxes and the location of log piles having regard to the Lighting Strategy to be submitted under Condition 10 above, shall be submitted to and approved by the local planning authority and shall be installed in accordance with the details thereby approved.</p> <p>Reason: To mitigate the removal and impact on the habitat for bats and birds as a result of the development and to promote biodiversity within the area.</p>
23.	EXISTING SHOPPING CENTRE – Changing Places	<p>Prior to the first opening for public access of High Street North or Brent Cross Main Square within the development hereby permitted, details including the layout of the changing places toilet in accordance</p>

	Toilet	<p>with Section 5.4 of the approved Inclusive Access and Wayfinding Strategy shall be submitted to and approved in writing by the Local Planning Authority and shall be provided in accordance with the approved details.</p> <p>Reason: To ensure the delivery of an inclusive environment within the approved development.</p>
24.	SHOPPING CENTRE – Sustainability Carbon Reduction	<p>Within three months of opening for public access of High Street North or Brent Cross Main Square details shall be submitted to the Local Planning Authority to demonstrate how any non-domestic buildings will achieve a 25% reduction in CO2 emissions below 2010 Building Regulations Part L. Details submitted shall include plans and dimensions of any additional roof plant or solar panels necessary to achieve the 25% reduction..</p> <p>Reason: To ensure compliance with the Revised Energy Strategy and the Phase 1B (North) Revised Energy Strategy Statement of Compliance.</p>
25.	CAR PARKS – Car Parking Space Height	<p>A height warning shall be installed upon all car parking spaces within the multi-storey car parks where the ceiling height falls below 2.6m. Appropriate signage shall be installed to indicate where car parking spaces in excess of 2.6m can be found</p> <p>Reason: To ensure the safe operation of the car parks and in the interests of driver safety and legibility.</p>
26.	CAR PARKS – Layout and Priorities	<p>Appropriate signage shall be installed within the multi-storey car parks to ensure that vehicles entering through the car park barriers have priority.</p> <p>Reason: To ensure the freeflow of traffic within the car parking areas and to prevent traffic from backing up onto estate roads.</p>
27.	PLOT 103 – E-Signage	<p>Prior to the first opening for public access of High Street North or Brent Cross Main Square within the development hereby permitted, details of digital signage at the entrance to the Bus Station from High Street North and any additional locations as</p>

		<p>the developer may decide showing information of the live bus departures shall be submitted to and approved in writing by the Local Planning Authority. The signage shall be installed thereafter in accordance with the details as approved.</p> <p>Reason: To promote sustainable travel by public transport and encourage modal shift in accordance with the Phase 1 Transport Report and Phase 1B RMTR</p>
28.	PLOT 102 – Pedestrian Crossing to Service Yard	<p>Notwithstanding the details shown on the plans otherwise hereby approved, prior to the first opening for public access of High Street North or Brent Cross Main Square within the development hereby permitted, details of the road markings and pedestrian and cycle signage in relation to the crossing of the service and delivery service yard access on plot 102 at the Upper Riverside Walkway level, shall be submitted and approved in writing by the Local Planning Authority and shall be installed thereafter in accordance with the approved details.</p> <p>Reason: To ensure the safety of pedestrians and cyclists using the Upper Riverside Walkway.</p>
29.	PLOT 103 – Bus Station Bathrooms 24 Hours	<p>Prior to the first opening for public access of High Street North or Brent Cross Main Square within the development hereby permitted, details of the management and consideration of the potential for 24 hour access of the public toilets located at the Bus Station shall be provided to the Local Planning Authority and approved in writing.</p> <p>Reason: To ensure that the relevant toilet facilities within the demise of the Shopping Centre are provided to support the 24 hour operation of the Bus Station.</p>
30.	PLOT 103 - Bus Station Screens	<p>Prior to the first opening for public access of High Street North or Brent Cross Main Square within the development hereby permitted, the design of the screen separating the western end of the Bus Station on Plot 103 from the north/south pedestrian route into the shopping centre and of the Suspended Screen shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the details thereby approved.</p>

		<p>Reason: To ensure an acceptable appearance to the Bus Station and in the interest of pedestrian safety on this pedestrian route within the Bus Station.</p>
31.	PLOT 106 – Cinema Accessible Seating	<p>The cinema hereby approved on Plot 106 shall provide a minimum of 2% wheelchair accessible viewing locations within the auditoria as a proportion of the total number of seats to be provided in the cinema.</p> <p>Reason: To ensure inclusive access within the cinema.</p>
32.	HOTEL PLOT 109 – Accessible rooms/floor Plans	<p>Prior to commencement of development on Plot 109 detailed floor plans shall be submitted to and approved in writing by the Local Planning Authority to demonstrate compliance with London Plan Policy 4.5 and Part M4(2) and Part M4(3) of the Building Regulations 2016.</p> <p>Reason: To ensure compliance with Policy 4.5 of the London Plan in providing sufficient accessible Hotel Rooms.</p>
33.	HOTEL PLOT 109 – Ground Floor Glazing	<p>Not more than 50% of the glazing along the ground floor elevation of the Hotel on Plot 109 shall be painted, tinted or otherwise made obscure including by fixtures and fixings (which shall not be placed within 1 metre of the inside of the window glass) unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: To ensure the provision of an active frontage at ground floor level providing passive surveillance to the adjacent pedestrian footway.</p>
34.	PLOT 113 - Noise	<p>Prior to commencement of development on Plot 113, details of required noise attenuation and noise insulation shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Details shall include building fabric, glazing and mechanical ventilation requirements, and shall demonstrate that the “good” external and internal</p>

		<p>noise levels recommended in British Standard 8233:1999 “Sound Insulation and noise reduction for buildings-Code of Practice” shall be achieved.</p> <p>Plot 113 shall thereafter be constructed in accordance with the approved details.</p> <p>Reason: To ensure the proposed development does not prejudice the amenities of future occupants of residents of plot 113.</p>
35.	PLOT 113 - Lifetime Homes/Wheelchair Standards	<p>Notwithstanding the details shown on the plans otherwise hereby approved for the residential development on Plot 113, prior to commencement of construction on Plot 113 1:50 scale floorplans for every residential unit type within that plot shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure conformity with lifetime homes and wheelchair accessible standards to units as per schedule 13 Appendix A of the s.106 Agreement.</p>
36.	BRENT RIVER CORIDOR – EA Access Ramps	<p>Notwithstanding the details shown on the plans otherwise hereby approved, prior to commencement of the Eastern and Western Reaches of the Brent Riverside Park details of the Environment Agency access Ramps from the perimeter roads to the lower riverside walkway and from the lower riverside walkway to the river corridor shall be submitted to and approved in writing by the Local Planning Authority. Details to be submitted shall include:</p> <ul style="list-style-type: none"> • Gradients • Control of access to pedestrians/Vehicles and where appropriate wheelchair users • Tracking diagrams to confirm safety of vehicular access and egress <p>Reason: To ensure ease of access for the Environment Agency and accessibility of the Riverside Walkway.</p>
37.	STURGESS PARK – Play Equipment	<p>Notwithstanding the details shown on the plans otherwise hereby approved, prior to the installation of the play equipment or activity areas within</p>

		<p>Sturges Park details of the specification of the play equipment (or an alternative strategy) shall be submitted to and approved in writing by the Local Planning Authority and shall be installed in accordance with the details thereafter approved.</p> <p>Reason: To ensure delivery of the park in accordance with the needs of the local population in accordance with Policies 3.1 and 3.6 of the London Plan FALP (March 2015); Policy CS11 of the Local Plan Core Strategy DPD (Adopted September 2012) and Policy C4 of Barnet's UDP Saved Policies (Saved September 2012)</p>
38.		<p>Prior to the installation of the new southern façade of the John Lewis store at Plot 111, details of that new southern façade of the John Lewis store shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To safeguard the character and visual amenities of the resulting development and to ensure that the building is constructed in accordance with Saved UDP Policy C2 and policies 1.1, 7.4, 7.5 and 7.6 of the London Plan.</p>

Informatives:

1.		For the avoidance of doubt the conditions attached to this Reserved Matters Approval, with the exception of condition 24 do not apply to, control, affect or in any way limit or restrict the use of the existing development at the existing shopping centre at the development Site
2.		Subject to Condition 1 attached to this Reserved Matters Approval, defined terms used in this Reserved Matters Approval have the same meaning as set out in the Glossary to Conditions in Planning Permission F/04687/13 unless the context otherwise so requires
3.		In accordance with paragraphs 186 and 187 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A

		pre-application advice service is also offered and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan and the Approved S73 Consent.
4.		<p>In accordance with Reg 3 (4) and Reg 8 (2) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, it is considered that:</p> <p>the submission of Reserved matters reveals , with regard to the subject matter of the application, that there are no additional or different likely significant environmental effects than is considered in the environmental information already before the Council (the Environmental Statement (ES) (BXC02) submitted with the Section 73 application (F/04687/13) and any further and/or other information previously submitted; and</p> <p>the environmental information already before the Council (the ES submitted with the Section 73 application and any further and/or other information previously submitted) remains adequate to assess the environmental effects of the development.</p>

ANNEX 1

****DRAWING LIST – PHASE 1B (NORTH) RESERVED MATTERS APPLICATION**

FOR APPROVAL

TITLE	REFERENCE NUMBER	REVISION
MASTERPLAN		
GA PLAN - LEVEL B1	08069-CRL-SW-B10-DR-P-11000	P7
GA PLAN - LEVEL LG	08069-CRL-SW-LG0-DR-P-11001	P7
GA PLAN - LEVEL 01	08069-CRL-SW-010-DR-P-11003	P6

TITLE	REFERENCE NUMBER	REVISION
GA PLAN - LEVEL UG	08069-CRL-SW-UG0-DR-P-11002	P6
GA PLAN - LEVEL 02	08069-CRL-SW-020-DR-P-11005	P6
GA PLAN - LEVEL02 MEZZANINE	08069-CRL-SW-021-DR-P-11006	P6
GA PLAN - LEVEL 03	08069-CRL-SW-030-DR-P-11007	P6
GA PLAN - LEVEL RF	08069-CRL-SW-RF1-DR-P-11008	P6
DEMOLISHED/DECOMISSIONED/LOST		
DEMOLISHED/ DECOMMISSIONED / LOST LEVEL LG	08069-CRL-SW-010-DR-P-11901	P1
DEMOLISHED/ DECOMMISSIONED / LOST LEVEL UG	08069-CRL-SW-010-DR-P-11902	P1
DEMOLISHED/ DECOMMISSIONED / LOST LEVEL 01	08069-CRL-SW-010-DR-P-11903	P1
PLOT 102 – SOUTHERN DEPARTMENT BUILDING		
SOUTHERN DEPARTMENT - GA PLAN - B1	08069-CRL-SD-B10-DR-P-12013	P7
SOUTHERN DEPARTMENT - GA PLAN - LEVEL LG	08069-CRL-SD-LG0-DR-P-12014	P6
SOUTHERN DEPARTMENT - GA PLAN - LEVEL UG	08069-CRL-SD-UG0-DR-P-12015	P6
SOUTHERN DEPARTMENT - GA PLAN - LEVEL 01	08069-CRL-SD-010-DR-P-12016	P6
SOUTHERN DEPARTMENT - GA PLANS - LEVEL 02	08069-CRL-SD-020-DR-P-12017	P6
SOUTHERN DEPARTMENT - GA PLANS - LEVEL ROOF	08069-CRL-SD-RF1-DR-P-12019	P6
SOUTHERN DEPARTMENT- EAST & WEST ELEVATIONS	08069-CRL-SD-XXX-DR-P-20120	P6
SOUTHERN DEPARTMENT- NORTH & SOUTH ELEVATIONS	08069-CRL-SD-XXX-DR-P-20121	P6
SOUTHERN DEPARTMENT SECTIONS NORTH - SOUTH 01 & 02	08069-CRL-SD-XXX-DR-P-30000	P6
SOUTHERN DEPARTMENT SECTION EAST - WEST - CBC	08069-CRL-SD-XXX-DR-P-30001	P6
SOUTHERN DEPARTMENT COLLECT BY CAR	08069-CRL-SD-LG0-DR-P-12021	P6
SOUTHERN DEPARTMENT ENLARGED ELEVATION & SECTION	08069-CRL-SD-XXX-DR-P-40101	P6
SOUTHERN DEPARTMENT	08069-CRL-SD-XXX-DR-P-	P5

TITLE	REFERENCE NUMBER	REVISION
ENLARGED ELEVATION & SECTION	40102	
PLOT 106 – PARK STREET AND HIGH STREET NORTH		
EXTERNAL ELEVATIONS SOUTH	08069-CRL-SW-XXX-DR-P-20102	P6
ENTRANCE ELEVATION SOUTH	08069-CRL-SW-XXX-DR-P-20111	P6
ENTRANCE ELEVATIONS FENWICK	08069-CRL-SW-XXX-DR-P-20110	P6
INTERNAL ELEVATIONS -PARK STREET	08069-CRL-SW-XXX-DR-P-20200	P6
INTERNAL ELEVATIONS -HIGH STREET NORTH	08069-CRL-SW-XXX-DR-P-20201	P6
INTERNAL ELEVATIONS -MALL 3 & FENWICK NODE	08069-CRL-SW-XXX-DR-P-20202	P6
INTERNAL SECTIONS - HIGH STREET NORTH	08069-CRL-NB-XXX-DR-P-30010	P6
INTERNAL SECTIONS - PARK STREET	08069-CRL-NB-XXX-DR-P-30020	P6
TYPICAL BAY ELEVATIONS - PARK STREET & HIGH STREET NORTH	08069-CRL-SW-XXX-DR-P-20220	P6
ZONE NB - GA PLAN - LEVEL LG	08069-CRL-NB-LG0-DR-P-12401	P6
ZONE NB - GA PLAN - LEVEL LG	08069-CRL-NB-LG0-DR-P-12402	P7
ZONE NB - GA PLAN - LEVEL UG	08069-CRL-NB-UG0-DR-P-12403	P6
ZONE NB - GA PLAN - LEVEL UG	08069-CRL-NB-UG0-DR-P-12404	P6
ZONE NB - GA PLAN - LEVEL 01	08069-CRL-NB-010-DR-P-12405	P6
ZONE NB - GA PLAN - LEVEL 01	08069-CRL-NB-010-DR-P-12406	P6
ZONE NB - GA PLAN - LEVEL 02	08069-CRL-NB-020-DR-P-12407	P6
ZONE NB - GA PLAN - LEVEL 02	08069-CRL-NB-020-DR-P-12408	P6
ZONE NB - GA PLAN - LEVEL RF	08069-CRL-NB-RF1-DR-P-12411	P6
ZONE NB - GA PLAN - LEVEL RF	08069-CRL-NB-RF1-DR-P-12412	P6
ELEVATION - CINEMA	08069-CRL-NB-XXX-DR-P-30070	P6
SECTION - CINEMA	08069-CRL-NB-XXX-DR-P-30071	P6
PLOT 107 + 108 – WESTERN RETAIL BUILDING INCL MAIN SQUARE AND JOHN LEWIS NODE		

TITLE	REFERENCE NUMBER	REVISION
EXTERNAL ELEVATIONS WEST	08069-CRL-SW-XXX-DR-P-20101	P4
WESTERN RETAIL BUILDING ELEVATION	08069-CRL-SW-XXX-DR-P-20115	P6
WESTERN RETAIL BUILDING SECTION	08069-CRL-SW-XXX-DR-P-20116	P6
ZONE NB- WRB -GA PLAN - LEVEL LG	08069-CRL-NB-LG0-DR-P-12301	P7
ZONE NB - WRB -GA PLAN - LEVEL UG	08069-CRL-NB-UG0-DR-P-12302	P6
ZONE NB - WRB - GA PLAN – 06 - LEVEL 01	08069-CRL-NB-010-DR-P-12303	P6
ZONE NB - WRB -GA PLAN - LEVEL 02	08069-CRL-NB-020-DR-P-12304	P6
ZONE NB - WRB -GA PLAN - LEVEL ROOF	08069-CRL-NB-RF1-DR-P-12305	P6
ZONE NB – MAIN SQUARE - GA PLAN LEVEL LG	08069-CRL-NB-LGO-DR-P-12130	P6
ZONE NB - MAIN SQUARE - GA PLAN- LEVEL UG	08069-CRL-NB-UGO-DR-P-12131	P6
ZONE NB - MAIN SQUARE - GA PLAN- LEVEL 01	08069-CRL-NB-010-DR-P-12132	P6
ZONE NB - MAIN SQUARE - GA PLAN- LEVEL 02	08069-CRL-NB-020-DR-P-12133	P6
ZONE NB - MAIN SQUARE - GA PLAN- LEVEL ROOF	08069-CRL-NB-RF1-DR-P-12134	P6
ENTRANCE ELEVATION LAYFIELD	08069-CRL-SW-XXX-DR-P-20112	P6
ENTRANCE TEMPELHOF ELEVATION	08069-CRL-SW-XXX-DR-P-20113	P6
INTERNAL SECTION - JOHN LEWIS NODE	08069-CRL-NB-XXX-DR-P-30040	P6
INTERNAL SECTION - MAIN SQUARE	08069-CRL-NB-XXX-DR-P-30030	P6
TYPICAL ENLARGED ELEVATION – MAIN SQUARE	08069-CRL-SW-XXX-DR-P-20221	P6
WESTERN RETAIL ENLARGED ELEVATION & SECTION	08069-CRL-SW-XXX-DR-P-40111	P5
PLOT 109 – HOTEL BUILDING		
HOTEL BUILDING PLAN LEVEL GROUND	08069-CRL-HA-XXX-DR-P-20101	P8
HOTEL BUILDING PLAN FIRST LEVEL	08069-CRL-HA-XXX-DR-P-20102	P6
HOTEL BUILDING PLAN TYPICAL LEVEL	08069-CRL-HA-XXX-DR-P-20103	P6
HOTEL BUILDING PLAN ROOF	08069-CRL-HA-XXX-DR-P-20104	P6

TITLE	REFERENCE NUMBER	REVISION
HOTEL BUILDING ELEVATION	08069-CRL-HA-XXX-DR-P-20105	P7
HOTEL BUILDING SECTION 1	08069-CRL-HA-XXX-DR-P-20106	P6
HOTEL BUILDING SECTION 2	08069-CRL-HA-XXX-DR-P-20107	P6
FAÇADE SECTION	08069-CRL-HA-XXX-DR-P-20108	P5
ENERGY CENTRE BUILDING – PLOT 101		
GA PLAN LEVEL 01	08069-CTA-EN-010-DR-A-20102	P5
GA PLAN LEVEL 02	08069-CTA-EN-020-DR-A-20103	P5
GA PLAN LEVEL 03	08069-CTA-EN-030-DR-A-20104	P5
GA PLAN PLANT WELL LEVEL	08069-CTA-EN-040-DR-A-20105	P5
GA PLAN ROOF LEVEL	08069-CTA-EN-050-DR-A-20106	P6
GA PLAN - BASEMENT LEVEL	08069-CTA-EN-B10-DR-A-20101	P5
GA ELEVATION WEST AND NORTH	08069-CTA-EN-ZZZ-DR-A-21101	P6
GA ELEVATION EAST AND SOUTH	08069-CTA-EN-ZZZ-DR-A-21102	P6
GA SECTIONS LONG SECTION A-A	08069-CTA-EN-ZZZ-DR-A-21103	P6
GA SECTIONS CROSS SECTION 1' 1	08069-CTA-EN-ZZZ-DR-A-21104	P6
GA SECTIONS CROSS SECTION 2' 2	08069-CTA-EN-ZZZ-DR-A-21105	P4
FACADE DETAIL STUDY 1	08069-CTA-EN-XXX-DR-A-22101	P5
FACADE DETAIL STUDY 2	08069-CTA-EN-ZZZ-DR-A-22102	P5
FENWICK		
FIRST FLOOR BRIDGE LINK	08069-CTA-FN-010-DR-A-20603	P6
SECOND FLOOR FENWICK BRIDGE LINK	08069-CTA-FN-020-DR-A-20604	P7
THIRD FLOOR FENWICK BRIDGE LINK	08069-CTA-FN-030-DR-A-20605	P7
LOWER GROUND FLOOR VOID BELOW BRIDGE LINK	08069-CTA-FN-LG0-DR-A-20601	P6
UPPER GROUND FLOOR VOID BELOW BRIDGE LINK	08069-CTA-FN-UG0-DR-A-20602	P6
ELEVATIONS EAST, SOUTH AND WEST	08069-CTA-FN-XXX-DR-A-21601	P6

TITLE	REFERENCE NUMBER	REVISION
CROSS AND LONG SECTIONS	08069-CTA-FN-XXX-DR-A-21611	P4
FACADE DETAIL SECTION AND ELEVATION	08069-CTA-FN-XXX-DR-A-22602	P5
DETAIL STUDY PLANS AND 3D VIEW FENWICK	08069-CTA-FN-XXX-DR-A-22601	P5
WEST CAR PARK – PLOT 111		
WEST FACADE STUDIES 1	08069-CTA-WC-XXX-DR-A-22201	P5
GA PLANS	08069-CTA-WC-ZZZ-DR-A-20201	P15
GA PLANS	08069-CTA-WC-ZZZ-DR-A-20202	P9
GA PLANS	08069-CTA-WC-ZZZ-DR-A-20203	P9
GA PLANS	08069-CTA-WC-ZZZ-DR-A-20204	P9
WEST AND EAST ELEVATIONS	08069-CTA-WC-ZZZ-DR-A-21201	P4
NORTH AND SOUTH ELEVATIONS	08069-CTA-WC-ZZZ-DR-A-21202	P4
GA LONG SECTIONS	08069-CTA-WC-ZZZ-DR-A-21211	P6
GA CROSS SECTIONS WEST MSCP	08069-CTA-WC-ZZZ-DR-A-21212	P5
GA PLAN - ROOF	08069-CTA-EC-RF1-DR-A-20205	P6
WEST FACADE STUDIES 2	08069-CTA-WC-XXX-DR-A-22202	P5
SOUTH FACADE STUDIES 1	08069-CTA-WC-XXX-DR-A-22203	P5
SOUTH FACADE STUDIES 2	08069-CTA-WC-XXX-DR-A-22204	P5
EAST FACADE STUDIES 1	08069-CTA-WC-XXX-DR-A-22205	P5
EAST FACADE STUDIES 2	08069-CTA-WC-XXX-DR-A-22206	P5
EAST CAR PARK – PLOT 105		
GA PLAN - CP02 GROUND FLOOR PLAN	08069-CTA-EC-000-DR-A-20702	P12
GA PLAN - CP03 FIRST FLOOR PLAN	08069-CTA-EC-010-DR-A-20703	P10
GA PLAN - CP04 SECOND FLOOR PLAN	08069-CTA-EC-020-DR-A-20704	P10
GA PLAN - CP05 THIRD FLOOR PLAN	08069-CTA-EC-030-DR-A-20705	P8
GA PLAN - CP06 FOURTH FLOOR PLAN	08069-CTA-EC-040-DR-A-20706	P8

TITLE	REFERENCE NUMBER	REVISION
GA PLAN - CP07 FIFTH FLOOR PLAN	08069-CTA-EC-050-DR-A-20707	P8
GA PLAN - CP08 SIXTH FLOOR PLAN	08069-CTA-EC-060-DR-A-20708	P9
GA PLAN - ROOF PLAN	08069-CTA-EC-070-DR-A-20709	P5
GA PLAN - CP01 LOWER GROUND FLOOR PLAN	08069-CTA-EC-LG0-DR-A-20701	P12
EAST MSCP ELEVATIONS EAST & WEST ELEVATIONS	08069-CTA-EC-XXX-DR-A-21701	P5
EAST MSCP ELEVATIONS NORTH & SOUTH ELEVATIONS	08069-CTA-EC-XXX-DR-A-21702	P5
EAST MSCP SECTIONS SECTION 1-1, 2-2 & 3-3	08069-CTA-EC-XXX-DR-A-21711	P6
EAST MSCP SECTIONS SECTION 4-4, 5-5 & 6-6	08069-CTA-EC-XXX-DR-A-21712	P6
FIN' FACADE STUDIES 1	08069-CTA-EC-XXX-DR-A-22701	P6
FIN' FACADE STUDIES 2	08069-CTA-EC-XXX-DR-A-22702	P6
WEST FACADE STUDIES 1	08069-CTA-EC-XXX-DR-A-22703	P5
WEST FACADE STUDIES 2	08069-CTA-EC-XXX-DR-A-22704	P5
SOUTH-WEST CORE FACADE STUDIES 1	08069-CTA-EC-XXX-DR-A-22705	P5
SOUTH-WEST CORE FACADE STUDIES 2	08069-CTA-EC-XXX-DR-A-22706	P5
JOHN LEWIS FAÇADE		
PROPOSED WEST ELEVATION AND CROSS-SECTION 1-1	08069-CTA-JL-XXX-DR-A-21301	P4
WEST FACADE STUDIES	08069-CTA-JL-XXX-DR-A-22301	P4
PLOT 113 RESIDENTIAL NORTH		
GA PLAN - GROUND FLOOR	08069-CTA-RN-000-DR-A-20801	P7
GA PLAN - FIRST FLOOR PLAN	08069-CTA-RN-010-DR-A-20802	P4
GA PLAN - SECOND FLOOR PLAN	08069-CTA-RN-020-DR-A-20803	P4
GA PLAN - THIRD FLOOR PLAN	08069-CTA-RN-030-DR-A-20804	P4
GA PLAN - ROOF PLAN	08069-CTA-RN-RF1-DR-A-20805	P5
RESIDENTIAL PLOT 113 TYPICAL BATHROOM PLAN WHDG UNITS	08069-CTA-RN-RF1-DR-A-20806	P1
ELEVATIONS	08069-CTA-RN-XXX-DR-A-21801	P4

TITLE	REFERENCE NUMBER	REVISION
LONG SECTION A-A	08069-CTA-RN-XXX-DR-A-21811	P4
CROSS SECTION 1-1 & 2-2	08069-CTA-RN-XXX-DR-A-21812	P3
SOUTH FAÇADE STUDIES 1 ILLUSTRATIVE	08069-CTA-RN-XXX-DR-A-22805	P1
SOUTH FAÇADE STUDIES 2 ILLUSTRATIVE	08069-CTA-RN-XXX-DR-A-22806	P1
WEST FAÇADE STUDIES 3 ILLUSTRATIVE	08069-CTA-RN-XXX-DR-A-22807	P1
WEST FAÇADE STUDIES 4 ILLUSTRATIVE	08069-CTA-RN-XXX-DR-A-22808	P1
EAST FACADE STUDIES 1	08069-CTA-RN-XXX-DR-A-22801	P4
EAST FACADE STUDIES 2	08069-CTA-RN-XXX-DR-A-22802	P4
WEST FACADE STUDIES 1	08069-CTA-RN-XXX-DR-A-22803	P4
WEST FACADE STUDIES 2	08069-CTA-RN-XXX-DR-A-22804	P4
SOUTH BUILDING – PLOTS 103/104		
GENERAL ARRANGMENT PLAN BUS STATION LAYOUT	08069-CTA-SB-LG0-DR-A-15501	P18
GA PLAN UPPER GROUND FLOOR	08069-CTA-SB-UG0-DR-A-20402	P9
GA PLAN LEVEL ONE (CP-01)	08069-CTA-SB-010-DR-A-20403	P13
GA PLAN LEVEL TWO (CP-02)	08069-CTA-SB-020-DR-A-20404	P13
GA PLAN LEVEL THREE (CP-03)	08069-CTA-SB-030-DR-A-20405	P13
GA PLAN LEVEL FOUR (CP-04)	08069-CTA-SB-040-DR-A-20406	P10
GA PLAN LEVEL FIVE (CP-05)	08069-CTA-SB-050-DR-A-20407	P10
GA PLAN LEVEL SIX (CP-06)	08069-CTA-SB-060-DR-A-20408	P9
GA PLAN LEVEL SEVEN	08069-CTA-SB-070-DR-A-20409	P9
CANOPY PLAN	08069-CTA-SB-LG0-DR-A-15505	P12
GENERAL ARRANGMENT SEATING PLAN	08069-CTA-SB-LG0-DR-A-15506	P10
SEATING SCREENS	08069-CTA-SB-LG0-DR-A-15507	P9
SEATING LAYOUT 01	08069-CTA-SB-LG0-DR-A-15508	P9
SEATING LAYOUT 02	08069-CTA-SB-LG0-DR-A-	P9

TITLE	REFERENCE NUMBER	REVISION
	15509	
SEATING LAYOUT 03	08069-CTA-SB-LG0-DR-A-15510	P7
INFORMATION KIOSK INTERNAL LAYOUT	08069-CTA-SB-LG0-DR-A-15518	P9
BUS DRIVER FACILITY INTERNAL LAYOUT	08069-CTA-SB-LG0-DR-A-15519	P7
FREE STANDING BUS SHELTER SCREENS	08069-CTA-SB-LG0-DR-A-15522	P5
SOFFIT - SKETCH DETAIL	08069-CTA-SB-XXX-DR-A-15501	P7
CANOPY - SKETCH DETAIL	08069-CTA-SB-XXX-DR-A-15503	P7
COMMUNITY FACILITY PLANS	08069-CTA-SB-XXX-DR-A-20420	P5
COMMUNITY FACILITY PLANS	08069-CTA-SB-XXX-DR-A-20421	P5
COMMUNITY FACILITY PLANS	08069-CTA-SB-XXX-DR-A-20422	P5
SOUTH BUILDING (BUS STATION) NORTHERN LINK ELEVATIONS	08069-CTA-SB-XXX-DR-A-21430	P3
CROSS SECTION 01	08069-CTA-SB-ZZZ-DR-A-15501	P8
CROSS SECTION 02	08069-CTA-SB-ZZZ-DR-A-15502	P12
CROSS SECTION 03	08069-CTA-SB-ZZZ-DR-A-15503	P8
LONG SECTION 01	08069-CTA-SB-ZZZ-DR-A-15504	P9
GA SECTIONS	08069-CTA-SB-ZZZ-DR-A-21402	P7
GA ELEVATIONS	08069-CTA-SB-ZZZ-DR-A-21411	P6
GA SECTIONS	08069-CTA-SB-ZZZ-DR-A-21412	P6
PLOT 104 ELEVATIONS	08069-CTA-SB-ZZZ-DR-A-21413	P5
PLOT 104 SECTIONS	08069-CTA-SB-ZZZ-DR-A-21414	P5
SOUTH BUILDING (BUS STATION) NORTHERN LINK UPPER GROUND LEVEL	08069-CTA-SB-UG0-DR-A-20424	P4
FACADE STUDY 1	08069-CTA-SB-XXX-DR-A-22401	P6
FACADE STUDY 2	08069-CTA-SB-XXX-DR-A-22402	P6
FACADE STUDY 3	08069-CTA-SB-XXX-DR-A-22403	P6

TITLE	REFERENCE NUMBER	REVISION
FACADE STUDY 4	08069-CTA-SB-XXX-DR-A-22404	P6
FACADE STUDY 5	08069-CTA-SB-XXX-DR-A-22405	P6
FACADE STUDY 6	08069-CTA-SB-XXX-DR-A-22406	P6
PLOT 104 FACADE STUDY 01	08069-CTA-SB-XXX-DR-A-22407	P6
PLOT 104 FACADE STUDY 02	08069-CTA-SB-XXX-DR-A-22408	P6
PLOT 104 FACADE STUDY 03	08069-CTA-SB-XXX-DR-A-22409	P6
PLOT 104 FACADE STUDY 04	08069-CTA-SB-XXX-DR-A-22410	P6
SOUTH BUILDING (BUS STATION) NORTHERN LINK SECTIONS	08069-CTA-SB-ZZZ-DR-A-21432	P4
COMMUNITY FACILITY STUDY SECTIONS	08069-CTA-SB-ZZZ-DR-A-21423	P5
BRENT RIVERSIDE PARK		
BRENT RIVER PARK REACH 1 GA 01	1065-03-031	E
BRENT RIVER PARK REACH 1 GA 02	1065-03-032	E
BRENT RIVER PARK REACH 3 GA 07	1065-03-037	F
BRENT RIVER PARK REACH 3 GA 08	1065-03-038	F
BRENT RIVER PARK REACH 3 GA 09	1065-03-039	F
BRENT RIVER PARK REACH 3 GA 10	1065-03-040	E
BRENT RIVER PARK REACH 1 SECTION 01	1065-03-501	A
BRENT RIVER PARK REACH 1 SECTION 02	1065-03-502	A
BRENT RIVER PARK REACH 3 SECTION 08	1065-03-506	A
BRENT RIVER PARK REACH 3 SECTION 12	1065-03-507	A
BRENT RIVER PARK REACH 3 SECTION 14	1065-03-508	A
BRENT RIVER PARK REACH 3 SECTION 17	1065-03-509	A
BRENT RIVER PARK REACH 1 PLANTING PLAN 01	1065-03-211	C
BRENT RIVER PARK REACH 1 PLANTING PLAN 02	1065-03-212	C
BRENT RIVER PARK REACH 3	1065-03-217	D

PLANTING PLAN 07		
BRENT RIVER PARK REACH 3 PLANTING PLAN 08	1065-03-218	D
BRENT RIVER PARK REACH 3 PLANTING PLAN 09	1065-03-219	D
BRENT RIVER PARK REACH 3 PLANTING PLAN 10	1065-03-220	C
TYPICAL TREE PIT DETAIL - SOFT LANDSCAPE	1065-03-440	B
TYPICAL TREE PIT DETAIL – HARD LANDSCAPE - CEDEC	1065-03-441	B
TYPICAL TREE PIT DETAIL - HARD LANDSCAPE - GRILLE	1065-03-442	B
TYPICAL PATH PLANTING DETAIL	1065-03-443	B
TYPICAL PAVING DETAIL – COLOURED ASPHALT	1065-03-444	B
TYPICAL PAVING DETAIL – CONSLIDATED GRAVEL	1065-03-445	B
TYPICAL BENCH DETAIL TYPE 1 - WALL	1065-03-446	B
TYPICAL BENCH DETAIL TYPE 2 – WALL INCLUSIVE	1065-03-447	B
TYPICAL BENCH DETAIL TYPE 3 - FREESTANDING	1065-03-448	B
TYPICAL BENCH DETAIL TYPE 4 – FREESTANDING INCLUSIVE	1065-03-449	B
TYPICAL BENCH DETAIL TYPE 5 - CIRCULAR	1065-03-450	B
TYPICAL PLANTER DETAIL	1065-03-451	A
TYPICAL BOLLARD DETAIL	1065-03-453	B
TYPICAL CYCLE STAND DETAIL	1065-03-455	B
TYPICAL BALUSTRADE DETAILS	1065-03-456	B
TYPICAL GATE DETAIL	1065-03-457	B
TYPICAL STEP DETAIL	1065-03-459	B
TYPICAL LOW WALL DETAIL	1065-03-460	B
TYPICAL TERRACE REACH 3 NORTH BANK	1065-03-461	C
TERRACE REACH 3 SOUTH BANK	1065-03-462	A
TYPICAL PLAY ELEMENTS DETAIL	1065-03-463	-
TYPICAL BIODIVERSITY ELEMENTS DETAIL	1065-03-464	A
TREE & VEGETATION REMOVAL PLANS		
PHASE 1BN TREE & VEGETATION REMOVAL KEY PLAN	1065-12-003	C
PHASE 1BN TREE & VEGETATION REMOVAL PLAN 1 OF 5	1065-12-004	C
PHASE 1BN TREE & VEGETATION REMOVAL PLAN 2 OF 5	1065-12-005	C
PHASE 1BN TREE & VEGETATION	1065-12-006	C

REMOVAL PLAN 3 OF 5		
PHASE 1BN TREE & VEGETATION REMOVAL PLAN 4 OF 5	1065-12-010	-
PHASE 1BN TREE & VEGETATION REMOVAL PLAN 5 OF 5	1065-12-011	-
THRESHOLD / ENTRANCE SPACES		
WESTERN CAR PARK ENTRANCE GA	1065-15-002	C
LAYFIELD PLACE THRESHOLD GA	1065-15-003	E
TEMPELHOF CIRCUS THRESHOLD, ENERGY CENTRE & UPPER RIVERSIDE WALKWAY GA	1065-15-004	E
LIVING BRIDGE APPROACH NORTH GA	1065-15-005	F
FENWICK PLACE THRESHOLD GA	1065-15-006	D
EAST MSCP ENTRANCE GA	1065-15-007	B
WESTERN CAR PARK ENTRANCE PLANTING PLAN	1065-15-202	C
LAYFIELD PLACE THRESHOLD PLANTING PLAN	1065-15-203	C
WESTERN HOTEL PLANTING PLAN	1065-15-204	B
TEMPELHOF CIRCUS THRESHOLD, ENERGY CENTRE & UPPER RIVERSIDE WALKWAY PLANTING PLAN	1065-15-205	C
LIVING BRIDGE APPROACH NORTH PLANTING PLAN	1065-15-206	B
FENWICK PLACE THRESHOLD PLANTING PLAN 1 OF 2	1065-15-207	C
FENWICK PLACE THRESHOLD PLANTING PLAN 2 OF 2	1065-15-208	C
EAST MSCP ENTRANCE PLANTING PLAN	1065-15-209	C
TYPICAL TREE PIT DETAIL – SOFT LANDSCAPE	1065-15-401	A
TYPICAL TREE PIT DETAIL – HARD LANDSCAPE	1065-15-402	A
TYPICAL PLANTER DETAIL	1065-15-403	A
TYPICAL BOLLARD DETAIL	1065-15-404	A
TYPICAL CYCLE STAND DETAIL	1065-15-405	A
TYPICAL SEATING TYPE 1 - SWING SEAT	1065-15-406	A
TYPICAL SEATING TYPE 2 – PEBBLE SEAT	1065-15-407	A
TYPICAL SEATING TYPE 3 – FREESTANDING BENCH	1065-15-408	A
TYPICAL SEATING TYPE 4 - RECLINER SEAT	1065-15-409	A
TYPICAL SEATING TYPE 5 - CUBE	1065-15-410	A

SEAT		
TYPICAL PAVING DETAIL – TIMBER DECKING	1065-15-412	A
TYPICAL PAVING DETAIL – PLAY SURFACE	1065-15-413	A
FENWICK PLACE STEP DETAIL	1065-15-414	A
TEMPELHOF CIRCUS STEP DETAIL	1065-15-415	A
LAYFIELD PLACE PRODUCTIVE GREEN WALL SYSTEM	1065-15-416	A
CBC CLIMBING PLANT MESH WALL	1065-15-417	A
LIVING BRIDGE APPROACH NORTH TYPICAL TREE PIT OVER STRUCTURE	1065-15-419	A
LIVING BRIDGE APPROACH NORTH TYPICAL PAVING DETAIL	1065-15-420	A
LIVING BRIDGE APPROACH NORTH TYPICAL SEATING TYPE 1	1065-15-421	A
LIVING BRIDGE APPROACH NORTH TYPICAL SEATING TYPE 2	1065-15-422	A
LIVING BRIDGE APPROACH NORTH TYPICAL SEATING TYPE 3	1065-15-423	A
LIVING BRIDGE APPROACH NORTH TYPICAL PLANTER EDGE DETAIL	1065-15-424	A
LIVING BRIDGE APPROACH NORTH TYPICAL CYCLE STAND DETAIL	1065-15-425	A
LAYFIELD PLACE SECTIONAL ELEVATION AA	1065-15-501	-
LAYFIELD PLACE SECTIONAL ELEVATION BB	1065-15-502	-
TEMPELHOF CIRCUS SECTIONAL ELEVATION AA	1065-15-503	-
FENWICK PLACE SECTIONAL ELEVATION AA	1065-15-504	-
FENWICK PLACE SECTIONAL ELEVATION BB	1065-15-505	-
LIVING BRIDGE APPROACH NORTH SECTIONAL ELEVATION AA BB	1065-15-506	B
STURGESS PARK		
STURGESS PARK LANDSCAPE GENERAL ARRANGEMENT	1065-14-001	L
STURGESS PARK PROPOSED SITE SECTIONS	1065-14-004	A
STURGESS PARK PLANTING PLAN	1065-14-201	B
TYPICAL BOUNDARY TREATMENTS	1065-14-401	A
NEW ENTRANCE GATEWAY	1065-14-402	F
TYPICAL TREE PIT DETAIL – SOFT LANDSCAPE	1065-14-403	A
TYPICAL TREE PIT DETAIL – ARTIFICIAL GRASS	1065-14-404	A

TYPICAL FENCE TYPE 1 – BOUNDARY FENCE	1065-14-405	A
TYPICAL FENCE TYPE 1 – BOW TOPPED FENCE	1065-14-406	A
TYPICAL ENTRANCE GATE DETAIL	1065-14-407	A
TYPICAL SURFACE MATERIAL - CONSOLIDATED GRAVEL	1065-14-408	A
TYPICAL PLAY SURFACE DETAIL - WET POUR	1065-14-409	A
TYPICAL PLAY SURFACE DETAIL - ARTIFICIAL GRASS	1065-14-410	A
TYPICAL SEATING TYPE 1 – FREESTANDING CONCRETE BENCH	1065-14-411	A
TYPICAL SEATING TYPE 2 – TERRACED CONCRETE BENCH	1065-14-412	A
TYPICAL SEATING TYPE 3 – PICNIC BENCH	1065-14-413	A
TYPICAL SEATING TYPE 4 – CUBE SEAT	1065-14-414	A
TYPICAL CYCLE STAND DETAIL	1065-14-415	A
TYPICAL SMALL LOG PILE DETAIL	1065-14-416	A
TYPICAL PLAY EQUIPMENT PLAN	1065-14-417	-
TYPICAL TREE PIT DETAIL	1065-14-418	-
PLOT 113 – Landscape		
PLOT 113 LANDSCAPE GENERAL ARRANGEMENT	1065-16-004	C
PLOT 113 PROPOSED SITE SECTIONS	1065-16-005	-
PLOT 113 PLANTING PLAN	1065-16-201	B
TYPICAL TREE PIT DETAIL – SOFT LANDSCAPE	1065-14-401	A
TYPICAL TIMBER KNEE RAIL DETAIL	1065-14-403	A
TYPICAL WALL DETAIL - LOW BRICK WALL TO PERIMETER ROAD	1065-14-404	B
TYPICAL CYCLE STAND DETAIL	1065-14-405	A
TYPICAL BOLLARD DETAIL	1065-14-406	A

Appendix 2

Planning History – Schedule of Phase 1 North Planning Applications to date

PHASE 1A (NORTH)			
PRE-RESERVED MATTERS APPLICATION CONDITIONS			
CONDITION NUMBER	SUBMISSION	LBB REFERENCE	STATUS
1.9	Construction Consolidation Centre Feasibility	14/07508/CON	Approved 06/02/2015
1.17	Illustrative Reconciliation Plan	15/00660/CON	Approved 15/12/2015
1.18	Establishment of the Access Forum	14/07889/CON	Approved 26/03/2015
1.19	Establishment of the Energy Panel	14/07890/CON	Approved 26/03/2015
1.20	Area Wide Walking and Cycling Study	14/08105/CON	Approved 10/09/2015
1.20	Update to Area Wide Walking and Cycling Study	15/07955/CON	Approved 29/03/2016
1.21	Framework Servicing and Delivery Strategy	14/08112/CON	Approved 09/09/2015
1.22	Phase 1AN Servicing and Delivery Strategy	14/08111/CON	Approved 09/09/2015
1.23	Public Consultation Strategy	14/07891/CON	Approved 31/03/2015
1.24	Vacuum Waste Collection Feasibility Study	14/07961/CON	Approved 30/03/2015
1.25	BXC Mobility Feasibility Study	14/07955/CON	Approved 31/03/2015
1.26	Inclusive Access Strategy	14/07957/CON	Approved 15/05/2015
2.2	Clitterhouse Mobility Scheme	14/07960/CON	Approved 31/03/2015
2.3	Site measure of open space	14/07888/CON	Approved 10/07/2015
2.7	A5 Corridor Study	14/07402/CON	Approved 04/04/2016
2.8	Pedestrian & Cycle Strategy	14/08110/CON	Approved 10/09/2015

2.8	Update to Pedestrian & Cycle Strategy	15/07954/CON	Approved 29/03/2016
2.8	Update to Pedestrian & Cycle Strategy	16/7667/CON	Under Consideration
7.1	Estate Management Framework	15/00660/CON	Approved 10/09/2015
10.1	Skills and Development Method Statement	14/07892/CON	Approved 31/03/2015
11.1	Car Parking Management Strategy	14/08109/CON	Approved 09/09/2015
11.2	Parking Standards and Strategy	14/08108/CON	Approved 09/09/2015
27.1	Existing Landscape and Mitigation Measures	14/07897/CON	Approved 10/09/2015
27.1	Update to Existing Landscape and Mitigation Measures	17/5857/CON	Under Consideration
27.2	Tree Protection Method Statement	14/07896/CON	Approved 10/09/2015
27.8	Invasive Plants	F/04565/14	Approved 12/11/2014
27.8	Update to Invasive Plants	17/5859/CON	Under Consideration
29.1	Acoustic Design Report	15/00668/CON	Approved 10/09/2015
31.1	Remediation Zones	14/07509/CON	Approved 04/02/15
33.3	Telecommunications Statement	14/07895/CON	Approved 31/03/2015
35.3	RDF Feasibility Study	14/07893/CON	Approved 13/07/2015
35.4	Further Feasibility Report	14/07959/CON	Approved 13/07/2015
35.6	Revised Energy Strategy	14/08106/CON	Approved 13/07/2015
37.1/37.3	Phase Transport Report Scope	14/07506/CON	Approved 10/02/2015
37.2	Phase Transport Report	15/00812/CON	Approved 10/09/2015

37.2	Update to Phase Transport Report	15/07953/CON	Approved 04/04/2016
37.2	Update to Phase Transport Report (Addendum)	16/7666/CON	Under Consideration
RESERVED MATTERS APPLICATION			
CONDITION REF	SUBMISSION	LBB REFERENCE	STATUS
1.2.1A, 2.1 and 13.1	Infrastructure	15/03312/RMA	Approved 22/01/2016
1.2.1A, 2.1 and 13.1	Central Brent Riverside Park	15/03315/RMA	Approved 22/01/2016
1.2.1A, 2.1 and 13.1	Clitterhouse Playing Fields & Claremont Park	15/00769/RMA	Approved 10/7/2015
1.2.1A, 2.1 and 13.1	Plots 53 & 54	15/00720/RMA	Approved 9/06/2015
1.2.1A, 2.1 and 13.1	Bridge Structure B1 (Replacement Templehof Bridge) (Alternative design)	15/06571/RMA	Approved 10/04/2017
1.2.1A, 2.1 and 13.1	Tilling Road West/Brent Terrace North Junction (Alternative design)	15/06572/RMA	Approved 29/02/2016
1.2.1A, 2.1 and 13.1	River Bridge 1 and Western & Central River Brent Alteration & Diversion Works (Alternative design)	15/06573/RMA	Approved 29/02/2016
1.2.1A, 2.1 and 13.1	Central Brent Riverside Park (Alternative design)	15/06574/RMA	Approved 29/02/2016
CONDITION 2.4/2.5			
CONDITION NUMBER	SUBMISSION	LBB REFERENCE	STATUS
2.4/2.5	Relating to Clitterhouse Playing Fields & Claremont Park and Plots 53 & 54 Reserved Matter Applications	15/00664/CON	Approved 10/07/2015
2.4	Relating to width parameter of Plots 53 & 54 Reserved Matter Application	15/00834/CON	Approved 09/06/2015

2.4/2.5	Relating to Infrastructure and Central Brent Riverside Park Reserved Matter Applications	15/05040/CON	Approved 29/02/2016
2.4	Relating to Bridge Structure B6	15/07802/CON	Approved 04/04/2016
2.4	Relating to Tilling Road West/Brent Terrace North Junction (Alternative design) Reserved Matter Application	15/06876/CON	Approved 06/04/2016
2.4/2.5	Relating to Bridge Structure B1 (Replacement Templehof Bridge) (Alternative design) Reserved Matter Application	16/1037/CON	Withdrawn
2.4/2.5	Relating to Bridge Structure B1 (Replacement Templehof Bridge) (Alternative design) Reserved Matter Application; and re-phase six infrastructure items from Phase 1A (North) to Phase 1B (South)	16/7490/CON	Approved 07/03/2017
CONDITION 4.2			
CONDITION NUMBER	SUBMISSION	LBB REFERENCE	STATUS
4.2	Relocate Plots 53/54 from Phase 1C to Phase 1A (North)	F/05552/14	Approved 02/02/2015
4.2	Re-phase six infrastructure items from Phase 1A (North) to Phase 1B (South).	16/7489/CON	Resolution to Approve 22/02/2017 – pending completion of Deed of Variation to S106 Agreement
S96A SUBMISSIONS			
	SUBMISSION	LBB REFERENCE	STATUS
	Amendments to definitions and Condition 1.30	15/01038/NMA	Approved 04/08/2015

	Amendments to definitions and Condition 1.29 relating to A406 Ingress/Egress works	15/04734/NMA	Approved 09/10/2015
	Insert an additional condition relating to the implementation of the s.73 Permission.	15/06197/NMA	Approved 23/11/2015
	Amendments to Condition 1.29 relating to A41/A406 works	15/07898/NMA	Approved 07/06/2016
	Amendments to Condition 1.29 relating to M1/A406/A5 works, Condition 13.1, Condition 21.1.1 and the Annex of Approved Plans	16/0988/NMA	Approved 29/03/2016
	Amendments to wording of Condition 13.1, 14.1, 20.20, 20.26 and insert new Condition 20.24 to permission F/04687/13; Amend the wording of Condition 1 and insert new Condition 1A to permission 15/03312/RMA; and amend Condition 9 of permission 15/00720/RMA. These amendments are sought to address consequential changes associated with the proposed rephrasing of four items of highways infrastructure and two items of open space infrastructure from Phase 1A (North) to Phase 1B (South) submitted under application 16/7489/CON.	16/7574/NMA	Under Consideration
DROP-IN APPLICATIONS			
	SUBMISSION	LBB REFERENCE	STATUS

	Planning application relating to highway works and associated development works at A406 Westbound off-slip and adjacent land, and 111 Highfield Avenue NW11	15/07836/EIA	Approved 26/05/2016
OTHER APPLICATIONS			
CONDITION NUMBER	SUBMISSION	LBB REFERENCE	STATUS
1.1A	Details of temporary fencing	16/1688/CON	Approved 10/05/2016
N/A	Submission to update drawings BXCR-URS-B7-HS-AP-SE-00001 P05 (Living Bridge General Arrangements) and SK-1408-06 (Living Bridge Parapet Details) under Condition 1 of 15/03312/RMA.	16/2596/BXE	Under Consideration
N/A	Amendments to definitions and Condition 1.30 relating to M1/A406 and A5/A406 junction improvements, Bridge Structure B6, bus station temporary relocated facilities & temporary facilities, and A41/A406 junction improvements.	16/2597/BXE	Under Consideration

N/A	Submission to update drawings BXCR-URS-C2-XX-AP-SE-00001 P07 to BXCR-URS-C8-XX-AP-SE-00001 P06 for River Bridges 02 to 08 under Condition 1 of 15/03312/RMA	16/2598/BXE	Under Consideration
1.1A	Details of temporary construction fencing	16/6650/CON	Approved 07/03/2017
N/A	Certificate of Existing Lawful Development to establish implementation of planning permission F/04687/13.	16/7507/191	Lawful (20/01/2017)

PHASE 1B (NORTH)			
PRE-RESERVED MATTERS APPLICATION SUBMISSIONS			
CONDITION	SUBMISSION	LBB REFERENCE	
1.12	Affordable Housing Mix	17/2425/CON	Approved 17/05/2017
1.13	Affordable Housing Viability Testing Report	17/2425/CON	Approved 17/05/2017
1.17	Illustrative Reconciliation Plan	17/3196/CON	Under Consideration
1.22	Servicing and Delivery Strategy	17/3088/CON	Under Consideration
2.8(a)	Pedestrian and Cycle Strategy	17/3089/CON	Under Consideration
7.1	Estate Management Framework	17/1585/CON	Under Consideration
10.1	Employment and Skills Method Statement	17/1587/CON	Approved 20/04/2017
11.1	Update to the Car Parking Management Strategy (site-wide)	17/5856/CON	Under Consideration
11.2	Phase Car Parking Standards and Strategy	17/3090/CON	Under Consideration
27.1	Existing Landscape and Mitigation Strategy	17/2163/CON	Under Consideration
27.2	Arboricultural Method Statement	17/2164/CON	Under Consideration
27.8	Invasive Plants	16/7564/CON	Under Consideration
29.1	Acoustic Design	17/1366/CON	Approved 09/05/2017
31.1	Remediation Zones	16/7322/CON	Approved 10/04/2017
33.3	Telecommunications Statement	16/8034/CON	Approved 20/04/2017
37.1	Phase Transport Report Scope	16/7321/CON	Approved 17/03/2017
37.5	Reserved Matters Transport Report	17/3197/CON	Under Consideration
RESERVED MATTERS APPROVAL SUBMISSION			
CONDITION NUMBER	SUBMISSION	LBB REFERENCE	STATUS
1.2.2A, 2.1 and 13.1	Retail led mixed-use development which includes a replacement Brent Cross Bus Station,	17/2963/RMA	Under Consideration

	52 residential units, new hotel, new energy centre, Eastern and Western Brent Riverside Park (including Nature Park), and Sturgess Park Improvements.		
CONDITION 2.4/2.5			
CONDITION NUMBER	SUBMISSION	LBB REFERENCE	STATUS
2.4/2.5	Relating to amendments to Conditions 36.3 and 36.8.	17/2460/CON	Under Consideration
2.4	Relating to updates to the Development Specification Framework to incorporate approved revisions to the Reconciliation Mechanism	17/3984/CON	Under Consideration
S96A SUBMISSIONS			
	SUBMISSION	LBB REFERENCE	STATUS
	Amendments to Conditions 36.3 and 36.8 relating to quantum of comparison retail floorspace and retail sales within the John Lewis store.	17/2528/NMA	Under Consideration
	Amendments to insert new condition 49.1 for 'Early Works'; to amend conditions 30.5 and 30.6 in relation to Air Quality Monitoring; and to amend condition 27.14 in relation to Bat Roost Surveys.	17/4207/NMA	Under Consideration
DROP-IN APPLICATIONS			
	SUBMISSION	LBB REFERENCE	STATUS
	Application for electricity, gas, potable water and	17/4196/EIA	Under Consideration

	foul water sewer diversions and an extension to Brent Cross Shopping Centre roof-level Plant Room, and associated works related to Phase 1A (North) and Phase 1B (North).		
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Appendix 3

Masterplan showing location of plot development within Phase 1B (North)



Aerial View of the proposed Town Centre North with street coverage removed
BRENT CROSS LONDON - DESIGN DEVELOPMENT REPORT

Appendix 4

Cover Letter from Planning Agent outlining updated documents submitted to the LPA for Phase 1B (North)

our ref: **TG/Q70204**
 your ref: 17/2963/RMA
 email: tony.gallagher@quod.com
 date: 2 October 2017



Mr Peter Alsop
 Strategic Planning and Regeneration
 London Borough of Barnet
 Barnet House
 1255 High Road
 Whetstone
 London
 N20 0EJ

Dear Mr Alsop

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)
RESERVED MATTERS APPLICATION FOR PHASE 1B (NORTH) REF. NO. 17/2963/RMA OF THE BRENT CROSS CRICKLEWOOD REGENERATION SCHEME RELATING TO LAYOUT, SCALE, APPEARANCE, ACCESS AND LANDSCAPING SUBMITTED PURSUANT TO CONDITIONS 1.2.2.A AND 2.1 AND FOR THE PART DISCHARGE OF CONDITION 13.1 ATTACHED TO PLANNING PERMISSION REF NO. F/04687/13 FOR THE COMPREHENSIVE MIXED-USE REDEVELOPMENT OF THE BRENT CROSS CRICKLEWOOD REGENERATION AREA. THE PROPOSAL COMPRISES RETAIL-LED MIXED USE DEVELOPMENT WHICH INCLUDES A REPLACEMENT BRENT CROSS BUS STATION, 52 RESIDENTIAL UNITS, NEW HOTEL, NEW ENERGY CENTRE, EASTERN AND WESTERN BRENT RIVERSIDE PARK (INCLUDING A NATURE PARK) AND IMPROVEMENTS TO STURGESS PARK. APPLICATION IS ACCOMPANIED BY AN ENVIRONMENTAL STATEMENT FURTHER INFORMATION REPORT.

I write on behalf of our client, the BXC Development Partners, following the submission of a Reserved Matters Application (“RMA”) Ref No 17/2963/RMA in respect of Phase 1B (North) pursuant to Conditions 1.2.2A and 2.1 and part discharge of Condition 13.1 attached to Planning Permission Ref. No. F/04687/13 for the comprehensive mixed-use redevelopment of the Brent Cross Cricklewood Regeneration Area.

Following the submission of the Phase 1B (North) RMA Ref No 17/2963/RMA the Applicant has continued to engage with the London Borough of Barnet (“LBB”) and a number of documents and drawings submitted in support of the Phase 1B (North) RMA have been updated to reflect these discussions and limited amendments to the design proposed by the Applicant. The table below lists the drawings and supporting documents which have been updated and provides a description of the amendments.

Document/Drawing	Amendments
Volume 3 Environmental Statement of Further Information Report (“ES FIR”)	
Appendices for Chapter 17 of the ES FIR with regards to the internal sunlight and daylight assessment relating to Plot 113 (Also submitted as part of Volume 5)	Omitted from original submission and provided to LBB.



Document/Drawing	Amendments
ES FIR Statement of Compliance	Statement of Compliance submitted relating to proposed limited amendments made to the Phase 1B (North) RMA design such as the narrowing of High Street North and amended layout of Plot 102 basement.
Volume 4 Drawings	
For Approval Drawings and List	<p>Drawings amended to identify the following:</p> <ul style="list-style-type: none"> - Narrowing of High Street North and The Park; - Design of roof amended, increase in widths of voids along High Street North and mall bridge removed along The Park; - Amendments to design and layout of basement in Plot 102; - Amendments to the frontage of Plots 107/108 and 109; - Amendments to the multi storey car park drawings to identify dimensions, provide additional click and collect disabled parking space (Plot 110/111) and correct circulation widths where necessary; - Amendments to General Arrangement Plans including making the red line showing RMA area and existing shopping centre clearer; - Demolish/Decommission/Lost Floorspace drawings provided; and - Amendments to the design of Sturgess Park.
Not for Approval Drawings and List	<p>Drawings amended as follows:</p> <ul style="list-style-type: none"> - Updated tracking drawings for Plots 102, 103/104, 105 and 110/111; - Tracking drawings for Plots 109 and 113 provided; - Visibility Splay drawing provided

Document/Drawing	Amendments
Drawing Notes Q1	Updated Drawing Notes Q1 submitted.
Volume 5	
Landscape and Ecology Management Plans (“LEMPs”) relating to the Adjacent Phase 1B (North) Landscape and Threshold Spaces	Updated to include the revised planting plans to show Virginia Creeper (Parthenocissus) replaced by Ivy (Hedera).
Reserved Matters Transport Report	Updated to reflect ongoing discussions regarding transport matters such as car parking, servicing and delivery, amendments to the design etc.
Material Schedule	This document sets out the intent for materials to be used in Phase 1B (North).
Updated Phase 1B (North) Car Parking Standards and Strategy Statement of compliance	Updated to provide a number of amendments including the proposed type of tariffs and their timings.
Addendum to the Revised Energy Strategy Statement	Updated to include the presentation given to Energy Panel (22/09/2017) and further description of fact that commercial occupiers must meet identified reduction against Part L of the Building Regulations.

We hope the above is clear and if you have any queries please do not hesitate to contact us.

Yours sincerely,



Tony Gallagher
Associate

Appendix 5

Analysis of Scheme Compliance with Regional and Local Planning Policy

Table 2.1: Analysis of the proposals compliance with London Plan

Policy	Content Summary	Extent of compliance and comment
Policy 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: as a London Plan Opportunity Area, the approved BXC scheme seeks to make the most of brownfield land to meet wider growth requirements in terms of housing, retail and commercial activities in a location accessible by a range of transport modes. The RMA proposals for Phase 1B (North) are considered to constitute sustainable development in accordance with the parameters and other relevant development plan policies.
Policy 2.1 (London in its Global, European, and United Kingdom Context)	The Mayor, GLA Group and Strategic Agencies should ensure that London retains and extends its role as a place to visit and enjoy, and that development of London supports the spatial, economic, environmental and social development of Europe and the United Kingdom.	Compliant: further to the existing centre, the 1BN RMA proposes a high quality offer and environment for visitors. Through the creation of employment opportunities and the open space proposals along the Brent Riverside Walkway, Sturgess Park and Nature Park 4, the scheme will support economic, social and environmental development.
Policy 2.6 (Outer London: vision and strategy);	The full potential of outer London should be recognised to enhance economic opportunities and transport requirements and the quality of life for present and future residents.	Compliant: the 1BN RMA proposal seeks a replacement bus station alongside a greater retail and leisure offer for local and future residents.
Policy 2.7 (Outer London Economy)	Accessibility to town centres should be improved, and improvements to enhance the vibrancy of town centres should be prioritised.	Compliant: the proposed replacement bus station will improve accessibility to 1BN. The vibrancy of the BXN town centre will be enhanced through the retail, leisure and restaurant offer proposed as well as the open spaces provided in and around the shopping centre.
Policy 2.8 (Outer London: Transport)	Accessibility should be enhanced by improving links and public transport access to and between town centres, and promoting cycling and walking in outer London.	Compliant: the replacement bus station will improve links to and from the BXN town centre. The proposals for the scheme include an extensive pedestrian and cycle network which links in with the wider network in the surrounding areas.

Policy	Content Summary	Extent of compliance and comment
<p>Policy 2.13 (Opportunity Areas and Intensification Areas)</p>	<p>Seek to optimise residential and non-residential output and densities, provide necessary social and other infrastructure to sustain growth, and, where appropriate, contain a mix of uses.</p> <p>Contribute towards meeting (or where appropriate, exceeding) the minimum guidelines for housing.</p> <p>Support wider regeneration and integrate development proposals to the surrounding areas especially for regeneration.</p>	<p>Compliant: it is considered that the proposal for Phase 1B (North) optimises the development potential of the land and proposes a mix of uses including: A1 – A5 retail, C1 hotel, C3 residential, car parking, energy centre, parks and open spaces.</p> <p>The residential proposal has a density of 75 dwellings per hectare exceeds the indicative density set out in the outline permission of 43 dwellings per hectare (Table 3b of the RDSF). Amenity for housing is provided on site as well as making use of adjacent green spaces which are being improved under the proposal.</p> <p>The proposed development provides supporting infrastructure to the wider BXC regeneration area. The replacement bus station will benefit the wider area, as will the shopping centre offer, and the parks and green spaces. The proposed development will therefore be well integrated with the surrounding area.</p>
<p>Policy 2.14 (Areas for regeneration)</p>	<p>Boroughs should identify spatial areas for regeneration and spatial policies to bring together regeneration, development and transport proposals with improvements in access, employment, environment and housing.</p>	<p>Compliant: The wider BXC site is identified as a London Plan Opportunity Area in need of comprehensive regeneration and capable of accommodating significant housing, jobs and community infrastructure. Outline planning consent is in place as per reference F/04687/13.</p> <p>It is considered that the proposal achieves the relevant strategic requirements of this policy.</p> <p>The proposals provide greater access to and from the site with new safe and inclusive 24 hour routes, a replacement bus station in operation for 24 hours a day, and through the reserved matters proposals associated with northern landing point of the Living Bridge which will integrate the site with the southern regeneration site. The ES FIR for 1BN states that employment generation due to the BXN regeneration results in approximately 4,000 jobs. The improvement of green spaces and parks will be realised through this regeneration proposal, and housing development is proposed on an existing car park site.</p>

Policy	Content Summary	Extent of compliance and comment
<p>Policy 2.15 (Town Centres)</p>	<p>Town centres should provide a competitive choice of goods conveniently accessible to all Londoners particularly by public transport, cycling and walking.</p> <p>Vitality and viability of town centres should be sustained and enhanced, quality and diversity of town centre retail and leisure should be supported and public realm and links to green infrastructure should be enhanced.</p>	<p>Compliant: The proposal seeks an uplift in retail floorspace of 82,325sqm alongside 14,532sqm of leisure use floorspace which will provide a competitive choice for customers within a vibrant setting due to the high quality design proposed. The proposal includes new inclusive pedestrian routes as well as cycle routes with associated infrastructure. The replacement bus station in operation for 24 hours a itself will promote the use of public transport to the site, as well as providing a key link to the Brent Cross Underground Station. The proposal provides several areas of open public space as well as areas of covered public space. Links to the green infrastructure have been enhanced and accessible routes with accessible vertical access are proposed to promote the linkages to the Brent Riverside Walkway.</p>
<p>Policy 2.18 (Green infrastructure: the multi-functional network of green and open spaces)</p>	<p>Development proposals should protect, promote, expand and manage the extent and quality of, and access to, London's network of green infrastructure</p>	<p>Compliant: the wider BXC development will deliver a range of green infrastructure, including enhancements to existing open spaces and the creation of new open spaces, an increase of approximately 9 hectares of open space net including natural areas. A network of cycle and pedestrian routes will be provided which will link areas of open space.</p> <p>Within the 1BN development area, the Eastern and Western reaches of the Brent Riverside Walkway are proposed which provides a natural green link across the development site. Greening of the Living Bridge will provide a quality link to the green spaces within the southern development area which are proposed to be improved. A new link will be provided to the existing Sturgess Park which is also proposed to be improved more generally. The park will therefore be accessed more easily by visitors as well as the existing and future local residents.</p>

Policy	Content Summary	Extent of compliance and comment
Policy 3.1 (Ensuring equal life chances for all)	Development proposals should protect and enhance facilities and services that meet the needs of particular groups and communities. Boroughs should engage with local groups and communities to identify their needs and make appropriate provision for them.	<p>Compliant: The impact of the wider BXC development on existing social infrastructure provision was appropriately considered and approved under the Outline and S73 applications. The proposed provision has been considered to be adequate to meet forecasted need in accordance with this policy.</p> <p>The CAF (Community Access Forum) were consulted on the proposals for 1BN and engaged in the pre-application design process where needs were identified and designed into the scheme. This included a shop mobility unit, enhancements to the routes and spaces of the site to ensure a greater level of inclusivity.</p>
Policy 3.2 (Improving health and addressing health inequalities)	New developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles.	<p>Compliant: The RMA proposals are found to be compliant with the objectives of this policy.</p> <p>It is considered that the proposed buildings will represent an improvement in the quality of building design and environment. The development proposed new safe and accessible routes. Provision of new open space and play areas such as the improvements to Sturgess Park and the details of the Eastern and Western Brent Riverside Walkway, as well as the cycle routes proposed will also provide opportunities for higher levels of physical activity in accordance with policy requirements.</p>
Policy 3.3 (Increasing housing supply)	Boroughs should seek to achieve and exceed the relevant minimum borough annual average housing target. For Barnet the target is 28,000 by 2025/6 with an annual target of 2,126.	Compliant: This RMA application will deliver 52 housing units contributing towards strategic housing targets for Barnet and London.
Policy 3.4 (Optimising housing potential)	Development should optimise housing output for different types of location taking into account local context and character, the density ranges within Table 3.2 of the London Plan, and public transport capacity. Proposals which compromise this policy should be resisted.	Compliant: The proposal for 1BN has a density of approximately 75 dwellings per hectare which exceeds the density recommended within the RDSF of the s.73 outline Permission. The scheme is considered to comply with the objective of this policy and is found to provide an optimum density of development. The proposal puts forward an acceptable design response which complies with the relevant development plan policies, responds acceptably to the local context and character and takes account of the sites location.

Policy	Content Summary	Extent of compliance and comment
Policy 3.5 (Quality and design of housing developments)	<p>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.</p> <p>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.</p>	<p>Compliant: The residential development will maximise the potential of the site in accordance with this policy creating a quality environment that meets the relevant standards. The submitted plans demonstrate that all flats and houses meet the London Plan minimum internal space standards and in general compliance with Lifetime Homes Standards. The design of the residential development is sensitive to the surrounding local context and character.</p>
Policy 3.6 (Children and young people's play and informal recreation facilities)	<p>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.</p>	<p>Compliant: Plot 113 falls within 100m of Sturges Park which includes play areas and open space facilities. This distance is in line with the London Plan Play Space Requirements and therefore no separate play provision is required at the Plot. The application is considered to meet the objectives of this policy.</p>
3.8 (Housing Choice)	<p>Londoners should have a genuine choice of homes that they can afford and which meet their requirements, inter alia:</p> <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 be wheelchair accessible, or easily adaptable for wheelchair users. 	<p>Compliant: In accordance with Appendix 6 of the DSF of the S73 Consent, all units will achieve Lifetime Homes standards. Six of the 52 units area proposed as wheelchair adaptable which equates to 11% of the proposed units. This exceeds the target of 10% specified in the S73 Consent and London Plan. The proposal is considered acceptable.</p>

Policy	Content Summary	Extent of compliance and comment
<p>Policy 3.9 (Mixed and Balanced Communities);</p> <p>Policy 3.11 (Affordable Housing Targets)</p>	<p>Communities mixed and balanced by tenure and household income should be promoted across London. They must be supported by effective and attractive design and enhanced environment</p> <p>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>Compliant: No affordable housing is proposed for the scheme. In line with the S106 affordable housing review mechanism the applicant is not obliged by the s.73 outline Permission to provide affordable housing at the site.</p> <p>Condition 1.12 and 1.13 relating to affordable housing provision for Phase 1B (North) was approved under reference 17/2425/CON and supported by a viability assessment, drew the same conclusion.</p> <p>The proposals are considered to be high quality design creating a quality environment that meets the relevant standards.</p>
<p>Policy 4.5 (London's Visitor Infrastructure)</p>	<p>London's visitor economy should be supported and its growth stimulated accounting for business and leisure visitors, with a drive for additional hotel bedrooms 10% of which should be wheelchair accessible.</p>	<p>Compliant: The proposal for 1BN includes a hotel development of up to 200 bedrooms. 10% of these will be designed as wheelchair accessible. The plans to be submitted for the hotel will be done so via condition attached to the RMA.</p>
<p>Policy 4.7 (Retail and Town Centre Development)</p>	<p>Bringing forward retail and leisure developments within town centres is supported.</p>	<p>Compliant: The proposal seeks reserved matters for a mix of uses including 82,325sqm of retail floorspace alongside 14,532sqm of leisure use floorspace within the northern town centre of the BXC site.</p>
<p>Policy 4.8 (Supporting a Successful and Diverse Retail Sector and Related Facilities and Services)</p>	<p>A successful, competitive and diverse retail sector should be supported which promotes sustainable access to goods and services for Londoners.</p>	<p>Compliant: The proposal seeks reserved matters for a mix of uses including 82,325sqm of retail floorspace alongside 14,532sqm of leisure use which will be supported by the proposed replacement bus station and new pedestrian and cycle routes which will connect to the wider network.</p>

Policy	Content Summary	Extent of compliance and comment
<p>Policy 5.1 (Climate change mitigation);</p> <p>Policy 5.2 (Minimising carbon dioxide emissions);</p>	<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 reductions in CO₂ emissions.</p>	<p>Compliant: The proposal will meet the Carbon emission reduction targets required by the 2014 s.73 outline Permission and will comply with the reduction targets of 40% reduction against building regulations part L for residential buildings and 25% for non-domestic buildings. The proposal will meet these targets.</p> <p>The wider BXC development includes a range of climate change mitigation measures based on the Energy and Sustainability Strategies which have informed the Outline application. The proposed development is required by condition 35.6 of the S73 Consent to comply with the approved revised energy strategy. The performance standards of the buildings on-site will be maximised in order to reduce carbon dioxide emissions from the Scheme. A condition is recommended to this reserved matters application for compliance to be demonstrated. The development is considered to be in accordance with this policy.</p>
<p>Policy 5.3 (Sustainable design and construction)</p>	<p>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>	<p>Compliant: The development will be designed to maximise the use of land around the existing centre, and which will include the replacement bus station. The proposed buildings are designed to achieve carbon savings in accordance with the relevant s.73 outline permission requirements.</p>
<p>Policy 5.6 (Decentralised energy in development proposals)</p>	<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 wider BXC planning permission includes provision for CHP(s). There will be a phased approach to the provision of this network with the potential to connect all plots</p> <p>A CHP is proposed within the 1BN site which will serve the site. The design of this has been developed in conjunction with the Energy Panel for BXC. There is potential for all units of the northern development to connect to the CHP should they wish to do so, and all residential development in 1BN will be provided with heating from the CHP. The CHP will also provide an option for other areas to connect into the CHP by provision of sleeved ducts at the boundary of the site.</p>

Policy	Content Summary	Extent of compliance and comment
<p>Policy 5.7 (Renewable energy);</p> <p>Policy 5.9 (Overheating and cooling)</p>	<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 proposed development has been designed with a combined heat and power (CHP) plant on site which will provide heat through a district heating network to the proposed development.</p> <p>This will fully comply with this policy to reduce carbon dioxide levels. Further to this, the residential plot will incorporate PV panels on the roof.</p>
<p>Policy 5.10 (Urban greening);</p> <p>Policy 5.11 (Green roofs and development site environs)</p>	<p>Development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening, including the public realm. Elements that can contribute to this include tree planting, green roofs and soft landscaping</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 proposed development incorporates several areas of new soft landscaping on the site. 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 practical. Improvements to the ecological value of the existing site are proposed. The current site includes low quality amenity. The proposals create new opportunities for local wildlife on the site as part of a green corridor within the local area including: use of predominantly native replanting including fruit and flower trees; retained and replanted hedging; the inclusion of green and brown roofs and wall planting is also proposed.</p>
<p>Policy 5.12 (Flood risk management);</p> <p>Policy 5.13 (Sustainable drainage)</p>	<p>Proposals must comply with the flood risk assessment and management requirements of set out in the NPPF and supporting Technical Guidance.</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: The wider BXC development proposals have been based on a comprehensive flood risk assessment that has been accepted by the Environment Agency. It is considered that the application complies with this policy.</p> <p>The wider development includes 25% reduction in surface water runoff against the current 1:100 year return flow plus 30% for climate change. A range of sustainable urban drainage systems are proposed as part of the SUDS strategy to be submitted and approved under conditions 1.27 and 44.5.</p>

Policy	Content Summary	Extent of compliance and comment
<p>Policy 5.14 (Water quality and wastewater infrastructure)</p> <p>Policy 5.15 (Water use and supplies)</p>	<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: The development will comply with all relevant criteria.</p> <p>A 105 litres per day water use target will be sought for residential buildings in accordance with condition 33.2. Commitments have been made for rain water harvesting and promoting the use of grey water recycling.</p>
<p>Policy 5.17 (Waste Capacity)</p>	<p>Suitable waste and recycling facilities are required in all new development.</p> <p>Minimising waste and achieving high reuse and recycling performance</p>	<p>Compliant: the provision of suitable waste and recycling facilities has been proposed for the 1BN development.</p>
<p>Policy 6.2 (Providing Public Transport Capacity and Safeguarding Land for Transport)</p>	<p>The quality, accessibility, attractiveness, of the public transport system should be improved.</p>	<p>Compliant: the proposed replacement bus station within 1BN has been designed to be accessible and inclusive: the public areas are covered and screened seating proposed is appropriate for all user groups, information kiosks are provided to help customers and public transport users.</p>
<p>Policy 6.3 (Assessing effects of development on transport capacity)</p>	<p>Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.</p>	<p>Compliant: The Phase 1 Phase Transport Report has been submitted under Condition 37.2. This covers the entire Phase 1 area north and south of the A406 which extends to circa 370,000sqm of development floorspace which includes 1,840 residential units.</p> <p>The 1BN proposal has been assessed in transport impacts. The conclusions of the environmental statement provided (ES FIR) and the Reserved Matters Transport Report demonstrate that the proposals are in compliance with the requirements of the policy.</p>
<p>Policy 6.7 (Better Streets and Surface Transport)</p>	<p>In conjunction with the Mayor and TfL, improvements should be made to the quality of bus transit.</p>	<p>Compliant: the proposal for 1BN seeks a replacement bus station of a better quality than the existing. The proposal has been developed in association with TfL.</p>

Policy	Content Summary	Extent of compliance and comment
<p>Policy 6.9 (Cycling);</p> <p>Policy 6.10 (Walking)</p>	<p>Proposals should provide secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards and the guidance set out in the London Cycle Design Standards (or subsequent revisions).</p> <p>Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space by referring to Transport for London's Pedestrian Design Guidance.</p>	<p>Compliant: Officers consider that the scheme proposes a suitable quality of cycle routes and pedestrian environment and the proposal would provide appropriate levels of facilities for cycles and cyclists.</p>
<p>Policy 6.11 (Smoothing traffic flow and tackling congestion)</p>	<p>Take a coordinated approach to smoothing traffic flow and tackling congestion through implementation of the recommendations of the Roads Task Force report.</p>	<p>Compliant: The Phase 1 Phase Transport Report has been submitted under Condition 37.2. This covers the entire Phase 1 area north and south of the A406 which extends to circa 370,000sqm of development floorspace which includes 1,840 residential units.</p> <p>The 1BN proposal has been assessed in transport impacts. The conclusions of the environmental statement provided (ES FIR) and the Reserved Matters Transport Report demonstrate that the proposals are in compliance with the requirements of the policy.</p>
<p>Policy 6.13 (Parking)</p>	<p>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>	<p>Compliant: Three multi storey car parks have been proposed which consolidate the existing level of parking. Electric charging points have been proposed for 10% of all parking bays and further details will be provided under condition 39.7 of the outline permission. Parking bays have been sized appropriately to provide 5% disabled bays with provision for 5% future conversion which is in line with the Car Park Management Strategy of the outline permission. A new servicing and delivery bay has been proposed which will serve the new development.</p>
<p>Policy 7.1 (Lifetime Neighbourhoods)</p>	<p>Development should be design to improve people's access to the blue ribbon network, to social and community infrastructure, and green spaces</p>	<p>Compliant: the proposed development has improved access to the blue ribbon network through the provision of the Eastern and Western Brent Riverside Walkway. A community facility is also proposed within a highly accessible location. The proposal provides improved and new green spaces.</p>

Policy	Content Summary	Extent of compliance and comment
Policy 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.	Compliant: All of the units are designed to meet the Lifetime Homes requirements and 11% will be wheelchair accessible/adaptable. The new hotel will provide 10% of rooms as wheelchair accessible. All routes in and around the development plots and spaces have been designed to ensure they are accessible and promote an inclusive environment.
Policy 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.	Compliant: The development incorporates the principles of “Secured by design”. The Metropolitan Police Service consultation response has been considered in the design of the proposals.
Policy 7.4 (Local character); Policy 7.5 (Public realm); Policy 7.6 (Architecture)	Buildings, streets and spaces should provide a high quality design response. 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. Architecture should make a positive contribution to a coherent public realm, incorporate the highest quality materials and design appropriate to its context.	Compliant: Officers consider that 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.
Policy 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.	Compliant: The development incorporates the principles of “Secured by design”. The level of activity resulting from the development along with passive overlooking will improve security in and around the development plots. The proposal includes measures designed to prevent terrorism. The submission is considered to accord with secure by design principles.

Policy	Content Summary	Extent of compliance and comment
<p>Policy 7.14 (Improving air quality)</p>	<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 submission demonstrates that the proposal would not have a significant adverse impact on air quality and the impact of local air quality of the development can be adequately mitigated.</p> <p>The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p>
<p>Policy 7.15 (Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes)</p>	<p>Proposals should seek to manage noise by avoiding significant adverse noise impacts on health and quality of life as a result of new development; improving and enhancing the acoustic environment and promoting appropriate soundscapes; promote new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.</p>	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. The development would not have a significant adverse impact on neighbouring occupiers and users and the amenities of future occupiers would be adequately protected as far as is practicable in this instance. Mitigation identified within the proposal and ES FIR will be implemented to address these policy requirements. For the residential development, Condition 29.1 which assesses the acoustics for residential plots has been approved.</p>

Policy	Content Summary	Extent of compliance and comment
Policy 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: The application is considered to demonstrate the influence of this policy and includes measures to make a positive contribution to biodiversity.</p> <p>Conditions have been recommended to ensure that the key objectives of this policy would be carried through at implementation.</p>
Policy 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 some trees and retention of others within the site. Adequate replacement planting has been proposed. Conditions have been recommended to ensure that the key objectives of this policy would be carried through at implementation.</p>
Policy 7.27 (Blue Ribbon Network: Supporting Infrastructure and recreational use)	<p>The Blue Ribbon Network should enhance access points alongside the network.</p>	<p>Compliant: the proposal includes details of the Eastern and Western Brent Riverside Walkway. Currently access to the river network is restricted by the layout of surrounding roads. 1BN will propose a recreational pedestrian and cycle upper and lower riverside walkway.</p>

Table 2.2: Analysis of the proposals compliance with Barnet's Local Plan Policies
(September 2012)

Policy	Content Summary	Extent of Compliance and Comment
Core Strategy		
<p>CS NPPF (National Planning Policy Framework – presumption in favour of sustainable development)</p>	<p>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.</p>	<p>Compliant: the proposal is considered to constitute sustainable development in accordance with the NPPF and which complies with Local Plan taken as a whole. It has therefore been recommended for approval.</p>
<p>CS1 (Barnet's place shaping strategy – the three strands approach)</p>	<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. 	<p>Compliant: the proposal is considered to show the influence of this policy and demonstrates compliance with its key objectives.</p> <p>As an Opportunity Area in the Mayor's London Plan, the wider BXC scheme has been developed with the consideration that the site has significant capacity for new housing, commercial and other development linked to existing or potential improvements to public transport accessibility.</p> <p>It is considered that the proposals for Phase 1B (North) achieve the relevant strategic requirements of this policy.</p>
<p>CS2 – Brent Cross - Cricklewood</p>	<p>The Council will seek comprehensive redevelopment of Brent Cross – Cricklewood in accordance with the London Plan, the saved UDP policies (Chapter 12) and the adopted Development Framework. The Policy makes provision for the following:</p> <ul style="list-style-type: none"> • It is considered likely that comprehensive regeneration will be achieved in accordance with the planning permission. If this is not achieved, the Council will consider whether in the circumstances the Local Plan 	<p>Compliant: The S73 consent provides for the comprehensive redevelopment of Brent Cross Cricklewood in accordance with this policy and the Saved UDP policies. The S73 consent, on the basis of the conditions and planning obligations associated with it, will continue to ensure that the development is commenced in accordance with the CS2 milestones in Appendix B.</p> <p>It should be noted that the decision on the CPO 1 and 2 orders have been delayed and are pending. A CPO 3 has been lodged. The proposals of this Phase 1B (North) RMA, if approved will commence in the short term and therefore it is not considered that a review of</p>

Policy	Content Summary	Extent of Compliance and Comment
	<p>needs to be reviewed.</p> <ul style="list-style-type: none"> • Specific monitoring indicators for Brent Cross – Cricklewood are set out in Appendix B of the Core Strategy On the basis of these indicators it is expected that comprehensive re-development will commence in relation to Phase 1 at some time between 2015 and 2017. • If these milestones are not achieved (or are not likely to be capable of being delivered) we will consider the possible need for a review of the Core Strategy Policy on Brent Cross – Cricklewood • The key milestone for the regeneration of Brent Cross – Cricklewood is likely to be the Phase 1 Compulsory Purchase Order (CPO). If by the end of 2014 any CPO that is required to deliver Phase 1 and commence the development has not been made and submitted for confirmation we will instigate a review of the policy framework for Brent Cross – Cricklewood. 	<p>the policy framework for Brent Cross Cricklewood is required.</p>
<p>CS3 (Distribution of growth in meeting housing aspirations)</p>	<p>BXC is identified as LBB’s focus for growth within the North West London – Luton Coordination Corridor.</p>	<p>Compliant: The development potential of 1BN has been optimised and this RMA application will deliver 52 housing units contributing towards strategic housing targets for Barnet and London.</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. 	<p>Compliant: 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 and 11% proposed as wheelchair accessible / adaptable.</p> <p>The proposals are considered to be high quality design creating a quality environment that</p>

Policy	Content Summary	Extent of Compliance and Comment
	<ul style="list-style-type: none"> - 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. 	meets the relevant standards.
CS5 (Protecting and enhancing Barnet's character to create high quality places)	<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 design approach proposed takes suitable account of its context, the character of the area, the relationship with neighbouring buildings and spaces and provides a scheme of an appropriate standard.</p> <p>The development plots and Critical Infrastructure within 1BN has been designed to a high quality and meets the objectives of this policy.</p>
CS6 (Promoting Barnet's Town Centres)	Brent Cross will be promoted as a new metropolitan town centre. Future development should be linked to an enhanced role for public transport and should make a positive modal	Compliant: the proposal for 1BN seeks an increase in the retail and leisure use which currently exists and will contribute to creating a metropolitan town centre. The replacement bus station will encourage the use of buses to and

Policy	Content Summary	Extent of Compliance and Comment
	shift from car use to public transport.	from the site, and the introduction of charging for parking serving the town centre will make a positive impact on modal shift from car use to public transport.
CS7 (Enhancing and protecting Barnet's open spaces)	<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 - 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. 	<p>Compliance: the proposal for 1BN seeks improvements to the existing Sturgess Park as well as providing detailed design for the Eastern and Western Brent Riverside Park as well as the creation of Nature Park 4. Where trees are proposed to be removed, further planting is proposed and mitigation measures will be implemented to protect existing biodiversity, particularly birds and bats.</p>
CS9 (Providing safe, efficient and effective travel)	<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>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>Compliance: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The RMTR is considered to have assessed the impact of the proposed development over an appropriate area of influence. 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>
CS10 (Enhancing inclusive and integrated community facilities and uses)	<p>The enhancement and inclusive design of community facilities will be supported</p>	<p>Compliant: the 1BN proposal provides a community facility which is located in a highly accessible area above the replacement bus station and at the northern landing of the Living Bridge which connects the centre to the wider BXC regeneration area in the south.</p>
CS11 (Improving health and wellbeing in Barnet)	<p>Will improve health and wellbeing in Barnet through a range of measures including supporting healthier neighbourhoods, ensuring increased access to green spaces and</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>

Policy	Content Summary	Extent of Compliance and Comment
	<p>improving opportunities for higher levels of physical activity.</p>	<p>It is considered that the improvements proposed to the existing green spaces and creation of public realm will make a significant contribution towards improving health and well being.</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 design principles in new development. - Promote safer streets and public areas, including open spaces. 	<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 development incorporates the principles of “Secured by design”.</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 wider BXC development includes a range of climate change mitigation. The proposed RMA development is required by condition 35.6 of the S73 Consent to comply with the approved revised energy strategy. The performance standards of the buildings on-site will be maximised in order to reduce carbon dioxide emissions and the proposed CHP which will serve the 1BN development plots will contribute towards this. A condition is recommended to this reserved matters application for compliance to be demonstrated. The development is considered to be in accordance with this policy.</p> <p>Conditions of the outline permission will address sustainable drainage for the development at 1BN under conditions 1.27 and 44.5.</p> <p>The proposal would not have a significant adverse impact on the local noise environment or air quality.</p>

Policy	Content Summary	Extent of Compliance and Comment
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.	Compliant: the provision of suitable waste and recycling facilities has been proposed for the development. Facilities serving the main retail development plots will be located within the new servicing and delivery yard. Refuse facilities and a refuse strategy is proposed for the Plot 113 residential development.
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 planning obligations attached to the S73 Consent secure appropriate contributions and direct delivery of infrastructure as part of the wider BXC development.
Saved UDP Polices (2006) as referred to in Core Strategy Policy CS2		
GCrick Cricklewood, Brent Cross and West Hendon Regeneration Area	The Council seeks integrated regeneration in the Cricklewood, Brent Cross and West Hendon Regeneration Area and that all development is of the highest environmental and design standards	Compliant: It is considered that the proposals for Phase 1BN through its linkages to the southern development and therefore the wider BXC regeneration area, as well as the replacement bus station and pedestrian and cycle routes proposed will integrate the site with the surrounding areas.
C1 Comprehensive Development	<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. 	Compliant: The scheme accords with this policy. The RMA application for Phase 1B North is part of the wider outline consent for the comprehensive redevelopment of the Brent Cross Cricklewood regeneration area.
C2 Urban Design & Quality	The Council will seek to achieve the standards of urban design for the Regeneration Area to result in a development of landmark quality.	Compliant: It is considered that the development proposed for Phase 1B (North) will deliver a high quality environment in accordance with accepted principles of good urban design and this policy.
C3 Urban Design – Amenity	The development should protect and improve the existing amenities of existing residents.	Complaint: The proposals are not considered to result in significant harm to the amenities of existing neighbouring occupiers. Existing properties are located a suitable distance from the proposed development and have sufficient

Policy	Content Summary	Extent of Compliance and Comment
		screening from tree planting and existing tree canopies to prevent harmful overlooking.
C4 Sustainable Design	<p>The Council will seek to ensure that the Regeneration Area pursues the highest standards of environmental design, including:</p> <ul style="list-style-type: none"> • meet high performance standards for environmentally sustainable design and construction • an integrated network of public open spaces • There must be a buffer zone, appropriate protection of legally protected species, and opportunities taken to enhance the biodiversity of the area. 	<p>Compliant: It is considered that the development will maximise the use of land and improve open space, cycle and pedestrian networks in accordance with the planning conditions and obligations. The application was supported by energy and sustainability strategies and planning conditions are included to ensure sustainability targets are met.</p> <p>Substantial improvements are proposed to the River Brent and its eastern and western corridor. Therefore it is considered that all criteria of this policy are met.</p>
C8 Parking Standards	<p>This sets out maximum parking standards of 1 space per residential unit within the Regeneration Area. No further parking is permitted for retail, leisure facilities and hotels within the new town centre.</p>	<p>Compliant: The scheme will provide three multi storey car parks which consolidate the existing car parking serving the existing Brent Cross Shopping Centre. No further car parking is proposed for retail, hotel or leisure uses. Car parking for the residential plot will be provided at 0.7 spaces per unit. This reduction against policy is due to the consideration of modal shift since the new Thameslink train station will be delivered prior to the residential development being delivered on Plot 113.</p>
C9 Housing and Community Development	<p>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.</p>	<p>Compliant: The development potential of Plot 113 within the proposed 1BN scheme has been optimised and this RMA application will deliver 52 housing units contributing towards strategic housing targets for Barnet and London as part of the wider BXC development.</p>
C11 Implementation	<p>The Council will require developers to provide on-site and off-site infrastructure, facilities and services to support the regeneration of the area.</p>	<p>Compliant: The planning obligations attached to the S73 Consent secure appropriate contributions and direct delivery of infrastructure as part of the wider BXC development.</p>

Appendix 6

Fenwick consultation response letter and Document 1



GERALDEVE

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15 September 2017

Our ref: HJWB/ALK/J7073

Your ref: F04687/13

Dear Sir

**Town and Country Planning Act 1990 (As Amended)
Reserved Matters Application Ref No.17/2963/RMA for Phase 1B (North) of the
Brent Cross Cricklewood Regeneration**

We write on behalf of our client, Fenwick. We have carefully read the letter submitted by Quod, dated 21 August 2017.

Our response to the schedule numbered Document 1, which was enclosed with the Quod letter, is noted below.

The response by Quod was disappointing for the following reasons:-

Pre-Application Consultation

Whilst there has been some engagement with Fenwick, the simple point remains that design issues of key importance to Fenwick, as a major anchor to the Centre, have simply not been assimilated and addressed in the submission of the Reserved Matters Application. It is clearly in the public interest that Fenwick, as a principal anchor, should be as effectively integrated into the Centre, in accordance with policy, and that its design should be optimised. This reflects the proper planning of the area, which is the basis on which the Compulsory Purchase Order was promoted.

Design

The response to the schedule (Document 1) will follow next week. The design teams will be starting to engage and consult on design issues raised in Document 1.

Pedestrian Flow

This matter was canvassed in detail at the Public Inquiry into the Compulsory Purchase Order. Once again, the fundamental point is to achieve an optimised, acceptable, design for the long term, not a compromised design for the short term.

Public Transport

The discussions which Fenwick's advisory team have had with TfL indicate clearly that TfL has no objection to the improved layout and circulation which could be provided as recommended by Fenwick.

Once again, it seems wholly irrational to promote a less than optimum outcome. The developers of the shopping centre wish to secure the long-term success of the Centre.

Given that we understand that TfL is content in principle with the Fenwick proposal, which is demonstrably to be preferred, this would surely represent a better outcome of public policy.

Other Material Considerations

The scheduled works are indeed relevant to the determination of the application because, again, they represent the most appropriate design as the basis on which public policy has been put into practice.

Summary

In conclusion, the proposals as a whole and as they affect Fenwick, do not optimise efficient pedestrian movement into and around the Centre nor do they provide the world class bus station as part of the intended transport modal shift that is asserted.

As the premium fashion anchor store for Brent Cross, the design of the Fenwick elevation must reflect the intended 'Luxury Quarter' of the Centre. The exterior design in terms of appearance and finishes must demonstrate the sophistication of Fenwick and a prerequisite of the detailed design.

Yours faithfully

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Fenwick BRENT CROSS

Response to Quod Letter on 21st August 2017

20th September 2017

Leonard Design Architects' Comments	DP Response	14.09.2017 Meeting Response
<p>F01 - COLUMNS</p> <p>Submitted plans show single column along the Western facade, but perspective (RMA report p437) shows double columns, obstructing views from mall into the store.</p>	<p>For the purposes of the RMA, the external cladding has been submitted for approval. The Fenwick cladding to the malls is indicative only. The internal Fenwick arrangements are shown as existing until they can be resolved with Fenwick.</p> <p>However, revised drawings are being submitted which will accurately identify the columns.</p>	<p>Details of the columns and existing Fenwick interior are subject to further surveys.</p> <p>Hammerson understood the additional width from the "double" column, and the need to tie together as close as possible so as to minimize the combined column width.</p>
<p>F02 - FIRE ESCAPE</p> <p>Door should be provided for escape route on lower ground floor to the car park from the escape stair core on the Eastern side.</p>	<p>A revised drawing is being submitted which will reintroduce the existing fire escape.</p>	<p>Noted, awaiting revised drawing.</p>
<p>F03 - ESCAPE CORE</p> <p>Remove escape core on western side to improve views into the store. JGA - fire consultant, has commented that the escape strategy can accommodate this in principle. As discussed on 14.07.2016.</p>	<p>For the purposes of the RMA, the external cladding has been submitted for approval. The Fenwick cladding to the malls is indicative only. The internal Fenwick arrangements are shown as existing until they can be resolved with Fenwick.</p> <p>To understand the implications of removing the stair a dialogue with Fenwick, JGA the fire consultant needs to take place. The consequences may include other adverse impacts on Fenwick's store or the wider shopping centre. The Fenwick facades facing into the mall are indicative only and therefore should it prove possible for Fenwick to remove the stair the necessary changes can be made to the mall facade without the need for planning permission.</p>	<p>Noted. Look forward to on going discussions .</p>
<p>F04 - BULKHEAD</p> <p>Fenwick bulkhead in the void of the new Southwest entrance to be featured on the soffit of the floor above. Lower ground floor drawing does not indicate a soffit feature above. Fenwick concerns the</p>	<p>For the purposes of the RMA, the external cladding has been submitted for approval. The Fenwick cladding to the malls is indicative only. The internal Fenwick arrangements are shown as existing until they can be resolved with Fenwick. Further work on mall void bulkheads will be undertaken.</p>	<p>As the bulkhead design is an important part of the Fenwick's new southwest entrance. Fenwick design team to liaise with development design team to resolve the design of the bulkhead, signage, mall width and mall void bulkhead work.</p>

<p>F04 - BULKHEAD (con't)</p> <p>diminished bulkhead from Workshop 5 shape will have an impact on achieving the 3D effect as shown on RMA Report p.437.</p> <p>Fenwick preference for design of bulkhead soffit to be angled to enhance the entrance presence and experience, as discussed in Design Workshop 5. However, CGI visual in RMA Report p.437 does not show the angled bulkhead.</p>		
<p>F05 - SOUTHWEST CORNER ENTRANCE & DOORS</p> <p>Entrance door locations are not shown in the drawings. First Level Plan does not show connection from escalator into Fenwick store.</p>	<p>For the purposes of the RMA, the external cladding has been submitted for approval. The Fenwick cladding to the malls is indicative only. The internal Fenwick arrangements are shown as existing until they can be resolved with Fenwick.</p> <p>However, revised drawings will be submitted identifying the indicative locations of the entrance doors along the mall.</p>	<p>Entrances doors to the SW corner of Fenwick will be provided. We understand that the plans are indicative and only show existing arrangements but will be revised to identify door locations. Details of shutter line, column positions and CAD update are subject to further survey.</p>
<p>F06 - DIRECT ENTRANCE ROUTE</p> <p>F6.1. Shape of the void has changed. It is too large by the bullnose and does not allow straight line access route or visibility into Fenwick Southwest entrance.</p>	<p>The void footprint as submitted for approval responds to Fenwick's aspirations for bulkhead advertising.</p>	<p>Refer to note F04.</p>
<p>F6.2. First Floor plan shows slab stops short in front of Fenwick, severing access to North side of Fenwick Southwest entrance corner.</p>	<p>Revised drawing are being prepared that identify that this slab does not stop short.</p>	<p>Noted, awaiting revised drawing.</p>
<p>F07 - SOUTHWEST ENTRANCE WIDTH</p> <p>Submitted scheme currently provides only 5m wide walkway leading to Fenwick entrance on Upper Ground and First Floor levels. Fenwick preference for the walkway to be enlarged to 7m by reducing the void space in the East, as discussed in Design Workshop 5.</p>	<p>The width proposed, which is being widened slightly to 6.25m, is sufficient for pedestrian movement and it should be noted that there are two entrances to the store on that corner.</p>	<p>Agreed that widening walkway width from 5m to 6.25 is an improvement. Awaiting revised drawing.</p>

<p>F08 - EXISTING RISER</p> <p>Existing riser on Upper Ground Level serving the store. Its location will obstruct future door connection to the car park. Suggest moving door Northwards.</p>	<p>For the purposes of the RMA, the external cladding has been submitted for approval. The Fenwick cladding to the malls is indicative only. The internal Fenwick arrangements are shown as existing until they can be resolved with Fenwick.</p> <p>The riser position in this location requires surveying and the door is intended to abut the riser.</p>	<p>Noted, that riser location needs to be surveyed and door location needs to be repositioned to avoid riser as well as creating a strong entrance experience from car park</p>
<p>F09 - WALKWAY COLUMNS</p> <p>Discrepancy of 3 columns on CGI view (RMA Report p.436) and 2 columns shown on plan. Fenwick preference for 2 columns and one to be within the glazed entrance wall.</p>	<p>It is acknowledged that there is a discrepancy which is being amended on the revised drawings for structural reasons.</p>	<p>Noted, awaiting revised drawing.</p> <p>Fenwick 's preference to reduce the number and size of columns where possible</p>
<p>F10 - EXTERNAL ACCESS</p> <p>Lower Ground Floor plan does not show opening and access on external facade.</p> <p>Existing restaurant on Lower Ground Level will be relocated to Southeast corner to take advantage of external views to Fenwick Place</p> <p>Preference to create external access into Fenwick Place.</p> <p>08069-CTA-FN-LG0-DR-A-20601-P4</p> <p>LOWER GROUND FLOOR</p> <p>In line with RMA Report P462, the entrance + new openable door will "provide an attractive threshold space to the Eastern pedestrian entrance" -RMA Report p.462, for alfresco dining to animate and create vibrancy to the facade.</p>	<p>The RMA submission does not show a restaurant opening out as this is not the current intention.</p> <p>This restaurant element is not part of the RMA submission however there is seating outside of Fenwick within Fenwick Place which provides additional activation for this area.</p> <p>Should Fenwick wish to provide a restaurant in this location they can submit a planning application for such a proposal.</p>	<p>Fenwick's preference is for the F&B opening to the Lower Ground façade to the East, be included into this planning submission.</p> <p>Fenwick to submit internal plans to RMA design team to indicate where the opening should happen.</p>
<p>F11 - VOID SPACE</p> <p>Protect future kitchen area in the void space, to serve the relocated restaurant with openings in existing facade. Void space may need external escape door subject to fire strategy - Design Workshop 4 29.11.2016.</p>	<p>Please see response to F10.</p>	<p>Fenwick's preference is for the escape doors for kitchen/utilities to the Lower Ground façade on the south, be included into this planning submission.</p> <p>Fenwick to submit internal plans to RMA design team to indicate where the opening should happen.</p>

<p>F12 - RAINSCREEN FACADE</p> <p>Current design shows a single pane glass system (RMA Report p.456-458). How is the thermal insulation resolved in the design proposal? Fenwick preference for the SE corner void space to be used as Kitchen / Utilities and space for restaurant, as discussed in Design Workshop 5, with external insulation line provided approx 200mm behind glass facade.</p>	<p>The RMA submission does not show a restaurant opening out as this is does not for part of the RMA scheme. The void in the RMA submission is faced externally with a single pane rain screen.</p> <p>The building regulations approved inspector working on the project has confirmed that as a 'cold' rain-screen over-cladding system the new facade treatment does not impact on the thermal status of the current Fenwick facade and as such no new insulation is required.</p>	<p>Refer to Note F10</p>
<p>F13 - FACADE DESIGN</p> <p>Hammerson scheme shows single skin 90-100% frit (RMA Report p.456-458) which will create a solid, opaque layer. Fenwick has concerns as the facade design does not show depth and transparency, instead, a solid highly fritted single layer. Preference for facade to be more transparent in the first layer of glass to show depth of second facade behind, as per images on RMA Report p.442,443 (image shows double skin facade).</p>	<p>The RMA proposals or the Fenwick facade is for a single-glazed solution. As such there is only a limited scope for generating depth within the facade glazing. Fenwick's own suggestions - see F11 - are contradictory as they would prevent the effects they profess to prefer as the available depth would be taken out by the kitchen area necessary for any cafe. The net result would either be a much weakened design or one that was varied across the overall facade</p>	<p>Fenwick strongly believe that the facade design is critical to the Luxury brand, hence the importance of being unique. It is agreed that the facade needs to be sophisticated.to create a special jewel like design. To achieve this a glass skin with a void is important to create depth.</p> <p>Both Fenwick and Hammerson design team to workshop further to develop an agreeable solution system.</p>
<p>F14 - FACADE 'MOIRE EFFECT'</p> <p>As discussed in Design Workshop 3 (08.11.2016), Fenwick preference for a clear glass on the first layer with approx 25% solid frit and with pattern on second layer to create depth in the elevation. The architectural design intent is to create the "Moire Effect" and to add lighting within the depth. Fenwick concerns the solid fritting pattern cannot create the effect. Moire Effect below as tabled in Design Workshop 3 08.11.2016.</p>	<p>The RMA proposal does not have a second layer of glass and we consider that the proposal design is of the highest quality and provides for the best integration of Fenwick into scheme.</p>	<p>The facade design for Fenwick is critical for the brand and needs to be sophisticated to reflex the luxury brand. Fenwick's preference is for a 'Moire Effect' facade with a void behind the glass skin to create depth and point of difference with strong lighting design.</p> <p>Solutions has been suggested. Both design team to work together to create a facade design that is agreeable. Design Workshop will commence this week.</p> <p>Design of the Fenwick facade will need to work coherent with the car park facade design. Details of the car park lighting scheme will need to be agreed and needs to work with Fenwick's facade lighting design.</p>

<p>F15 - REDUCED VISUAL IMPACT & FACADE PARAPET HEIGHT</p> <p>Concerned about reduced Fenwick frontage from A41 due to Car Park & Former Hotel. Preference for increased parapet height will improve presence and also allow for safe maintenance access to flat roof behind.</p>	<p>The top of the external walkway is higher than the existing parapet. The buildings around Fenwick are in accordance with parameters and principles of the 2014 Permission.</p>	<p>Fenwick 's preference is for increase visual impact from A41.</p> <p>Solutions has been suggested. Both design team to work together to create a façade design that is agreeable. Design Workshop will commence this week.</p>
<p>F16 - BUILDING FACADE</p> <p>New scheme against current scheme: Existing store is a building of high architectural merit. Our existing store will be reduced in visual impact due to reduced expose elevation and a new proposed facade of inferior architectural merit.</p>	<p>The buildings around Fenwick are in accordance with parameters and principles of the 2014 Permission. The design and materials proposed for the external elevation and its striking architectural treatment have been chosen so as to ensure that Fenwick continues to be a key focus within this location.</p>	<p>Refer to Note F14.</p>
<p>F17 - FENWICK CIRCUS ROOF</p> <p>Parameter Plan 003 identified High Street North as a main 24hr street connecting Fenwick place and new Main Square, Fenwick Circus as part of Fenwick place experience is seen as a key part of the overall improvements and attractive threshold gateway space.</p> <p>Submitted roof plan and section below shows the glazed area above Fenwick Circus atrium to be over 30% lower than most of High Street North. The roof drops down in 2 steps towards Fenwick entrance and the amount of glazing is insufficient to cover the atrium space. Fenwick preference for the atrium roof is to at least match the same height as high street North as well as Brent Cross Main Square or John Lewis atrium.</p> <p>There is a concern that Fenwick Place/ Circus is the weakest in terms of width, height and activity compared with M&S and John Lewis entrances/ threshold.</p>	<p>The level at which the roof glazing is set relates to the internal Fenwick elevation in that it provides enough height above the signage bulkhead to give the store prominence in the space without dwarfing the scale of the store nor necessitating the need for a large supporting wall just behind the facade.</p> <p>The roof profile in this location has been reconsidered and is to be identified on revised plans. The level of glazing in this location and its height are considered to be appropriate.</p> <p>The design of Fenwick Place and the buildings that frame it has been designed in accordance with the parameters and principles of the 2014 Permission.</p>	<p>Following presentation (dated 01/09/2017) by Hammerson, a series of views from High Street North was tabled (page 28) showing a level roof with no reduced roof height towards Fenwick place. Fenwick's preference is for this design showing clear views of South west entrance bulkhead. Roof height is part of RTKL's remit, RTKL will present the latest roof height arrangement in future design workshop.</p> <p>Both design team to work together to create a design that is agreeable. Design Workshop will commence this week.</p>

<p>F18 - SECOND FLOOR PLAN</p> <p>F18.1 - Line of external and internal is unclear</p> <p>F18.2 - Concern about current placed roof too low for Fenwick to incorporate future F&B on southwest corner of level 2 with balconies looking into High Street North. Preference for height of Fenwick place to be at least 4 stories.</p> <p>F18.3 - Concern about Fenwick Circus experience facing Fenwick building. The blackbox cinema lobby to the west with no window or active frontages and hotel facade to the south is to bland with no activity.</p>	<p>The line of the external and internal elements will be clearly identified on revised drawings to be submitted.</p> <p>The RMA proposal does not include any proposals for the second floor of Fenwick.</p> <p>We consider that the design of Fenwick Place is appropriate and the cinema is proposed to be clad in metal.</p>	<p>Noted, awaiting revised drawing.</p> <p>Refer to Note F17</p> <p>Noted that the latest cinema design to be glazed Shopfront & signage, open on Level 1, with self-serving ticket sales, not a solid wall against the mall face. This is welcomed by Fenwick as preference is for Fenwick place to be animated on all sides. Awaiting revised drawings</p> <p>Noted that potential for a leisure operator to animate the old Hotel site. Awaiting revised drawings</p>
<p>F19. THIRD FLOOR/ ROOF PLAN LDA DESIGN CONCERNS ON RMA DRAWING</p> <p>Fenwick Place Roof: F19.1 Fenwick end of High Street North shows extend of roof too limited. A solid roof covers large portion of the "knuckle" space and the roof drops down before meeting Fenwick SW Entrance corner. Design workshops showed larger glazed roof.</p> <p>F19.2 Our preference is for higher and fully glazed roof on Fenwick Circus as per the threshold space connecting Fenwick Place to the 24 hour route.</p>	<p>Please see response to F17</p>	<p>Refer to Note F17.</p>

<p>F20. ROOF ABOVE MALL 3</p> <p>F20.1. Other new malls roofs are full glazed or partially glazed, on the south and on the west except for Mall 3 or eastern mall west of Fenwick.</p> <p>F20.2. Not to have a solid blank hole at that level</p>	<p>Please see response to F17 also there is no "solid blank hole".</p>	<p>Following presentation (dated 01/09/2017) by Hammerson, a series of views from internal street was tabled (page 32) showing a roof with three gradual steps rising towards Fenwick place. This new design is much improved from RMA design.</p> <p>Both design team to work together to create a design that is agreeable. Design Workshop will commence this week.</p>
<p>F21. GROUND FLOOR LANDSCAPING LDA DESIGN CONCERNS ON R.M.A. DRAWING</p> <p>F21. Cafe Seating -for future restaurant with temporary external canopies. Discrepancy of restaurant glazed opening on 3D image (RMA Report p.389) but not shown in plans.</p> <p>C3. Car Park Core -concerned about the bulky size of car park entrance block. Details on page 11.</p> <p>C6. Car Park Landscaping -Fenwick preference for landscaped area at SE of car park and have green wall around car park entrance. Submitted design shows solid wall.</p>	<p>Seating within the awnings is shown on the RMA submission, but it is general public seating not cafe seating</p> <p>The design of the entrance to the car park is considered to be appropriate.</p>	<p>Fenwick preference is for the restaurants seating to spill out at ground floor with door openings. Ref to Note F10</p> <p>Design solutions has been suggested. Both design team to work together to create a design that is agreeable. Design Workshop will commence this week.</p>
<p>C1 -CAR PARK ESCALATOR</p> <p>Hammerson scheme L (22.02.2016) showed escalator connection between LG and UG in the car park core. Submitted drawing shows the escalator removed.</p>	<p>The escalators have been removed from proposals due to the core footprint and circulation space. This does not reduce accessibility or movement between the levels.</p>	<p>Until there is a footfall study to show the potential improvement to footfall numbers, there is currently no plans by Hammerson to include escalators into the carpark lobby, nor allow space to put in the escalator in the future. Fenwick preference is for escalator connecting LG and UG.</p>
<p>C2 -CAR PARK ENTRANCE</p> <p>Fenwick preference for level access or ODA compliant ramp as a worst case scenario between car park to store levels, but not with steps and lifts, discussed in Design Workshop 5.</p>	<p>The lobby as submitted is DDA compliant.</p>	<p>Fenwick stressed the importance of providing a good customer arrival experience for wheelchair users and push buggies. Preference for ramp instead of platform lift.</p> <p>Both design team to work together to create a design that is agreeable. Design Workshop will commence this week.</p>

<p>C3 - CAR PARK CORE</p> <p>Concerned about size & height of buildings on either side of Fenwick, namely the former Hotel building on the left and the car park on the right. Preference for car park design to read like part of Fenwick facade as per sketch issued on 14.07.2016</p>	<p>The LDA response partly contradicts what they say in F.15. The building to the south of Fenwick RMA is significantly lower than the height parameter allows (maximum building frontage height of 50m and building height of 55m) and significantly lower than the early illustration LDA have included in their submission (bottom right).</p>	<p>Fenwick 's preference is for less intrusive core design.</p> <p>Solutions has been suggested. Both design team to work together to create a façade design that is agreeable. Design Workshop will commence this week.</p>
<p>C4 - FENWICK CAR PARK FACADE LDA DESIGN CONCERNS ON RMA DRAWING</p> <p>C4.1. Car Park Facade Structure - no details of the supporting structure for the facade elements are shown. Unable to determine the impact on view points from the carpark</p> <p>C4.2. Car Park Facade Lighting - lighting design should consider enhancing distant views from A41 vehicular bridge.</p>	<p>The fixing points of the facade fins are from the floor structure and do not interrupt views.</p> <p>External lighting will be considered as part of a lighting scheme under an anticipated condition.</p>	<p>Noted that the 3D image of the car park façade does not show quality and sophistication of detail.</p> <p>Chapman Taylor to present benchmarking of the façade panels to show quality of detailing and lighting.</p>
<p>C5 - CAR PARK CONNECION TO FENWICK</p> <p>C5.1. Of the 8 new car park levels, only 3 have direct connections to Fenwick as per section below.</p> <p>Concern about lack of connection of direct access to Fenwick 2nd floor. Fenwick preference is for all carpark levels to have a direct access to existing 4 levels of Fenwick.</p>	<p>The connection to the second floor of Fenwick from the MSCP has not been provided as that the second floor is not utilised for trading and has no public access.</p>	<p>Connection into Fenwick Level 2 will be dealt with in the future phase. Height of lobby structure can allow future connection to Level 2.</p>
<p>B1 BUS STATION CONNECTION LDA DESIGN CONCERNS ON R.M.A. SUBMISSION</p> <p>Eastern pedestrian link-from the bus station to the Southern Mall is not provided</p>	<p>Please see the response in the main body of the letter i.e. this route has been discounted due to safety issues.</p>	<p>Fenwick preference for route between bus station and southern mall as public transport will be more important in the future.</p> <p>Noted that Hammerson will not be providing the secondary route.</p>
<p>B2 BUS STATION CONNECTION WALKING DISTANCES PRESENTED IN CPO PROOF OF EVIDENCE (22 APRIL 2016) (SEE ILLUSTRATION PROVIDED)</p>	<p>This was presented at the CPO Inquiry however this is not relevant to the determination of the RMA which is consistent with the parameters and principles of the 2014 Permission.</p>	<p>Refer to Note B1</p>

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LOCATION: Brent Cross Cricklewood Regeneration Area
NW9

AGENDA ITEM 9

REFERENCE: 17/2694/CON

Received: 25 April 2017

Accepted: 25 April 2017

WARD: Golders Green, Child's
Hill, Hendon

Expiry: 20 June 2017

APPLICANT: BXS Limited Partnership acting by its general partner
BXS GP Limited

PROPOSAL: Submission of information pursuant to Conditions 4.2, 2.4 and 2.5 of planning permission F/04687/13 dated 23 July 2014 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood regeneration area. Conditions submitted to re-phase infrastructure items and development plots within and between phases: 1A (South), 1B (South), 1C and 2 (South) and to make consequential minor amendments to the approved Revised Design Guide, Revised Development Specification Framework and Revised Design and Access Statement as a result of the phase changes.

RECOMMENDATION

Amend the resolution made by the Planning Committee on the 22nd June 2017 as follows:

1. APPROVE the Conditions Application with reference 17/2694/CON;
2. That delegated powers be given to the Brent Cross Planning and Transport Manager to negotiate and agree the detailed drafting of the Deed of Variation to the existing Section 106 Agreement dated 22nd July 2014 attached to planning permission F/04687/13 associated with the necessary changes resulting from Conditions application reference 17/2694/CON; and
3. That the Deed of Variation be finalised no later than 30th November 2017, or such other date as agreed by the Brent Cross Planning and Transport Manager.

Background

Members will recall that on 22nd June 2017 the Planning Committee resolved to approve the Brent Cross re-phasing application with reference 17/2694/CON in relation to the re-phasing of infrastructure items and development plots associated with the southern development within the Brent Cross Cricklewood development. This resolution was subject to the completion of a satisfactory Deed of Variation to make associated amendments to the existing Section 106 Agreement dated 22nd

July 2014 attached to the section 73 planning permission F/04687/13 ('the s.73 Permission').

This re-phasing application established the content in terms of development plots and infrastructure within the early phases of Brent Cross South ('BXS') and in particular in relation to Phase 1B (South).

In accordance with the resolution, since the 22nd June Planning Committee meeting Officers have been actively engaged with the applicants and their legal representatives in the legal drafting of the necessary deed of variation. Significant progress has been made and a final draft of the legal document has now been circulated between the parties.

Proposal

Approval is sought to amend the previous recommendation for the Condition 4.2 application (17/2694/CON) to allow the application to be approved and the decision notice to be issued prior to the signing of the s106 Deed of Variation, for the reasons set out in this report.

Reasons for the need to change the resolution

The s.73 Permission includes key deadlines by which Reserved Matters Applications (RMAs) have to be submitted. In relation to Phase 1B (South) of the approved development, the relevant deadline is the 28th October 2017.

The Brent Cross South Developer, Argent Related, has prepared the necessary RMA for Phase 1B South in accordance with the amended phasing set out in application 17/2694/CON whereby infrastructure items and development plots were moved between phases 1A (South), 1B (South), 1C and 2 (South).

It is not possible to register the RMA until the rephrasing decision for application 17/2694/CON is issued since this decision formally establishes the content and extent of the amended Phase 1B South.

Whilst very significant progress has been made in drafting the deed of variation since the 22nd June Committee Resolution, due to time required to review what is a complex s106 legal agreement associated with the s.73 Permission, and the fact that there are multiple parties involved (LBB, TfL, Hammers and Standard Life and Argent Related) it has not been possible to complete the Deed of Variation at this point.

There is now a risk that the RMA deadline for Phase 1B South will be missed if the decision on the re-phasing application is not issued. If an RMA is not able to be submitted this would impact on the comprehensive delivery of the Brent Cross Regeneration.

In this instance, whilst noting the progress achieved in the preparation of the Deed of Variation, the Committee is requested to agree to the proposed amendment to the existing resolution and to approve the re-phasing application 17/2694/CON.

It should be noted that the full assessment of the phasing changes and their acceptability having regard to the tests in Condition 4.2 is set out in the full report from the 22nd June. Members were content with the assessment and information provided and resolved to grant approval. There have been no changes to the proposed phasing arrangements and this amendment to the recommendation only relates to the ability to issue the decision on application 17/2694/CON.

Conclusion

The proposed amendments to the Recommendation for application reference 17/2694/CON are necessary to enable the re-phasing application to be approved and the decision notice to be issued so that the reserved matters application for Phase 1B (South) can be submitted to the LPA in order to satisfy the 28th October 2017 deadline specified in Section 73 Permission F/04687/13.

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LOCATION: Montrose Playing Fields, Montrose Avenue, Colindale, NW9 5BY

REFERENCE: 17/1929/FUL **Registered:** 16/03/2017 **AGENDA ITEM 10**

WARD: Burnt Oak

APPLICANT: Jon Sheaff and Associates

PROPOSAL: The refurbishment of Silkstream Park and Montrose Playing Fields; the creation of new entrances; the installation of new footpaths and cycleways with 9 racks which would accommodate 18 bicycles; the installation of new hard paved public realm areas; the installation of new bridges and refurbishment of an existing bridge; the creation of a new pedestrian and cycle crossing of Montrose Avenue; the installation of new road surfaces and road design details on Montrose Avenue; the demolition of the existing pavilion building; the refurbishment of the existing tramshed building; the creation of new flood attenuation areas through amendments to levels and cut and fill operations; the installation of new playground facilities; the installation of new skateboarding facilities; the installation of new outdoor sports facilities including a multi-use games area, tennis courts, a green gym and basketball hoops; the provision of two no. 9 x 9 grass football pitches; the installation of occasional play equipment; new tree planting; new soft landscape planting

Recommendation 1

Approve subject to the following conditions:

- 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.

- 2) The development hereby permitted shall be carried out in accordance with the following approved plans and documents unless otherwise agreed in writing by the Local Planning Authority:

A1749-JSA-L001; A1749-JSA-L010; A1749-JSA-L050; A1749-JSA-L051; A1749-JSA-L052; A1749-JSA-L053; A1749-JSA-L054; A1749-JSA-L055; A1749-JSA-L100; A1749-JSA-L101; A1749-JSA-L102; A1749-JSA-L103; A1749-JSA-L104; A1749-JSA-L105; A1749-JSA-L110; A1749-JSA-L111; A1749-JSA-L112; A1749-JSA-L113; A1749-JSA-L114; A1749-JSA-L115; A1749-JSA-L200; A1749-JSA-L201; A1749-JSA-L202; A1749-JSA-L203; A1749-JSA-L204; A1749-JSA-L205; A1749-JSA-L300; A1749-JSA-L301; A1749-JSA-L302; A1749-JSA-L303; A1749-JSA-L304; A1749-JSA-L305; A1749-JSA-L400; A1749-JSA-L401; A1749-JSA-L402; A1749-JSA-L403;

A1749-JSA-L404; A1749-JSA-L405; A1749-JSA-L406; A1749-JSA-L407;
A1749-JSA-L408; A1749-JSA-L409; A1749-JSA-L410; A1749-JSA-L411;
A1749-JSA-L420; A1749-JSA-L421; A1749-JSA-L422; A1749-JSA-L423;
A1749-JSA-L424; A1749-JSA-L425; A1749-JSA-L430; A1749-JSA-L431;
A1749-JSA-L432; A1749-JSA-L433; A1749-JSA-L434; A1749-JSA-L435;
A1749-JSA-L500; A1749-JSA-L501; A1749-JSA-L502; A1749-JSA-L503;
A1749-JSA-L504; A1749-JSA-L505; A1749-JSA-L506; A1749-JSA-L507;
A1749-JSA-L508; A1749-JSA-L509; A1749-JSA-L600; A1749-JSA-S001;
A1749-JSA-S002; A1749-JSA-S003; A1749-JSA-S004; A1749-JSA-S010;
A1749-JSA-S011; A1749-JSA-S012; A1749-JSA-S020; A1749-JSA-S021;
A1749-JSA-S022; A1749-JSA-S023; A1749-JSA-S024; A1749-JSA-S025;
A1749-JSA-S030; A1749-JSA-S031; A1749-JSA-E001; A1749-JSA-E002;
A1749-JSA-E003; A1749-JSA-E004; A1749-JSA-E005; A1749-JSA-E006;
A1749-JSA-E007; A1749-JSA-E009; A1749-JSA-SK010; A1749-JSA-SK020;
A1749-JSA-SK030; A1749-JSA-SK031; A1749-JSA-SK032; A1749-JSA-
SK032; A1749-JSA-SK033; A1749-JSA-SK034; A1749-JSA-SK035; A1749-
JSA-SK036; A1749-JSA-SK037; A1749-JSA-SK038; A1749-JSA-SK039;
A1749-JSA-SK040; A1749-JSA-SK041; A1749-JSA-SK042; ; A1749-JSA-
SC001; A1749-JSA-DOC01; A1749-JSA-DOC02; A1749-JSA-DOC03; ;
A1749-JSA-APP_1; A1749-JSA-APP_2; A1749-JSA-APP_3.1; A1749-JSA-
APP_3.2; A1749-JSA-APP_3.3; A1749-JSA-APP_3.4; A1749-JSA-APP3.5

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.

3) a) No site works or development (including any temporary enabling works, site clearance and demolition) shall take place until a dimensioned tree protection plan in accordance with Section 5.5 and a method statement detailing precautions to minimise damage to trees in accordance with Section 6.1 of British Standard BS5837: 2012 (Trees in relation to design, demolition and construction - Recommendations) have been submitted to and approved in writing by the Local Planning Authority.

b) No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until the temporary tree protection shown on the tree protection plan approved under this condition has been erected around existing trees on site. This protection shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas at any time. The development shall be implemented in accordance with the protection plan and method statement as approved under this condition.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan 2015.

- 4) a) Prior to commencement details of the soft landscaping, plants and trees species proposed for the scheme along with a full and detailed management programme for the establishment of these plants shall be submitted to and approved in writing by the Local Planning Authority
- b) The development shall thereafter be implemented in accordance with details approved under this condition.

Reason: To protect visual tree amenity in the local area in accordance with DM01

- 5) No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works. The planning application lies in an area of archaeological interest.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place.

Reason: The planning authority wishes to secure the recording of these historic buildings in accordance with the provisions of the NPPF and London Plan policy 7.8 and Barnet Core Strategy Policy CS5 and Development Management Plan Policy DM06.

- 6) The development permitted by this planning permission shall be carried out in accordance with the approved flood risk assessment (FRA) 'Silkstream and Montrose Parks: Flood Risk Assessment August 2016', specifically in regards to the compensatory flood storage measures detailed within 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, within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reasons: To prevent flooding on site and elsewhere by ensuring that compensatory storage of flood water is provided. The proposal will provide a betterment of flood storage capacity on the site, with attenuation areas and wetland meadows created.

- 7) No development shall take place until a detailed method statement for removing or the long-term control of Japanese Knotweed (and other Wildlife and Countryside Act listed knotweed) 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 and other identified invasive 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.

Reasons: Two species of Japanese knotweed have been identified on site. This condition is necessary to prevent the spread of Japanese Knotweed and other invasive species. Without it, avoidable damage could be caused to the nature conservation value of the site contrary to paragraph 109 of National Planning Policy Framework, 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.

The Thames River Basin Management Plan (RBMP) also requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. Without this condition, the ecological impact of Japanese Knotweed could lead to deterioration of the Silkstream watercourse through interfering with bank stability, altering the habitat diversity of the riparian zone, and undermining the river restoration achieved through the proposal.

8) No development shall take place until a landscape management plan, including long- term design objectives, management responsibilities and maintenance schedules for all landscaped areas, shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority. The scheme shall include the following elements:

- Details demonstrating how a minimum 5 metre undeveloped and naturalised buffer zone to the Silkstream will be protected during development and managed/maintained over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan. The buffer zone should be free from built development.
- Details should be provided of any proposed footpaths and bridge crossings, including within the buffer zone.
- Detail of the extent and type of new planting, including within the buffer zone (planting to be of native species only, of local genetic provenance).
- Details of habitat establishment and maintenance regimes, with details of any new habitat created on site.
- Details of treatment of site boundaries and/or buffers around water bodies.
- Details of management responsibilities and a long term management plan.
- Details of retained vegetation and trees.

- Plans showing no light spill from external artificial lighting into the watercourse or adjacent river corridor habitat (to achieve this the specifications, location and direction of external artificial lights should be such that the lighting levels within 8 metres of the top of bank of the watercourse are maintained at background levels which are considered to be a Lux level of 0-2).

Reason: Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected. This condition is supported by paragraph 109 of the National Planning Policy Framework (NPPF), which recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. Paragraph 118 of the NPPF also states that opportunities to incorporate biodiversity in and around developments should be encouraged.

It is also particularly important to minimise light spill from the new development into the watercourse and the adjacent river corridor habitat, as artificial lighting disrupts the natural diurnal rhythms of a range of wildlife using and inhabiting the river and its corridor habitat.

9) Notwithstanding the details submitted with the application and otherwise hereby approved, before the development hereby permitted is brought into use or occupied the following information shall be submitted to and approved in writing by the Local Planning Authority:

- A Refuse and Recycling Collection Strategy, which includes details of the collection arrangements and whether or not refuse and recycling collections would be carried out by the Council or an alternative service provider.
- Details of the enclosures, screened facilities and internal areas of the proposed building to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable.
- Plans showing satisfactory points of collection for refuse and recycling.

The development shall be implemented and the refuse and recycling facilities provided in full accordance with the information approved under this condition before the development is occupied and the development shall be managed in accordance with the information approved under this condition in perpetuity once occupation of the site has commenced.

Reason: To ensure a satisfactory 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.

10) In line with the existing and proposed highways ownership details, the development hereby permitted shall ensure that integrated access with the proposed Montrose Youth Zone development proposals access is retained and maintained at all times, from Montrose Avenue as created for the development.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties, in the interests of highway and pedestrian safety and in the interests of protecting the environment and trees in accordance with policies CS9, CS13, CS14, DM01, DM04 and DM17 of the Barnet Local Plan and policies 5.3, 5.18, 7.14, 7.15, 7.21 and 5.21 of the London Plan 2015.

11) The developer to ensure that the detailed plans for the proposals are undertaken in collaboration with the Montrose Youth Zone masterplan developers, and an integrated plan showing how the two development sites will interact to be submitted to the Council for approval. Such details will include stopping up and diversion of the existing footpath to ensure a safe, convenient and an integrated connection for pedestrians into the existing surrounding facilities, and from Montrose Avenue.

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 (2015).

12) Before the development hereby permitted is occupied; details of cycle parking and cycle storage facilities in accordance with the London Plan should be submitted to and approved by the Local Planning Authority and such spaces shall be permanently retained thereafter. Minimum aisle widths, as set out in London Cycling Design Standards, must be met and 5% of space should be provided for the storage of non-standard cycles.

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

13) Before the development hereby is occupied; details to show entry and egress arrangements and pedestrian walkways / cycleways are to be submitted to and approved in writing by the Local Planning Authority. Submission shall include road safety audits, proposed introduction of highway features on, stopping up and land ownership plans will need to be revised showing the proposed layouts and footways in association with the new accesses to both the Montrose Youth Zone and the Montrose Park. Stopping up details will be required and agreed. The details of the proposed works to be undertaken to the existing public highways shall have been approved in writing by the Local Planning Authority and implemented prior to the formal opening of the development. The

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

Reason: To ensure that the access is satisfactory in terms of highway safety and in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

14) Prior to Ground Works and Site Preparation Works, no development shall commence until a Construction Environmental Management Plan, setting out the construction and environmental management measures associated with that Development Phase, has been submitted to and approved in writing by the Local Planning Authority and shall include:

Construction site and works

- i. Site information (including a site plan and management structure)
- ii. Description of works, equipment and storage
- iii. Programme of works
- iv. Temporary hoarding and fencing
- v. Temporary works
- vi. Interim drainage strategy
- vii. Intrusive site investigation works and monitoring (the scope to be agreed in writing with the Local Planning Authority)

Construction management and procedures

- viii. Code of Considerate Practice
- ix. Consultation and neighbourhood liaison
- x. Staff training and briefing procedures
- xi. Schedule of environmental legislation and good practice
- xii. Register of permissions and consents required
- xiii. Environmental Audit Programme
- xiv. Environmental Risk Register
- xv. Piling Works Risk Assessment
- xvi. Health and safety measures
- xvii. Complaints procedures
- xviii. Monitoring and reporting procedures

Demolition and waste management

- xix. Demolition Audit
- xx. Site clearance and waste management plan
- xxi. Asbestos survey and disposal strategy

Construction traffic

- xxii. Construction traffic routes
- xxiii. Construction traffic management including access to the site (specifically any proposed temporary construction accesses 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.

Environmental Management

- xxiv. Ecology surveys and management plan (as required by the ES) in relation any existing ecological features that may be affected by works in that Development Phase
- xxv. Measures to minimise visual impact during construction
- xxvi. Measures to minimise noise and vibration levels during construction
- xxvii. Measures to minimise dust levels during construction
- xxviii. Measures to control pollution during construction (including a Pollution Response Plan)
- xxix. Construction lighting strategy, including measures to minimise light spill
- xxx. Measures to reduce water usage during construction
- xxxi. Measures to reduce energy usage during construction
- xxxii. Any other precautionary and mitigatory measures in relation to demolition and construction as identified in the ES and the EIA Mitigation Register

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties, in the interests of highway and pedestrian safety and in the interests of protecting the environment and trees in accordance with policies CS9, CS13, CS14, DM01, DM04 and DM17 of the Barnet Local Plan and polices 5.3, 5.18, 7.14, 7.15, 7.21 and 5.21 of the London Plan 2015.

- 15) In the event that the Gaelic Football Club and pitch displaced by the Copthall Leisure Centre redevelopment are unable to be accommodated within the National Institute of Medical Research or another robustly identified site, a Gaelic Football pitch, and ancillary facilities, that meets Sport England or National Governing body approval shall be made on Montrose Playing Fields in addition to the playing pitches indicated in the masterplan hereby permitted. In this event, before first use of the Gaelic Football playing pitch on the Montrose Playing Fields, a management plan should be submitted to the Local Planning Authority detailing the hours of use and activities associated with the Gaelic Football Club.

Reason: To safeguard the character and visual amenities of the site and wider area in accordance with policies CS5 and DM01 of the Barnet Local Plan and to support use of green spaces and sports activities in line with policies 2.18 and 7.18 of the London Plan and CS7 and DM15 of the Barnet Local Plan.

- 16) Prior to first occupation of the refurbished tram shed hereby permitted a Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include, but not be limited to the

following:

- Hours of opening for the tram shed;
- Management arrangements for the site and facilities;
- Scale and frequency of events taking place on a weekly, monthly and annual basis and how these events will be managed;
- Code of conduct for users of the site;

The tram shed shall thereafter operate in accordance with the approved details.

Reason: To ensure the development is fit for purpose and sustainable and to accord with Development Plan Policy.

Recommendation 2

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

Application 17/1929/FUL which proposed a range of improvements to Silkstream Park and Montrose Playing Fields designed to improve accessibility to and use of these green spaces was approved unanimously at planning committee on 28 September 2017.

Proposed changes to previously approved application

Subsequent to this approval decision, it was decided by officers that the following conditions were not required:

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

Reason: *In the interest of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012, Policy DM17 of Development Management Policies (Adopted) September 2012 and London Play policy 6.14 'Freight'.*

In consultation with the Highways and Green Spaces department, it has been identified that insufficient delivery or servicing will be resulting from this development to warrant this condition necessary.

16) Prior to the commencement of the development hereby approved, details of any highways to be stopped under Section 247 of the Town and Country Planning Act 1990 in relation the Montrose Youth Zone shall be submitted to and agreed with the Local Planning Authority.

Reason: *To ensure that adequate public access is provided throughout the development.*

In regards to works to highways, the paths within the park are not highways and are park paths maintained by the parks department. This condition is therefore not necessary.

17) No part of the development shall come into operation until the access roads and highways works (on and off-site) associated with the new access are made available for use.

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

Vehicular access to the park is being dealt with under the Youth Zone application. No new vehicle accesses are being proposed as part of this application. This condition can therefore be removed.

18) Prior to the occupation of the development, the works to be undertaken to the existing public highways and unadopted road layouts shall have been approved in writing by the Local Planning Authority and implemented prior

to the formal opening of the development. The details of the works will cover the newly proposed raised crossing points, any access points and road features, car parking areas, new footways and footpaths, along with any supporting Road Safety Audits.

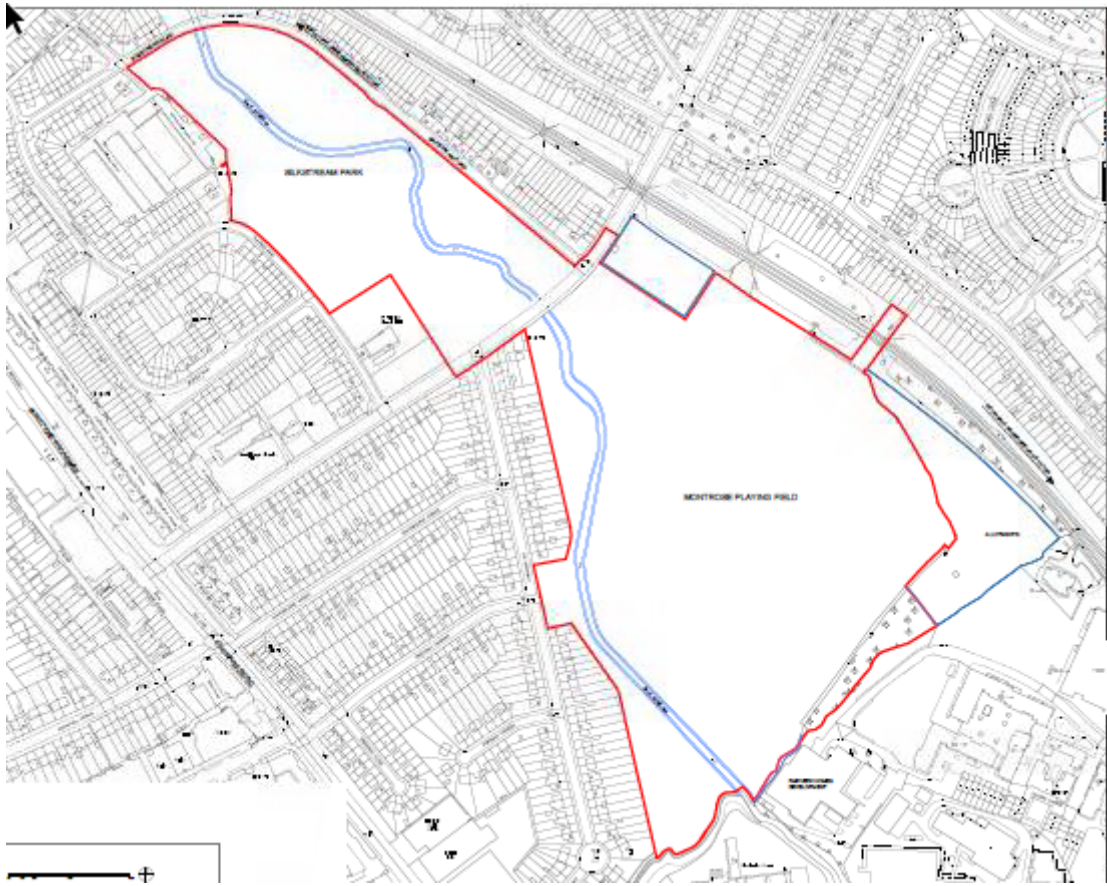
Reason: *To ensure that adequate and satisfactory provision is made for vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.*

No commercial units are being proposed under this application. Although this application does identify that a new community hub would be acceptable on site, no details have been submitted under this application. As such, any conditions requiring highways works associated with this unit will be attached to permission approving the community hub, not this application.

Conclusion

In consultation with the Council's Highways and Green Spaces department it has been decided that these conditions are onerous and unnecessary. The Planning Department recommends this application for approval without the attached conditions.

Appendix 1: Site Location Plan



LOCATION: National Institute for Medical Research, The Ridgeway, London, NW7 1AA

REFERENCE: 16/4545/FUL

AGENDA ITEM 11

WARD: Burnt Oak

APPLICANT: Barratt Homes

PROPOSAL: Redevelopment of the site to provide 460 new residential units following demolition of all existing buildings. New residential accommodation to consist of 448 self-contained flats within 19 blocks ranging from three to nine storeys with basement car parking levels and 12 two storey houses with lower ground floor levels. Associated car and cycle parking spaces to be provided. Provision of new office (B1a) and leisure (D2) floorspace and a new publicly accessible café (A3). Reconfiguration of the site access and internal road arrangements and provision of new publicly accessible outdoor amenity space. New associated refuse and recycling arrangements. The application is accompanied by an Environmental Statement.

BACKGROUND

1.1 This application was refused by Planning Committee on 19 February 2017 against Officer's recommendations for the following reasons:

- 1) The proposed development, by reason its appearance, specifically the modern residential design and use of flat roofs, is out of character with the Mill Hill Conservation Area and has a negative impact when viewed from the Green Belt land to the north, contrary to policies 7.8 and 7.16 of the London Plan (2016), policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and policies DM01, DM06 and DM15 of the Development Management Policies DPD (adopted September 2012).
- 2) The proposal will result in the loss of trees of special amenity value with associated loss of nature conservation value, contrary to policies 7.9 and 7.21 of the London Plan (2016), policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and policies DM01 and DM16 of the Development Management Policies DPD (adopted September 2012).

1.2 The Mayor of London subsequently directed (under the powers conferred by Section 2A of the 1990 Act) to act as the Local Planning Authority for the purposes of determining the application on the following grounds:

- (i) The proposed development would have a significant impact on the implementation of the London Plan; and
- (ii) There are sound planning reasons for the Mayor's intervention (in respect of housing delivery targets including the delivery of affordable housing).

1.3 Following the Mayor taking over the application, the applicant made the following changes to the scheme which were publicised for a 3 week period in August/September.

- On site affordable housing increased to 35% by habitable room (40% by unit) – at the time proposal considered by LBB, applicant was providing 18% by habitable room (20% by unit) plus £4.56million off-site contribution.
- Layout changes to the units proposed adjacent to Burtonhole Lane to allow more trees to be retained.
- 388 trees to be removed with 839 new trees to be planted – at the time proposal considered by LBB, applicant was proposing to remove 507 trees and plant 748 new trees (in both instances all 3 Category A trees to be retained).
- Car parking provision reduced to 535 spaces across the site – at the time proposal considered by LBB, the applicant was providing 613 spaces.

1.4 A Representation Hearing was held by the Mayor of London on 6 October to consider the amended scheme. Councillor Braun represented the Planning Committee and Planning Officers were in attendance.

2 Mayor of London's Decision

2.1 At the Representation Hearing, the amended scheme was presented to the Mayor. The Mayor listened to the Council's objections to the scheme as well as other objectors (including Andrew Dismore) with objections including the design of the scheme, impact on Conservation Area, loss of trees and impact of increased vehicular movement in the area without sufficient car parking provision.

2.2 The Mayor asked a number of questions to the Council, objectors and the applicant before deciding that the scheme should be granted. This was on the basis that the proposed development is on a vacant site on previously developed Green Belt land which has been identified by the Council for development (through a planning brief). The delivery of 185 affordable homes; provision of 155,560sq.m of publicly accessible open space and sports pitches; and enhanced public access to the Green Belt therefore made this scheme acceptable. In granting the application, the Mayor added a new condition to review the tree planting scheme, 18 months after commencement of the development phase adjacent to Burtonhole Lane. The Mayor also responded to objections regarding access into the site from Burtonhole Lane to allow only emergency vehicle access.

2.3 It is anticipated that the Mayor will send an instruction to Barnet in the next few weeks to issue a decision notice to grant the scheme. The Local Planning Authority will then be responsible for discharging the planning conditions.

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