

## denPLANNING COMMITTEE

26 April 2017

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

---

**16/6222/FULL**  
**Land Behind Sheaveshill Court, The Hyde NW9**  
**Pages 71-98**

#### Additional Information

Matters related to tree retention in the main report have been considered by the applicant and one additional tree, hornbeam T20, will be retained in the northern corner of the site (to the rear of flats building A). Trees T12 - 17 cannot be retained.

Amended site layout drawings have been submitted which include the retained trees, and which clarify the areas for different forms of communal amenity use by existing as well as new occupiers. These areas are as follows:

- 304 sq.m. community garden in front of Flats Building A
- 135sq.m. amenity space in front of house pair F
- 129sq.m. drying area in front of house pair G
- 175sq.m. for under-5 play in front of Flats Building B
- 466 sq.m. community garden on south side of Flats Building B.

The amended drawings do not include any changes in the positions or sizes of buildings, and for that reason no re-consultation with neighbouring occupiers was required. Condition 1 is therefore amended as set out below (drawings 0002 rev. A and 100 rev. E are the revised drawings).

It is recommended that an additional condition 30 be imposed to ensure that play equipment is provided in the designated areas at the front of Flats building B and Houses

#### Amended condition 1

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

A_BA1-S01-DR_0001 rev. -	Existing Site Location Plan
A_BA1-S01_DR_0002 rev. A	Existing Site Plan
A_BA1-S01_DR_0100 rev. E	Proposed Site Plan
A_BA1-S01_DR_0110 rev. -	Existing/Proposed Street Elevations
A_BA1-S01_DR_0111 rev. -	Existing/Proposed Street Elevations
A_BA1-S01_DR_0200 rev. -	Proposed Flat Block B Ground Floor Plan
A_BA1-S01_DR_0201 rev. -	Proposed Flat Block B First Floor Plan
A_BA1-S01_DR_0202 rev. -	Proposed Flat Block B Second Floor Plan
A_BA1-S01_DR_0203 rev. -	Proposed Flat Block B Roof Plan
A_BA1-S01_DR_0204 rev. -	Proposed Flat Block B Ground Floor Plan

A_BA1-S01_DR_0205 rev. -	Proposed Flat Block B First Floor Plan
A_BA1-S01_DR_0206 rev. -	Proposed Flat Block B Second Floor Plan
A_BA1-S01_DR_0207 rev. -	Proposed Flat Block B Roof Plan
A_BA1-S01_DR_0208 rev. A	Proposed Paired Houses Ground Floor Plan
A_BA1-S01_DR_0209 rev. -	Proposed Houses First Floor and Roof Plans
A_BA1-S01_DR_0210 rev. -	Proposed Flat Block A Front Elevation
A_BA1-S01_DR_0211 rev. -	Proposed Flat Block A Rear Elevation
A_BA1-S01_DR_0212 rev. -	Proposed Flat Block A Side Elevations
A_BA1-S01_DR_0213 rev. -	Proposed Flat Block B Front Elevation
A_BA1-S01_DR_0214 rev. -	Proposed Flat Block B Rear Elevation
A_BA1-S01_DR_0215 rev. -	Proposed Flat Block B Side Elevations
A_BA1-S01_DR_0216 rev. A	Proposed Houses Elevations
A_BA1-S01_DR_0217 rev. A	Proposed Houses Elevations
A_BA1-S01_DR_0300 rev. -	1B2PWC Flat Type A1 - Unit Plans
A_BA1-S01_DR_0301 rev. -	1B2P Flat Type A1 - Unit Plans
A_BA1-S01_DR_0302 rev. -	1B2P Flat Type A2 - Unit Plans
A_BA1-S01_DR_0303 rev. -	2B4P Flat Type B1 - Unit Plans
A_BA1-S01_DR_0304 rev. -	3B5P House Type A1 - Unit Plans
A_BA1-S01_DR_0600 rev. -	Typical Bin Store Detail
A_BA1-S01_DR_0601 rev. -	Typical Proposed Pram Store Elevations
L_BA1-S01_DR_0900 rev. A	Illustrative Landscape Plan

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).

Additional condition 30

a) Before the development hereby permitted is first occupied, a scheme detailing all play equipment to be installed in the communal amenity space shown on the drawings hereby approved shall be submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented in full accordance with the details as approved under this condition prior to the first occupation and retained as such thereafter.

Reason: To ensure that the development represents high quality design and to accord with Policy CS7 of the Local Plan Core Strategy (adopted September 2012), Policy DM02 of the Development Management Policies DPD (adopted September 2012), the Residential Design Guidance SPD (adopted April 2013), the Planning Obligations SPD (adopted April 2013) and Policy 3.6 of the London Plan 2015.

**16/8173/FUL**  
**Allianz Park, Greenlands, London NW7**  
**Pages 99-205**

Additional Information

The applicant has submitted a monitoring report in relation to the recent 15,000 Quarter Final Match with Glasgow Warriors earlier this month.

The report effectively demonstrates that the increase of the Match Day Ground for this one off event did not result in any increased congestion and that parking levels were actually less than the previous 10,000 capacity match against Bath the previous weekend.

#### Additional Highway Comments in relation to the Monitoring Report

This season Saracens qualified for a home fixture in ECPR quarter finals, and played Glasgow Warriors at Allianz Park on Sunday 2nd April 2017, with a 13:00 kick off. It was agreed that this match should be used as a test event for the purposes of the planning application. The stadium capacity was increased to 15,000 for the match, which was a sell out with Glasgow Warriors supporters taking around 5,000 tickets.

A Travel Action Plan setting out the additional travel measures over and above those normally employed by Saracens for home fixtures, was agreed with the Council prior to the match, and the measures contained in it implemented.

A monitoring report was subsequently submitted on 18th April 2017 and is summarised below.

Traffic conditions were considered to not be materially different to a standard 10,000 capacity game, which is not unexpected as the level of available parking was the same.

Survey data showed on-street parking for the match was not materially different to that observed on the previous Sunday for the home fixture against Bath. The point has been made by the Mill Hill Preservation Society that this may be different were the opposition to be more local.

Should planning permission be granted to allow the event to every year should Saracens qualify, one of the fundamental messages that will be included in the Travel Action Plan and communicated to all away supporters is that parking on roads around the ground is controlled on match days, and that both on-site and off-site parking is limited, must be pre-booked and unless booked is not available on the match day. On-site parking will be limited to 700 spaces and off-site to 650 spaces as per the existing permission.

The fact that no events were held on Barnet Copthall facility, added to the use of double yellow lines and no waiting cones was clearly beneficial to traffic flows and maintaining emergency access, as well as providing a better environment for those on foot, and this should be considered in any future Travel Action Plan.

In terms of public transport movement, it was clear that as expected, demand for travel by this mode was high and justified the additional Shuttle Buses employed on the day. The level of services at Edgware and Mill Hill Broadway coped well with the demand. At Mill Hill East, there was a relatively short 20 minute period when queuing was high and the residual queue after a bus left ranged between 81-242 passengers. In its feedback, Arriva indicated that the number of fans using Mill Hill East before the game exceeded Arriva's expectations despite having three buses awaiting each train arrival. Extra buses were added to help clear the queues at Mill Hill East – but many people chose to walk, taking advantage of the sunny and mild weather. This will be something to take into account in any subsequent Travel Action Plan.

The suspension of two parking bays at Mill Hill Broadway in front of the bus stop was identified as being beneficial to the operation of the Saracens Shuttle and to minimise impact to public services and so should be reflected in any future Travel Action Plan.

The level of Pioneers and security staff employed on the day was clearly beneficial in both directing and assisting supporters, both from what was observed on-street and in the comments received from Glasgow fans.

The pedestrian signage provided on the day to and from Mill Hill East and Mill Hill Broadway Stations was effective, as was the deployment of Pioneers and it was noted that some fans chose walk.

Although hard to quantify, the provision of travel information, both through media and by way of leaflets handed out at stations before the game (including on the Friday and Saturday run-up) and at the stadiums was beneficial to the overall operation. Clearly communication for any such future events will need to be considered in terms of the location of where visiting fans will be coming from and hence likely modes of travel, but good communication of travel information will be important.

Overall, from a transport perspective, it is considered that the 15,000 capacity ECPR quarter final between Saracens and Glasgow Warriors went well, with no significant transport issues arising.

#### Additional Highway Comment in relation to the Construction Management Plan

I have now reviewed the CMP and I would require plans showing HGV movements entering and exiting the site from Page Street to the required loading area. If there is time before Committee for this to be done, otherwise I would need to amend the condition below.

#### Officer Comment

Condition 35 has been amended in line with Highways Comments and Highways have agreed the revised wording.

#### Additional Comment from Highways England

Highways England have advised that they have withdrawn their holding objection and raise no objections to the proposal subject to the attachment of a condition regarding the annual fixtures list.

#### Officer Comment

Condition 6 has been amended in line with Highways England Comments who have agreed this approach.

#### Additional Comment from Shaftesbury Barnet Harriers

Following the submission of the views of Shaftesbury Barnet Harriers (SBH) on 1 March and the comments thereon by Saracens (SRC), who have confirmed that they had been sent through to you, we have had several meetings to resolve the issues which were still outstanding at that point in time. These were;

- . **THE LOSS OF 24/7 ACCESS** – We understand the requirements set out by the Metropolitan Police. We have agreed an alternative entrance procedure with SRC to allow access for named SBH officers on a 24/7 principle through the use of the SRC 24 hour security arrangements that will be in place post completion.
- . **USE OF “DEAD” SPACE** – We attach a WMA drawing number 7347-SK21 dated APR 17 produced by SFC’s architects. As a result of the building of a new security wall with a height of 3.50m, a “dead” space of some 25.9sqm with no external access will be created.

- . We have agreed, in principle with SRC, that plans and costings be produced at their cost, which would allow the integration of this area within the SBH Clubhouse. The overall height of the SBH Clubhouse is currently 3.35m and therefore the potential roof extension to cover this space would be below the height of the security wall.
- . SRC and Middlesex University will be complying with their legal obligations in relation to the internal refurbishment of the Clubhouse. In addition SRC have plans for the provision of cladding and signage to blend-in the track side of the Clubhouse with the West Stand design, should their application be successful.
- . The original Clubhouse was designed some 35 years ago when the SBH membership was less than half its present size. The services SBH provide, on a volunteer basis, to the local community have grown substantially. Therefore, looking forward, for the next 30 years, while not easy, would require a further development of the uses of the Allianz Park Athletics Centre, being the only athletics facility in the Borough and for the activities of SBH. As you are aware athletics is a major sport in the area for all ages, from primary school through to veterans and SBH is one of the leading athletics clubs in the UK in terms of all-round performance and achievements.
- . We now seek your guidance as to the best way forward. We would like to do the work in parallel to the main Stadium contract to minimise cost and disruption. Given the size and nature of the proposed Clubhouse extension, as compared to the overall SFC development, what would your requirements be to allow us to proceed with the minimum of delay ?
- . **S106 PROVISIONS** – SRC have indicated that they will be seeking to “amend / regularise” some of the existing undertakings which could be of concern to Athletics in general and SBH in particular. We have agreed with SRC that they will supply us with a copy of the proposed amendments prior to signature for our comment. Nevertheless, we would not expect LBB to agree to any watering-down of the requirements under the re-issued S106 when compared to the existing S106 agreement relating to the East Stand which could put Athletics at a disadvantage.
- . We again seek your guidance as to how we should proceed as we are of the view that there should be a cross reference between this email / letter and the previous exchanges of correspondence with SRC, of which you are aware, so that LBB can ensure that all the commitments SRC have made to SBH are incorporated into either the Planning conditions or through the S106 agreement for the new West Stand, whichever you think most appropriate.
- . **LIMITED AVAILABILITY DURING THE CONSTRUCTION PERIOD** – SRC have advised us that, subject to planning approval, they do not intend to commence the demolition of the existing West Stand until the beginning of September. This is a very positive decision from the athletics perspective as it allows a full 2017 Track & Field season to take place. The original SRC submission only offered 2 lanes on the “Home” straight as compared to the S106 provision for a minimum of 4 lanes. SRC responded to our objection on this point by amending their design and to now offer a minimum of 3 lanes on the “Home” straight during the construction period and by proposing to increase the “Public” training sessions from 2 evenings, i.e. Tuesday and Thursday to 3 evenings i.e. Tuesday, Wednesday and Thursday. In addition, SRC have indicated that there’s a realistic expectation that a full 8 lanes will be available on the “Home” straight for training from at the latest by February 2018. We are of the view that this is a constructive and positive solution to this objection.

On the basis that SRC concur with the above summary as to the present agreed position and with your guidance as and when given as regards the 2 specific areas set out above, then SBH formally withdraw all the objections raised in our original submission of 1 March.

We look forward to your considered response in early course and assume that the content of both this letter and the earlier exchanges with SRC will be put before the LBB Planning Committee at their meeting to consider the SRC application on Wednesday 26 April.

#### Officer Comment

The continued dialogue between Saracens Rugby Club and Shaftesbury Barnet Harriers is welcomed and appears to have overcome the majority of concerns in particular in relation to construction disturbance and allowing access to facilities in an agreed and secured manner. The application will be subject to a legal agreement although some of the matters raised are Landlord and Tenant Issues rather than Planning Considerations. The proposed expansion of the Athletics Clubhouse would require a separate planning application. However as the height of the proposed expanded facility would be level with the perimeter wall, without prejudice to any eventual decision by members or officers, it is not considered that this process would be particularly problematic.

#### Errata

Page 43 delete Rangers insert Warriors

#### Amendments to Conditions

Condition 6 replace text with:

The applicant, Saracens Copthall LLP, will share an annual fixtures list and will liaise with Highways England's Emergency Planning Team and, prior to use of the Stadium for the Major Rugby Event (i.e. requiring a temporary increase in capacity to 15,000 spectators), a Travel Action Plan (or equivalent) shall be submitted and agreed in writing with the Local Planning Authority in liaison with Highways England.

Reason: To ensure that the development does not exceed the parameters assessed under this application, and is operated in accordance with the agreed mitigation to ensure compliance with Policies CS NPPF, CS1 and Policy DM01 of the Barnet Local Plan (2012).

Condition 35 replace text with:

Prior to the commencement of the proposed development, plans showing HGV movements entering and exiting the site from Page Street to the required loading area shall be submitted and approved by the Local Planning Authority. Thereafter, the construction of the proposed development shall be carried out in accordance with the Construction Management Plan submitted as Appendix 6 of the Environmental Statement accompanying the application and shall not be varied without the written consent of the Local Planning Authority.

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 5.18, 7.14 and 7.15 of the London Plan 2015.

**16/5296/FUL**

**Former Tower Service Station, 617 Finchley Road, London NW3**

**Pages 15-70**

Additional correspondence was received further to the writing of the report.

4 letters of support referring to the aesthetically pleasing appearance of the proposals.

An existing objector has asked that their strong objection to his planning application and how their " legal right to light" will be significantly impacted ( per developers own light survey; in breach of legal requirements ).

Officers note this objection. Issues of daylight and sunlight are addressed in the report. Rights to light' are a separate legal matter between residents and cannot form part of planning consideration.

Amend suggested condition:

Condition 33

**'Prior to occupation of the commercial units, details of the amendment to the existing access on A41 Hendon Way would be submitted to Transport for London for approval and works shall only be carried out in accordance with the approved plans.'**

With relation to informative 2 regarding refuse collection, officers note that LB Barnet has agreed to collect refuse as opposed to LB Camden.

**17/0168/RMA**

**Application for Approval of Reserved Matter relating to the construction of the new Cool Oak Lane Pedestrian and Cycle Bridge as part of the West Hendon Estate Regeneration Scheme**

**The following pages replace pages 5-7 of the report:**

6. Access Connections

Before the development commences; detail design drawings are to be submitted to and approved in writing by the Local Planning Authority. The submission shall detail the form of control to be applied at the connections between the bridge and the existing network to ensure cyclists dismount prior to crossing it.

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

7. Surface Water Drainage Strategy / Sustainable Drainage Systems Required

The development hereby approved shall not commence until a surface water drainage strategy for the site has been submitted to and approved in writing by the local planning authority. All planning applications relating to major development - developments of 10 dwellings or more; or equivalent non-residential or mixed development - must use Sustainable Drainage Systems (SUDS) for the management of surface water runoff, unless demonstrated to be inappropriate.

Reason: To ensure that the development manages surface water in accordance with Policy CS13 of the Barnet Local Plan, Policies 5.13 and 5.14 of the London Plan, and changes to SuDS planning policy in force as of 6 April 2015 (including the written Ministerial Statement of 18 December 2014, Planning Practice Guidance and the Non-statutory Technical Standards for Sustainable Drainage Systems).

8. Surface Water Discharge Hierarchy

The development should discharge surface water runoff as high up the discharge hierarchy as possible. Where it is not possible to achieve the first hierarchy, discharge through the ground, applicants must demonstrate in sequence why the subsequent discharge destination was selected. Proposals to dispose of surface water into a sewer, highway drain, surface water body or another drainage system must be accompanied by evidence of the system having spare capacity

downstream and acceptance of the surface water by the appropriate authority.

Reason: To ensure that the development discharges surface water from the site in a manner that takes into consideration the statutory duties, legislation and regulatory requirements of authority receiving surface water and ensures that downstream flood risk is mitigated in accordance with Policy CS13 of the Barnet Local Plan, Policies 5.13 and 5.14 of the London Plan, Approved Document Part H of the Building Regulations 2010) and Paragraph 80 of Planning Practice Guidance.

9. Surface Water Drainage Strategy / Sustainable Drainage Systems Design

The surface water drainage strategy shall use SuDS to manage peak surface water runoff rates in accordance with S2 and S3 of the Non-statutory Technical Standards for Sustainable Drainage Systems. SuDS shall be used to provide volume control in accordance with S4, S5 and S6 of the Non- statutory Technical Standards for Sustainable Drainage Systems.

Reason: To ensure that surface water runoff is managed effectively to mitigate flood risk and to ensure that SuDS are designed appropriately using industry best practice to be cost-effective to operate and maintain over the design life of the development in accordance with in accordance with Policy CS13 of the Barnet Local Plan, Policies 5.13 and 5.14 of the London Plan, and changes to SuDS planning policy in force as of 6 April 2015 (including the Written Ministerial Statement of 18 December 2014, Planning Practice Guidance and the Non-statutory Technical Standards for Sustainable Drainage Systems) and best practice design guidance (such as the SuDS Manual, C753.)

10. Surface Water Drainage Strategy / Sustainable Drainage Systems Construction, Adoption, Operation and Maintenance

The surface water drainage strategy for the site must be accompanied by evidence of an Adopting Authority accepting responsibility for the safe operation and maintenance of SuDS within the development. The Adopting Authority must demonstrate that sufficient funds have been set aside and / or sufficient funds can be raised to cover operation and maintenance costs throughout the lifespan of the development. The Adopting Authority shall be responsible for satisfying themselves of the suitability of the adopted SuDS prior to adoption, and shall keep records of operation and maintenance activities, for possible inspection by the Council.

Reason: To ensure that the surface water drainage system and SuDS are constructed appropriately and are adopted by an Adopting Authority responsible for the safe operation and maintenance of the system throughout the lifetime of the development. Appropriate construction of SuDS should take into consideration S13 of the Non- statutory Technical Standards for Sustainable Drainage Systems. Operation and maintenance of SuDS should take into consideration the Written Ministerial Statement of 18 December 2014 and Planning Practice Guidance Paragraphs 81 and 85.

11. Detailed Design

Before the development commences; detail design drawings including materials and specifications are to be submitted to and approved in writing by the Local Planning Authority demonstrating that the proposed Pedestrian and Cycle Bridge will be built to adoptable standards. Detailed design drawings should include the submission of the Approval In Principle (AIP) document in accordance with the requirements of BD2/12 Volume 1, Section 1, Part 1 – Technical Approval of Highway Structures.

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

12. Materials and Finishes

a) No development shall take place until details of materials, railings and finishes of the proposed bridge design have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the materials as approved under this condition.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2015.

## **INFORMATIVES**

1. 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.
2. Tree and shrub species selected for landscaping/replacement planting provide long term resilience to pest, diseases and climate change. The diverse range of species and variety will help prevent rapid spread of any disease. In addition to this, all trees, shrubs and herbaceous plants must adhere to basic bio-security measures to prevent accidental release of pest and diseases and must follow the guidelines below.
3. "An overarching recommendation is to follow BS 8545: Trees: From Nursery to independence in the Landscape. Recommendations and that in the interest of Biosecurity, trees should not be imported directly from European suppliers and planted straight into the field, but spend a full growing season in a British

nursery to ensure plant health and non-infection by foreign pests or disease. This is the appropriate measure to address the introduction of diseases such as Oak Processionary Moth and Chalara of Ash. All trees to be planted must have been held in quarantine.”

**The following pages replace pages 36 – 48 of the Committee Report**

A free draining deck negates the need for positive drainage channels along the bridge which would require the bridge to have falls built in along its length and in turn increase the complexity of the structure, raising its height in relation to the existing listed bridge and requiring additional below ground drainage works. In the interest of keeping the height of the deck to a minimum it is considered that the use of a free draining deck represents a practical approach.

The proposed use of a free draining deck as opposed to a positively drained option is not considered to give rise to any new or significant environmental effects in comparison with the development as approved and as assessed in the Environmental Statement. The proposed variation to the Design Guidelines is therefore supported.

– Incorporation of Existing Pipe Bridge Utilities –

Paragraph 2.17.7 of the Design Guidelines also indicates that the proposed Pedestrian and Cycle Bridge should incorporate the existing pipe bridge utilities to avoid any damage or long term implications on the listed bridge. The proposed Pedestrian and Cycle Bridge does not incorporate the existing pipe bridge utilities. Whilst the applicant acknowledges that it would be visually desirable to incorporate the existing gas main within the structure, this is not permitted by the utility company and has therefore not been pursued. The proposed variation to the Design Guidelines is supported.

## **7.2 Impact on Heritage Setting**

As mentioned under *Part 6.3* above, *Policy DM06* lays out a clear methodology for the consideration of development proposals involving or affecting heritage assets within the Borough which has formed the basis of this assessment.

– *Significance of the Heritage Asset* –

The existing Cool Oak Lane Bridge is a Grade II listed structure, the designer of which is unknown with empirical records suggesting that it may have been the work of William Hoof of Hammersmith who was engaged to build the reservoir. It is considered that the significance of the Cool Oak Lane Bridge is largely historical in that it has survived in its original form and width, and with much of its original fabric intact, since being constructed in 1835.

Although it cannot be easily viewed due to the limited vantage points around the Welsh Harp SSSI, the Georgian Brickwork characterising its construction and as shown in *Appendix 7 – Northern Elevation (Existing)*, is of considerable aesthetic appeal. In this regard the significance and aesthetic value of the heritage asset is acknowledged, however

consideration is also given to the context of the location within the Welsh Harp SSSI and its primary purpose as an access way.

It is noted that the site of the Cool Oak Lane Bridge is not located within a Conservation Area nor does the existing bridge possess group value with other identified heritage assets in the vicinity.

*– Impact of the Proposal on the Significance of the Heritage Asset –*

The proposed Pedestrian and Cycle Bridge is proposed to the north of the Cool Oak Lane Bridge in a location where it will be least conspicuous and maintain compliance within the defined boundary as established under the Cool Oak Lane Bridge Parameter Plan. The existing bridge will be complemented by the character and appearance of the proposed Pedestrian and Cycle Bridge by way of its proportions, lightness and detail.

The proposed Pedestrian and Cycle Bridge has been designed as a lightweight and sympathetic structure. Although its north facing parapet will have a degree of opaqueness to prevent the movements of pedestrians and cyclists disturbing nesting wildfowl, its south facing parapet will be substantially transparent to afford views of the existing bridge from a new vantage point. This will provide an opportunity for revealing the aesthetic qualities of the Cool Oak Lane Bridge to passing pedestrians, an opportunity not currently provided for. In this regard it is considered that through revealing the structure and providing opportunities for its sighting, the proposed Pedestrian and Cycle Bridge will enhance the significance of the heritage asset

*– Impact of the Proposal on the Setting of the Heritage Asset –*

As shown in *Appendix 8 – Aerial Photograph*, the Cool Oak Lane Bridge is not only located within, but provides access across the Welsh Harp SSSI. To the north and south of the existing bridge lies thick and abundant natural vegetation that lines the waters' edge. It is evident that it is the surrounding landscape of the Welsh Harp SSSI which characterises the setting of the heritage asset.

As illustrated in *Appendix 6* and shown in *Appendix 9 – Proposed Bridge and Northern Elevation*, a key factor underpinning the design approach has been to mitigate any potential negative impact on the setting of the heritage asset through the provision of a non-obtrusive, sympathetic structure. In considering the suitability of the potential for alternative bridge types at this location, whilst it is acknowledged that there are certain aesthetic qualities associated with a single span bridge, in order to deliver such a structure would ultimately require an over dominating structure which would pose a greater impact on the setting of the Cool Oak Lane Bridge. The proposed design of the Pedestrian and Cycle Bridge, utilising five equal segments with four intermediate piers in the form a simple, compact structure, avoids visual competition with the adjacent heritage asset whilst mitigating the impact on its setting.

The proposed bridge has been positioned as low as possible within the prescribed requirements of the Environment Agency (EA) with respect to necessary clearance levels for flood risk management. It is acknowledged that the construction of any structure adjacent to a heritage asset will undeniably pose an impact on the setting of the heritage asset, however, it is the significance of this impact that must be carefully considered and weighed against the benefits provided by a proposal. The design of the proposal represents a considered approach that will deliver a new form of pedestrian access across the Welsh Harp in a manner that respects the context of the location.

In order to comply with EA requirements, the finished deck level of the proposed bridge will be nominally 400mm above the soffit level at 39.36AOD which is 320mm above the road level at the crown of the Cool Oak Lane Bridge. Whilst it is noted that the foot level of the proposed bridge is therefore higher than that of Cool Oak Lane Bridge, it is considered that the proposed design effectively presents a sympathetic and secondary structure to the heritage asset.

– How the Significance and/or Setting of a Heritage Asset can be Better Revealed –

Due to the width of the existing Cool Oak Lane Bridge and its single track access that is shared by pedestrians, cyclists and vehicles alike, there are currently no opportunities for pedestrians and cyclists to be able to stop on the structure and appreciate the natural setting of its surroundings.

As shown in *Appendix 10 – Approach Routes*, and also illustrated in *Appendix 8*, there are limited opportunities to gain an appreciation of the heritage asset due to the lack of vantage points from which to view it. As mentioned above, the proposed construction of the Pedestrian and Cycle Bridge will provide an opportunity to reveal the heritage asset through the creation of a new vantage point. This will provide opportunities to view not only the Cool Oak Lane Bridge, but also the natural setting of the Welsh Harp SSSI.

– Opportunities to Mitigate or Adapt to Climate Change –

The proposed construction of a dedicated pedestrian and cycle bridge will promote sustainable movement through providing an improved link between residents of the Estate and the surrounding public open space and recreational facilities located to the west of the Welsh Harp SSSI. The provision of a safe and accessible access way to these amenities will promote walking and cycling, supporting sustainable travel modes and thereby reducing car use and associated carbon dioxide emissions.

### **7.3 Ecological Assessment**

The Welsh Harp SSSI is notified for its breeding waterfowl, in particular its breeding great crested grebe population. It also supports numbers of non-breeding shoveler and gadwall which occasionally approach or exceed thresholds of national importance during the winter months.

The detailed design of the proposed Pedestrian and Cycle Bridge has taken account of the sensitive setting within the Welsh Harp SSSI and its use by waterfowl and local bat populations.

Mitigation measures have been embedded within the design of the proposed Pedestrian and Cycle Bridge to minimise disturbance to key waterbird species of the SSSI and local populations of foraging and commuting bats that use the SSSI. This includes the use of an obscure parapet along northern bridge façade. That is, infill balusters angled at 45 degrees along the northern side of the bridge deck. This has been included to shield waterbirds on the water to the north of the bridge from potential visual disturbance (flicker) caused by movement of pedestrian and cycles across the bridge.

The Ecological Assessment submitted as part of the subject application indicates that angled infill balusters have not been included along the southern side of the bridge as it faces a very small area of water that separates the proposed Pedestrian and Cycle Bridge from the existing Cool Oak Lane Bridge. The benefit of this approach is that it allows pedestrians, including children, to have an un-obscured view out onto the reservoir from the south of the new structure.

Composite bridge decking and resilient strips are also proposed to be incorporated with the bridge deck proposed to be made of composite material (non-metallic) and fixed by way of a resilient strip along the bridge support joists. The basis for this approach is to dampen the noise produced by footfall and use of bicycles on the bridge.

Sensitive lighting will be included in the form of strip LED lighting on the northern bridge parapet to minimise light spill onto the Brent Reservoir SSSI. If light spill does occur the proposed lighting scheme will ensure it does not exceed 0.5lux. Details of lighting specification are secured by way of a condition of the 2013 Permission which will require the provision of detailed lighting design prior to occupation of the proposed Pedestrian and Cycle Bridge.

Enhancement measures have also been incorporated into the bridge design that will provide new opportunities for roosting bats. The Construction Method Statement (CMS) submitted as part of the subject application includes precautionary methods and strategies to avoid significant effects to the SSSI during construction, including noise and dust abatement measures, surface water run-off control and lighting control measures. The CMS has been reviewed by CRT and Natural England and found to be acceptable.

The ecological assessment and mitigation measures associated with the construction and operation of the proposed Pedestrian and Cycle Bridge are considered to satisfactorily address the ecological sensitivity of the location

## **7.4 Reserved Matters**

### **7.4.1 Scale**

The scale of the proposed Pedestrian and Cycle Bridge is considered to be commensurate with its surroundings with particular regard given to the adjacent Cool Oak Lane Bridge. The employed design approach has been based on minimising the size and complexity of the structure in order to ensure that the proposed Pedestrian and Cycle Bridge does not act as an overbearing structure in terms of its relationship to the adjacent Cool Oak Lane Bridge and the natural setting of the heritage asset.

#### 7.4.2 *Layout*

The proposed Pedestrian and Cycle Bridge has been brought forward within the overarching parameters established under the 2013 Permission that have guided its design. The proposed location is consistent with Cool Oak Lane Bridge Parameter Plan and effectively integrates with the surroundings.

#### 7.4.3 *Appearance*

As shown in *Appendix 11 - Illustrative Photomontage*, the principle of a single sweeping curve from the existing footpath of the north side of Cool Oak Lane was established as a desirable design form through which to deliver the new crossing. A curved design provides for a simple and intuitive route to read and negotiate for pedestrians and cyclists. The use of a curved design also reflects the curved geometry of the Cool Oak Lane Bridge with the intent of acting as a sympathetic neighbour and one that complements the existing heritage asset.

Notwithstanding that the construction of an additional structure alongside a heritage asset will undoubtedly alter its setting, it is considered that the proposed design provides a responsive and respectful neighbour to the heritage asset.

It is acknowledged that in providing comments on the proposal, CRT raised the potential to provide a structure that more appropriately complements the adjacent heritage asset. The response outlined that should the Council consider that amendments to the design are necessary, the following suggestions were made:

- 1. The position of the piers could be revised to align with abutment/arches of the existing Listed bridge;*
- 2. If such a large depth is required to the deck beams, the lower flange of the outside edges could include a camber to give some reference to the elegant arches of the existing Listed bridge beyond; and*
- 3. The paired piers could be replaced with a single pier centred on the deck in each location (in line with item 1 above), with a tapered beam to each side, allowing for a much slimmer profile along the leading edge.*

In response to the first point, the bridge architect advises that the proposed bridge structure comprises five equal spans in order to achieve a consistently shallow deck profile. Bringing the new bridge piers closer together to align with the base of the arches of the existing bridge would result in very long outer spans (4.5 times longer than the inner spans). In order to achieve this the outer spans would need deeper beams and in turn raise the level of the proposed bridge.

In response to the second point, the bridge architect advises that curving the underside of the proposed bridge beams to partially emulate the existing bridge was not considered to be visually preferable. Additionally, arching the beams would affect the flood clearance level and require the new bridge to be raised in height.

In respect of the third point, the bridge architect advises that a single circular pile for the pier was considered at preliminary design stage, but ruled out due to the structural requirements necessary to accommodate this form of structure. This is partly due to torsional forces on the bridge deck and the curved geometry of the structure which would necessitate a substantially larger pile. The diameter of the piles would have to be further increased due to the limited bearing capacity of the ground beneath the Welsh Harp SSSI. In terms of construction logistics larger piles would also need a larger piling rig and cause more disruption during installation. Limited by the flood clearance level requirements this approach would also have the effect of raising the level of the proposed bridge.

In arriving at the proposed Pedestrian and Cycle Bridge, the bridge architect advises that numerous structural options were considered in order to deliver a well resolved balance of proportions of deck thickness, span and pier size. The proposed bridge enables the lowest possible finished deck level of any viable structural solution. More-over, while more of a 'signature' structure may be seen as desirable, the proposal seeks to create a simple, slender structure that does seek to upstage or over dominate the adjacent heritage asset.

It is noted that in providing its response, CRT recognised that the Welsh Harp SSSI is not a mainline waterway and is not navigable. Further, that side views of Cool Oak Lane Bridge are limited and already compromised by the gas pipe to its north. In order to implement any of the three suggestions outlined by CRT would effectively raise the height of the proposed bridge and have the potential of creating a structure which is more harmful to the setting of the heritage asset.

Whilst the suggestions raised by CRT are acknowledged, when considering the practical implications necessary for their implementation, in conjunction with the primary purpose of proposed Pedestrian and Cycle Bridge being to provide access, and the sensitive setting of the location, the suggestions are not recommended to be imposed. It is however noted that the response from the Council's Heritage officer suggests whether the railing of the proposed structure could be enhanced to better complement the existing bridge. A condition is therefore recommended requiring details of materials, railings and finishes to be agreed with the Local Planning Authority prior to construction of the bridge.

#### **7.3.4**            *Access*

The proposed Pedestrian and Cycle Bridge is designed is designed to be fully accessible, incorporating flat deck and approach paths which are graded up slightly from the existing levels of the Cool Oak Lane northern footpath to the deck levels of the proposed structure. Both east and west approach paths have gradients less than 1:21 and negligible cross falls.

#### **7.3.5**            *Landscaping*

Habitat clearance associated with the proposed Pedestrian and Cycle Bridge will be minimal and will include no habitats noted within the SSSI citation as being of importance to the waterbird populations or to the integrity of the SSSI.

Notwithstanding the loss of six trees required to facilitate construction, the proposed landscaping scheme will integrate the Pedestrian and Cycle Bridge with its natural surroundings in a sensitive manner. With respect to the loss of six trees required to facilitate

construction, it is noted that the principle of their loss was established under the 2013 Permission.

Whilst relocating the proposed bridge further north would avoid the loss of trees, the result would be a wider bridge span requiring a larger structure which would in turn have a greater impact on the adjacent heritage asset. The proposed bridge has been brought forward within the approved parameters established under the 2013 Permission. A condition is however recommended that will require the re-provision of four trees as part of a separate planning application that relates to the landscaped area to the east of the proposed bridge and as shown in Appendix 5.

Footpath links from the proposed bridge into the existing path network will be self-binding gravel in a matching colour. Cut grass verges either side of the paths will provide an open and safe feel whilst long ruderal grasses will create a transitional zone to the native scrub planting along the water's edge. Where necessary the embankments will be regarded to create consistent slopes for native ground cover planting and waterside species. Existing scrub vegetation will be largely retained and infilled with native species where necessary.

*Notwithstanding the loss of trees required to facilitate construction of the proposed bridge which was established under the 2013 Permission and which has been addressed, Trees and Landscaping officers support the proposed landscaping scheme.*

## **12. EQUALITY AND DIVERSITY ISSUES**

Section 149 of the Equality Act 2010, which came into force on 5 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 application for approval of reserved matters, the term “protected characteristic” includes:

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

- sexual orientation.

Officers have in considering this application and preparing this report had regard to the requirements of this section and have concluded that a decision to grant planning permission for the construction of the Proposed Cool Oak Lane Pedestrian and Cycle Bridge will comply with the Council's statutory duty under this legislation.

The development of a dedicated Pedestrian and Cycle Bridge at the West Hendon Estate is consistent with statutory requirements and policy provision of national, regional and local policy in a manner that will assist in providing an inclusive environment which is accessible to all.

## **12. CONCLUSION**

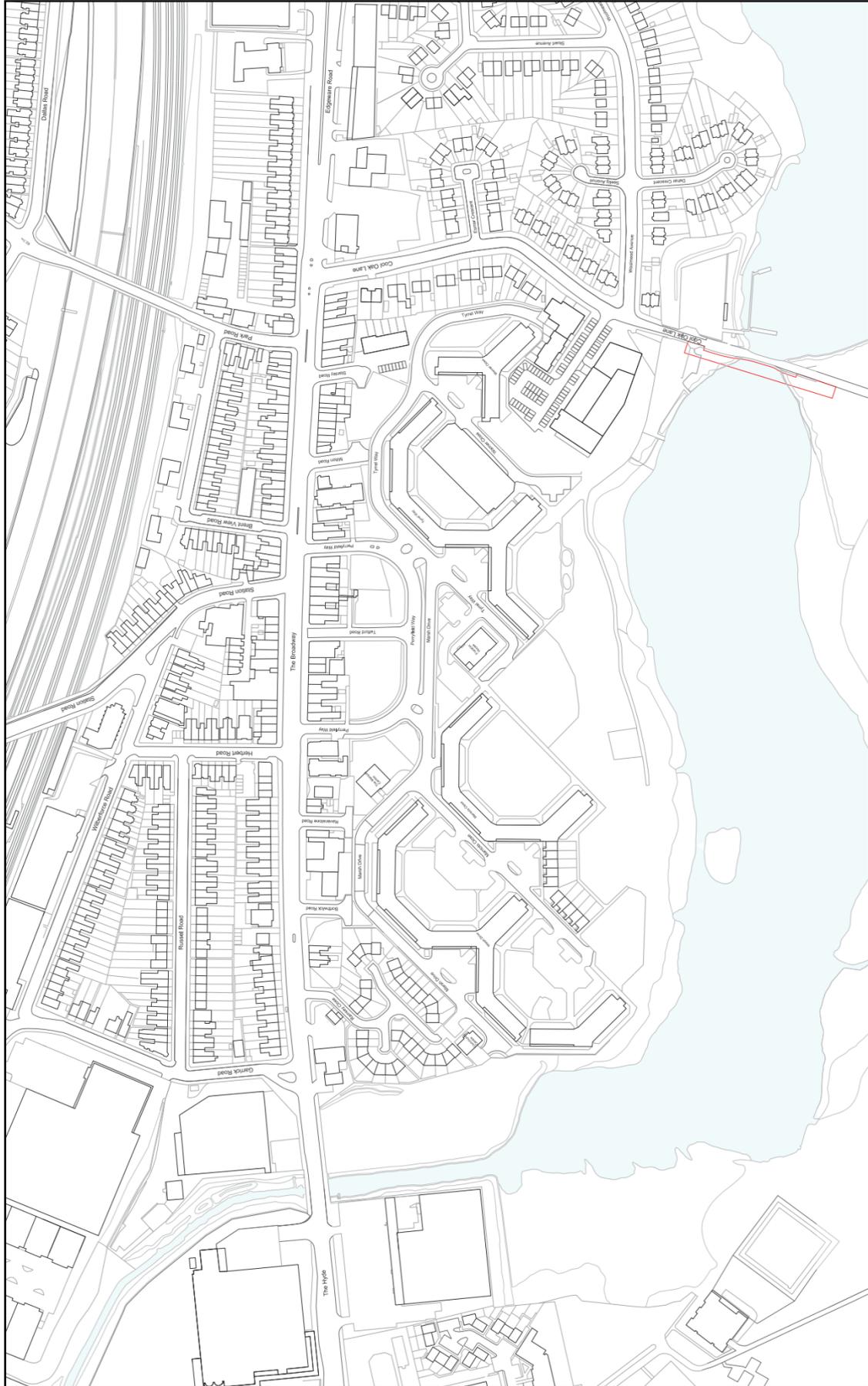
The proposed Pedestrian and Cycle Bridge will provide a dedicated crossing for pedestrians and cyclists, removing the need for pedestrians and cyclists to wait at the signalised crossing of the Cool Oak Lane Bridge.

The proposal is consistent with the 2013 Permission and demonstrates compliance with the Development Specification Document, Cool Oak Lane Bridge Parameter Plan and Design Guidelines, notwithstanding minor variations which have been detailed above and are supported.

The proposed structure will improve links between the Estate with the public open spaces and recreational facilities located to the west of the Welsh Harp SSSI. The proposed bridge design reflects a considered approach that not only acknowledges, but responds to the significance of the adjacent heritage asset and its natural setting.

Approval, subject to the conditions outlined above, is recommended.

# Appendix 1 – Location Plan



**WEST HENDON : WELSH HARP BRIDGES**  
**COOL OAK LANE BRIDGE**  
**LOCATION PLAN**  
**826\_07\_010**  
 SCALE 1:1250 @A1 1:2500@A3  
 ADM JOB NO: 826

**Alles and Morken**  
 85 Southam Street  
 London SE1 0HK  
 Telephone 020 7761 0100  
 Fax 020 7761 0101  
 e-mail [allem@allesandmorken.com](mailto:allem@allesandmorken.com)

NO.	DATE	DESCRIPTION
1	10.12.18	For Approval

Redline Planning Boundary

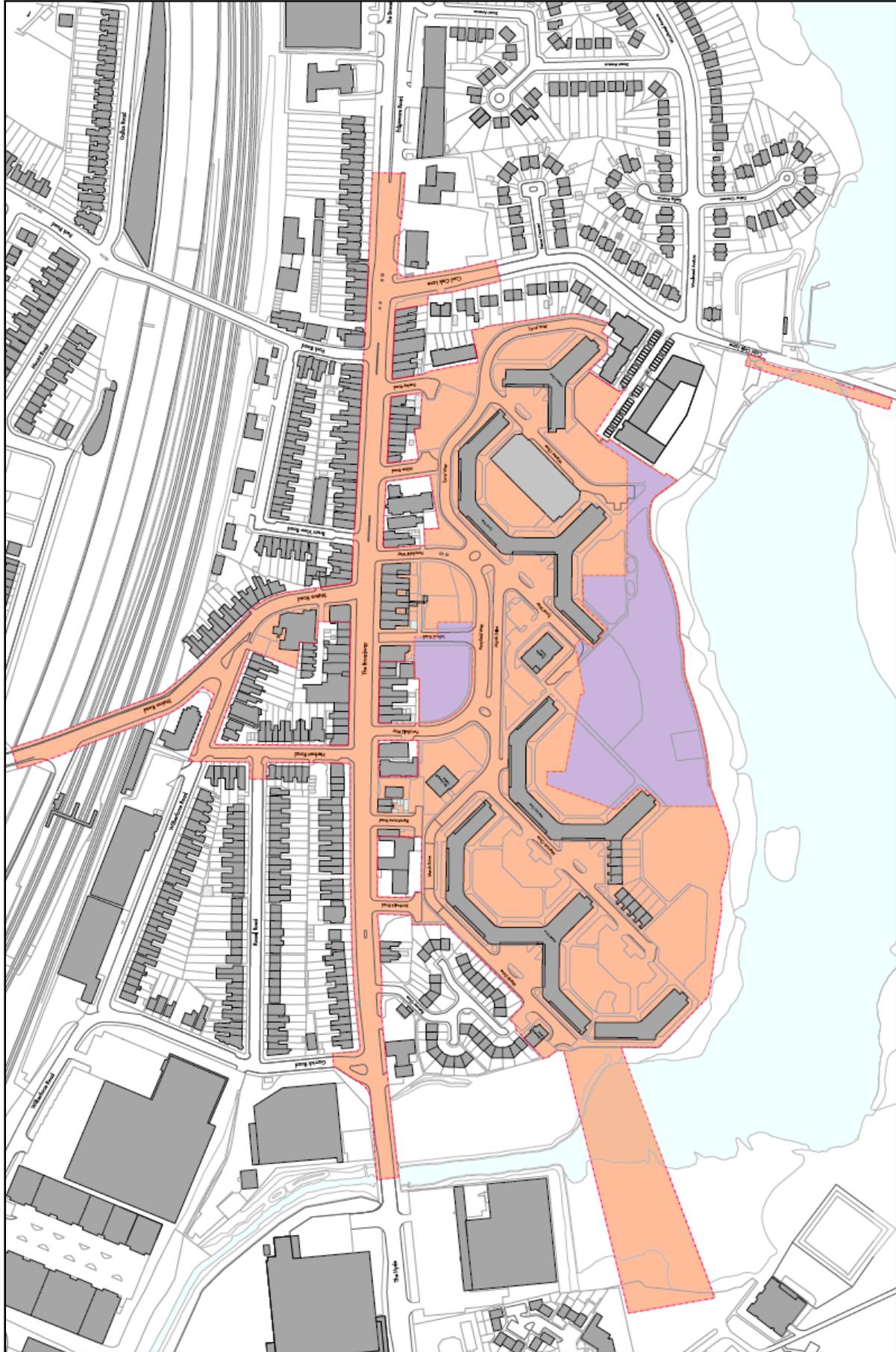
NO.	DATE	DESCRIPTION
1	10.12.18	For Approval

This plan is a preliminary plan and is not intended to be used for any other purpose. It is subject to the approval of the relevant authorities. The plan is not to be used for any other purpose.





**Appendix 3 – The 2013 Permission**



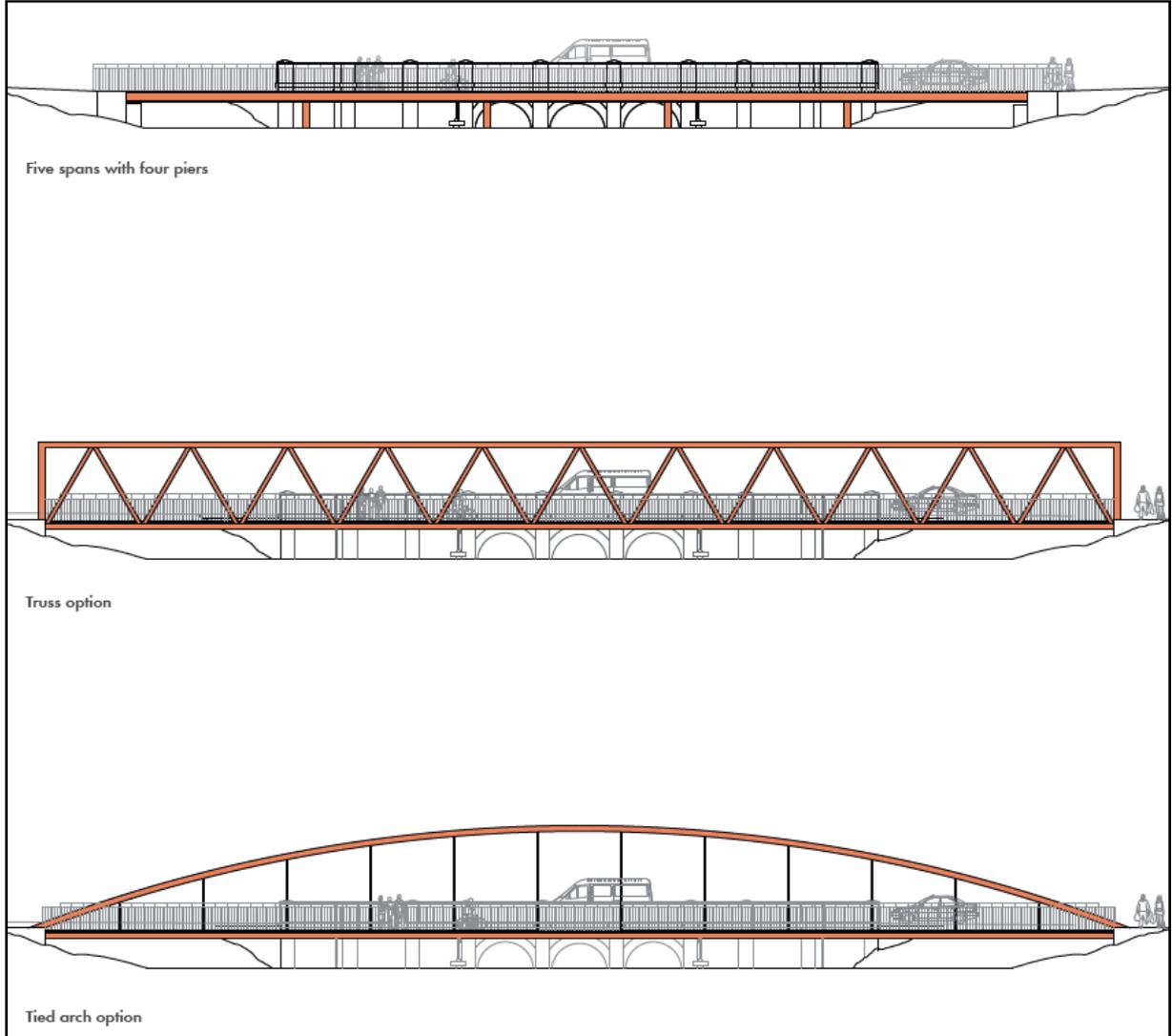
**Appendix 4 – Scheme Progress**



**Appendix 5 – Indicative Landscaping Proposal**



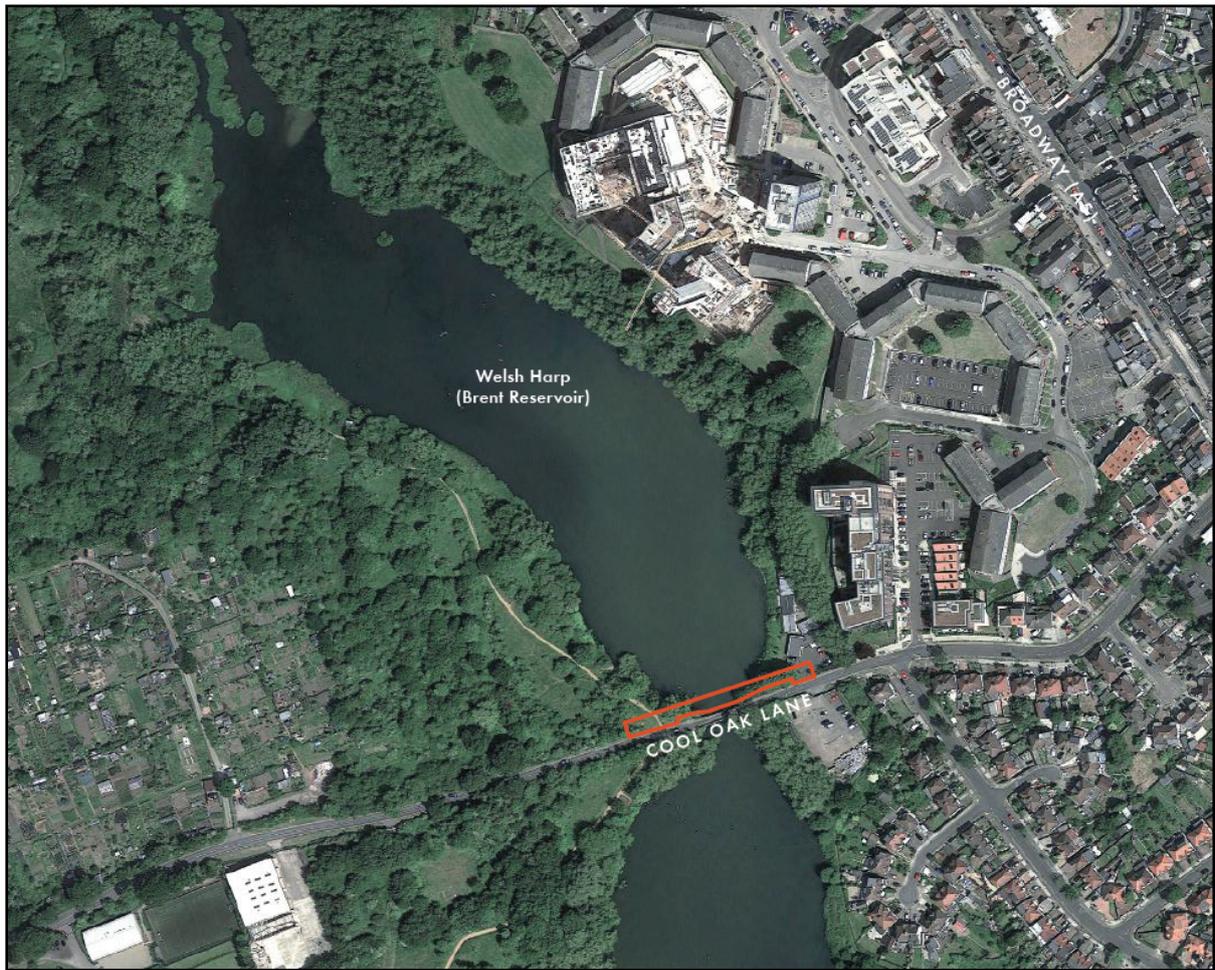
## Appendix 6 – Comparative Elevations



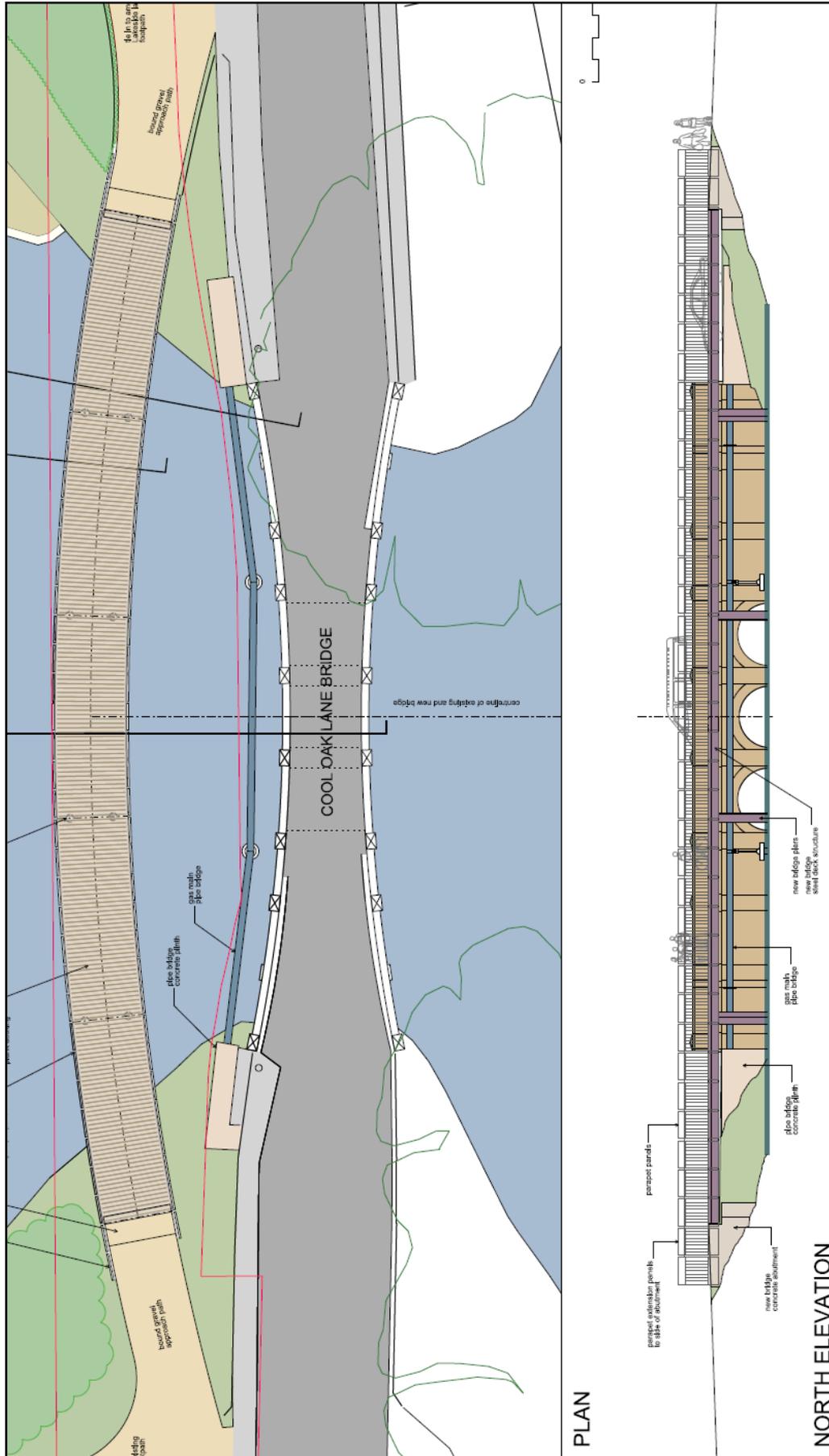
**Appendix 7 – Northern Elevation (Existing)**



**Appendix 8 – Aerial Photograph**



# Appendix 9 – Proposed Bridge and North Elevation



**Appendix 10 – Approach Routes**



**Appendix 11 – Illustrative Photomontage**

