

LOCATION: 1 - 13 Cricklewood Lane,
London,
NW2 2DQ

REFERENCE: 18/6353/FUL Validated: 07.11.2018

WARD: Childs Hill Expiry: 06.02.2019

APPLICANT: Centre East Properties Ltd

PROPOSAL: Residential-led redevelopment of the site to include demolition of existing buildings and erection of three blocks ranging from 6 to 9 storeys with flexible retail (Class A1-A4 & D1) at ground and basement level and 145 residential units (Class C3) on upper floors, with associated parking, servicing arrangements, amenity space, public realm improvements and all necessary ancillary and enabling works (AMENDED DESCRIPTION - AMENDMENTS COMPRISE REDUCTION IN HEIGHT FROM 15 TO 9 STOREYS AND REDUCTION IN UNITS FROM 187 TO 145).

RECOMMENDATION

Recommendation 1

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

(a) Legal Professional Costs Recovery

The Council's legal and professional costs of preparing the Agreement and any other enabling arrangements will be covered by the applicant.

(b) Enforceability

All obligations listed to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority.

(c) Affordable Housing

15 shared ownership units to be provided with an affordable housing schedule to be agreed with the LPA

(d) Affordable Housing –Review Mechanism

At an agreed point in the development cycle, the viability of the development shall be re-appraised and, if deemed viable to do so, a financial contribution shall be paid towards the provision of affordable housing in the Borough.

(e) Employment and Enterprise

The applicant would be required to enter into a Local Employment Agreement with the Council to secure a minimum of the following:

- Progression into employment, less than 6 months – 8
- Progression into employment, more than 6 months – 5
- Apprenticeships – 14
- Work experience – 17
- School / College / University site visits – 96
- School / College workshops – 90

Alternatively, the applicant may wish to make a financial contribution in lieu of the employment outcomes outlined above. Such a contribution would be commensurate with the number of outcomes secured and in line with SPD guidance and subject to agreement with the LPA.

(f) Traffic Management Order

A contribution of £2,000 towards the amendment of Traffic Management Order (TMO) to ensure that the new occupants are prevented from purchasing parking permits in local CPZs.

(g) Travel Plans

The proposed development would require provision of 2 separate Travel Plans as follows

- A Strategic Level Residential Travel Plan requiring a monitoring contribution of £10,000;

Residential Travel Plan incentives to be secured with each 1st household to be offered to select 2 of the 3 following incentives to the value of £300 (up to a maximum of £43,500):

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

(h) Carbon Offset Contribution

A carbon offset contribution would be secured in order to mitigate the shortfall below the zero-carbon target. The final contribution would be commensurate with the total shortfall below the zero-carbon target and would be calculated using the published GLA formula for such contributions.

(i) Highway Works / Public Realm

All necessary works to the public highway under section 278 of the Highways Act (or such other mechanism as may be appropriate) to facilitate the implementation of the development in agreement with the Local Highways Authority. The scope of the highway works shall be agreed with the LPA and informed by revised traffic figures as necessary.

(j) NHS Walk-In Centre Reprovision

The applicant shall provide an equivalent extent of commercial floorspace for the use of the NHS for the reprovision of the walk-in centre. The applicant shall submit for the approval of the LPA an engagement strategy for engaging with the NHS in this respect. A cascade clause would be included to allow for the relevant floorspace to revert to flexible use commercial floorspace after an agreed period of time (and following the necessary engagement with the NHS).

(k) Monitoring Fee

A S106 monitoring fee at a rate of 2% of the total value of the financial contributions.

(l) Indexation

All financial contributions listed above to be subject to indexation.

Recommendation 2

That upon completion of the agreement specified in Recommendation 1, the Service Director Planning & Building Control or Head of Strategic Planning approve the planning application reference 18/6353/FUL under delegated powers, subject to the conditions listed in this report.

Recommendation 3

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

MATERIAL CONSIDERATIONS

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 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)

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

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

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 (October 2016)
Planning Obligations (April 2013)
Affordable Housing (February 2007 with updates in August 2010)

Strategic Supplementary Planning Documents and Guidance:

Barnet Housing Strategy 2015-2025
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)
Affordable Housing and Viability (2017)

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 is granted, obligations would be attached to mitigate the impact of development.

PLANNING ASSESSMENT

1.0 Site Description

- 1.1 The site is located to the north of Cricklewood Lane, adjacent to the junction with Cricklewood Broadway and 150 metres to the west of Cricklewood Railway Station. The site comprises of two elements, the frontage buildings 1-13 Cricklewood Lane and the Britannia Business Centre which is located to the rear of the parade within a backland location. The three storey parade of 1-13 Cricklewood Lane comprises of two floors of residential accommodation (Use Class C3) above commercial premises on the ground floor (Use Class A1 and A4). The Britannia Business Centre is a three storey building with the ground floor occupied by a NHS medical centre (Use Class D1) and the upper floors currently comprising vacant office floorspace (Use Class B1)

- 1.2 The site lies immediately behind a mixed use parade which fronts onto Cricklewood Broadway to the west; whilst to the east of the site is a large B&Q retail warehouse. The B&Q store has a large footprint stands at approximately two and a half storeys high and stands on land elevated from street level and set back behind an area of greenspace. The greenspace to the front of the B&Q retail store is listed as an Asset of Community Value (Cricklewood Greenspace, Broadway Retail Park, Cricklewood Lane, London, NW2 1ES – Listed 22/11/2017).
- 1.3 To the north of the site is a vacant site for which planning permission was recently granted for a 6 storey building comprising a 3,457sqm food retail unit (Use Class A1) along with 96 self-contained residential flats (Use Class C3) (application ref: 17/0233/FUL). A three storey parade comprising ground floor commercial and upper floor residential stands opposite the site to the south on Cricklewood Lane.
- 1.4 The site is located within the Cricklewood District Centre and the frontage buildings form part of the Primary Retail Frontage. The site is also located within an Area of Special Archaeological Significance. There are no listed buildings or Conservation Areas within the immediate context of the site however the Cricklewood Railway Terraces Conservation Area is located approximately 200 metres to the north and no's 1-15 Cricklewood Broadway (Grade II listed) are located approximately 100 metres to the south. Adjacent to the site is the boundary of the Brent Cross/Cricklewood Regeneration Area. Highway land adjacent to the junction of Cricklewood Lane and Cricklewood Broadway is included in land within Compulsory Purchase Order (CPO1) associated with the Brent Cross/Cricklewood Regeneration (see Appendix).

2.0 Proposed Development

- 2.1 Permission is sought for a residential-led redevelopment of the site to include demolition of existing buildings and erection of three blocks ranging from 6 to 9 storeys with flexible retail (Class A1-A4 & D1) at ground and basement level and 145 residential units (Class C3) on upper floors, with associated parking, servicing arrangements, amenity space, public realm improvements and all necessary ancillary and enabling works.
- 2.2 The development would range in height from 3 up to 6 storeys and would comprise of three distinct blocks. To the street frontage of the site on Cricklewood Broadway, the development would incorporate a 6-storey building with **262 sqm of flexible use commercial floorspace** at ground floor level and residential accommodation above. Behind the frontage element, the development would be situated on a podium deck with parking provided at ground and basement level. Atop the podium deck would

be three distinct residential elements of 3, 6 and 9 storeys with shared amenity space comprising hard and soft landscaping provided centrally between the buildings.

- 2.3 Vehicular access to the site would be from Cricklewood Broadway adjacent to the eastern boundary of the site which would allow access to a ground floor and basement car park providing 80 spaces. Refuse storage, cycle parking, plant equipment and servicing provision for the retail unit would all also be accommodated within the ground floor car park area.

3.0 Relevant Planning History

- 3.1 An application for the Change of use of first floor from offices(B1) to a snooker club (D2), second floor from offices (B1) to night club with new entrance and storage area at 11 Cricklewood Lane was approved in September 1998 (application ref: C02437).
- 3.2 An application for a change of use of ground floor from vacant Offices (B1) to Doctor's Surgery (D1) incorporating disabled ramp to serve new access to rear was approved in February 2010 (application ref: F/04438/09).
- 3.3 An application for a change of use from B1 office (first & second floor) to C3 residential (18 Units) was approved in January 2013. The application was never implemented (application ref: F/05093/13).

4.0 Consultations

- 4.1 Initial consultation was undertaken in October 2018 with letters being sent to 780 addresses. Following revisions to the scheme, an additional consultation was undertaken in June 2019. In total 480 objections were received, although it is important to note that only 81 of these objections were received in relation to the revised scheme.

Summary of Neighbour Objections

- 4.2 The material planning considerations contained within the objections received from neighbouring residents can be summarised as follows:

Objection	Officer Response
The height of the development is excessive within its context.	The original application proposed a development rising to a maximum of 14 storeys which has subsequently been

	<p>revised down to 9 storeys. The application site is located within the original Brent Cross/Cricklewood Regeneration Area which is identified as an area that may be suitable for tall buildings (i.e. those of 8 storeys and above). Whilst the development rises appreciably over and above the existing prevailing heights in the vicinity, it is considered that the height is appropriate in both the existing and emerging contexts. The height of the development is assessed fully within the relevant section of this report.</p>
<p>The development would result in additional strain on local services and infrastructure.</p>	<p>The application would be subject to the payment of the Community Infrastructure Levy which is used to fund infrastructure improvements within the borough.</p>
<p>The development would result in excessive additional traffic on the local highway network.</p>	<p>The impact of the development on the highway network has been fully assessed within the TA. Based on this assessment, and subject to the suggested conditions and obligations it is considered that the level of impact on the local highway network would be acceptable. This is set out in more detail in the relevant section of this report.</p>
<p>The development would result in the loss of the existing NHS drop-in centre.</p>	<p>The development makes provision for the retention of the NHS walk-in centre and appropriate clauses would be included within the S106 to secure this.</p>
<p>The development provides inadequate levels of affordable housing.</p>	<p>The application proposes 10% on-site affordable housing which is below the borough target of 40%. However, the 40% target is subject to viability. A viability statement has been submitted with the application demonstrating that the development as proposed does not produce any surplus above zero. The NPPF outlines that a minimum of 10% affordable should be provided on all sites. Therefore, notwithstanding the</p>

	<p>viability position, the applicant has made an offer of 10% affordable housing which is in line with the NPPF and is therefore acceptable.</p>
<p>The development provides insufficient car parking</p>	<p>The development makes provision for 80 parking spaces at a ratio of 0.55 spaces per unit. The site has a PTAL of 5/6 which is considered very good. Given the proximity of the site to Cricklewood Station, officers consider that the number of parking spaces is more than adequate.</p>
<p>The architectural quality of the development is inadequate and would not fit in with the predominantly Victorian character of the surrounding area.</p>	<p>It is considered that new development should not attempt to mechanistically replicate or pastiche the historic character and appearance of an area. The proposed development would represent a high-quality development from a reputable architecture firm.</p>
<p>The level and quality of communal green space is inadequate.</p>	<p>The development would comply with the Council's standards on amenity space. This is discussed fully within the relevant section of this report.</p>
<p>The width of the road and footway to the front of the development is insufficient.</p>	<p>The development would retain the same width of footway as the existing situation.</p>
<p>The development would result in the loss of a heavily used retail store.</p>	<p>The development proposes to provide a flexible use commercial space which would allow for the retention of an active frontage retail use.</p>
<p>The affordable and market units have separate entrances which is harmful to social cohesion.</p>	<p>It is often necessary to provide such separate entrances in order to reduce service charges for affordable units and in order to ensure that all affordable units are located together for management purposes. In this case it should also be noted that there is no separation in the communal amenity</p>

	areas in line with London Plan policy.
The sustainability credentials of the development are substandard.	The development would achieve a carbon reduction of over 35% in line with London Plan policy. A carbon offset contribution would also be secured. The sustainability of the scheme is discussed fully in the relevant section of this report.
The development would result in the loss of a pub which is used by the local community.	Whilst the development makes provision for a flexible use commercial space including A4, there is no specific policy which protects individual public houses.
The development would not support or enhance the function of the town centre.	The development would reprovide an active frontage to the town centre location whilst also significantly improving the aesthetic quality of the streetscene, supporting its vitality and vibrancy.

Responses from Consultees

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

Consultee	Response
District Valuer Services (DVS)	Due to the high benchmark land value (BLV), any provision of affordable housing on the site results in a deficit below the viability benchmark. The removal of the basement car park does not fundamentally change the viability position. The offer of 10% Shared Ownership should therefore be accepted.
LBB Environmental Health	No objection subject to conditions relating to air quality, noise and contaminated land.

PLANNING ASSESSMENT

5.0 Principle of Development

Retail Use

- 5.1 The application site is located within the designated Cricklewood District Centre and forms part of the primary retail frontage. Policy DM11 is therefore relevant which seeks to protect retail uses on the primary retail frontages of designated centres. In this regard, the application proposes to retain a flexible use retail unit at ground and basement floor level which would satisfy the requirements of Policy DM11.

Employment Use

- 5.2 With regards to the loss of the employment floorspace, Policy DM14 states that outside of a Locally Significant Industrial Site, Industrial Business Park or Business Location as shown on the Proposals Map; the loss of a B Class use will only be permitted where it can be demonstrated that a site is no longer suitable and viable for its existing or alternative business use in the short, medium and long term and a suitable period of effective marketing has been undertaken.
- 5.3 In this case the Britannia Business Centre is occupied by two floors of vacant office space (Use Class B1) on the upper floors. No provision is made within the development proposals for any retention of any office floorspace and as such the loss of the employment floorspace should be fully justified in line with the requirements of Policy DM14.
- 5.4 Officers note that the application is not supported by marketing evidence, however the applicant has set out substantial alternative justification within the Planning Statement, which is addressed in turn below.
- 5.5 Firstly, the existing office accommodation is vacant and in a very poor state of disrepair. The building does not benefit from a frontage onto Cricklewood Lane, and the office floorplates are inflexible and not suitable for a range of businesses. It is outlined within the Planning Statement that the costs associated with refurbishing the offices to a lettable standard which meet the needs of modern businesses would be commercially unviable. Officers consider that this justification is reasonable.
- 5.6 Secondly, it is noted that the application site was historically located within the Brent Cross Cricklewood Regeneration Area, however was omitted from the red line area of the final planning application. Nevertheless, its inclusion within the original regeneration area demonstrates its proximity to the regeneration scheme and the

functional interrelationship between the site and the emerging development. The Brent Cross Cricklewood development will deliver 370,000 sqm of high-quality office floorspace with capacity for around 17,000 employees. The area will become the focus for employment within the Borough, with the London Plan recognising that Brent Cross will become a strategic office location.

- 5.7 Lastly, it is important to note that the office accommodation benefits from an extant consent under Class O of the Town and Country Planning (General Permitted Development) Order 2015 for a change of use from office to residential (ref: 17/0121/PNO). The fact that there is an established fall-back position to change the use of the offices to residential adds substantial weight to the justification for the loss of the employment floorspace comprised within the current application.
- 5.8 Having regard to all of the above, officers consider that there is adequate justification for the loss of the employment floorspace and the application is therefore in accordance with Policy DM14.

Community Use

- 5.9 The existing Site provides a total of 1,605 sqm of retail floorspace (Class A1 and A4) and a 286 sqm NHS Health Clinic (Class D1). The proposed scheme includes the provision of 2,115 sqm of flexible retail and community floorspace (Class A1-A4 & D1), resulting in an increase of 224 sqm of floorspace.
- 5.10 The floorspace has been designed to ensure the space can be subdivided as required to attract a wider range of tenants, whilst providing an opportunity to deliver an enhanced retail and community offer. The ground floor will benefit from a glazed frontage on Cricklewood Lane, ensuring the existing street frontage is maintained and enhanced. The provision of a flexible use presents the opportunity for the existing tenants (including NHS health clinic) to relocate back to the Site once the development is completed.
- 5.11 The NHS were consulted on the application to ascertain the plans for the existing Cricklewood facility however at the time of writing this report no response had been received. In the absence of any confirmed relocation plans for the facility, officers consider that it is necessary to include a S106 clause that would ensure that the NHS are given first refusal on a commensurate level of the flexible use floorspace.

Residential Use

- 5.12 London Plan Policy 2.15 promotes housing in town centres, as residential developments can address housing need and generate footfall to support town centre vitality and viability. The Mayor's Town Centre Supplementary Planning Guidance (SPG) requires strategies for town centres to be aligned closely with London-wide and borough housing strategies to ensure that future developments within and on the edges of town centres respond to the needs of diverse range of existing and new communities.
- 5.13 Policy 3.3 of the London Plan recognises the pressing need for more homes in London and seeks to increase housing supply to in order to promote opportunity and provide real choice for all Londoners in ways that meet their needs at a price they can afford. Barnet Local Plan documents also recognise the need to increase housing supply. Policies CS1 and CS3 of the Barnet Core Strategy expect developments proposing new housing to protect and enhance the character and quality of the area and to optimise housing density to reflect local context, public transport accessibility and the provision of social infrastructure.
- 5.14 The redevelopment to provide a residential led mixed-use development would accord with the aforementioned policies by providing high density housing in an accessible, town centre location.

6.0 Residential Density

- 6.1 London Plan policy 3.4 seeks to optimise the housing output of sites taking into account local context and character, the design principles in chapter 7 of the London Plan and public transport capacity. Taking into account these factors, Table 3.2 of the London Plan sets out a density matrix which serves as guidance for appropriate densities in different locations dependent on the aforementioned factors.
- 6.2 It should be noted that the Draft London Plan, takes a less prescriptive approach and Policy D6 states inter alia that the density of a development should result from a design-led approach to determine the capacity of the site with particular consideration should be given to the site context, its connectivity and accessibility by walking and cycling, and existing and planned public transport (including PTAL) and the capacity of surrounding infrastructure. Policy D6 goes on to state that proposed residential development that does not demonstrably optimise the housing density of the site in accordance with this policy should be refused.
- 6.3 The site is within an urban setting with a PTAL of 5, where the London Plan density matrix suggests a residential density of between 200-700 habitable rooms/ha. The

scheme proposes a total of 302 habitable rooms on a site with a site area of 0.37ha, resulting in a residential density of 816 habitable rooms per hectare.

- 6.4 The London Plan Housing SPG sets out that development which exceeds the density ranges will not necessarily be considered unacceptable, but will require particularly clear demonstration of exceptional circumstances and a sensitive balance must be struck. The document goes on to state inter alia that where proposals are made for developments above the relevant density range they must be tested rigorously, taking particular account of not just factors such as dwelling mix, design and quality, physical access to services and the contribution of the scheme towards 'place shaping'.
- 6.5 In this case, the application site has been subject to a design-led approach to optimise the potential of the site with cognisance of the factors outlined above. In all respects, officers consider that the scheme delivers a high-quality development which fully justifies an increased density. The London Plan also outlines that the density matrix should not be applied mechanistically and in this case it is considered that, notwithstanding the proposed density being in excess of the optimum range, it is appropriate for the site and in accordance with Policy 3.4 of the London Plan.

7.0 Housing Quality

- 7.1 A high quality built environment, including high quality housing in support of the needs of occupiers and the community is part of the 'sustainable development' imperative of the NPPF. It is also implicit in London Plan Ch1 'Context and Strategy', Ch2 'London's Places', Ch3 'London's People', and Ch7 'London's Living Places and Spaces', and is explicit in policies 2.6, 3.5, 7.1, and 7.2. It is also a relevant consideration in Barnet Core Strategy Policies CSNPPF, CS1, CS4, and CS5 Development Management DPD policies DM01, DM02 and DM03 as well as the Barnet Sustainable Design and Construction SPD and Residential Design Guidance SPD.

Dwelling Mix

- 7.2 Policy DM08 of the DMP – DPD states that new residential development should provide an appropriate mix of dwellings. The development proposes 145 residential with the following mix of units:

Unit Size	Number of Units	% of Units
Studio	37	25
1 bedroom	63	43

2 bedroom	43	30
3 bedroom	2	1
Total	145	100%

- 7.3 It is considered that the scheme comprises a good mix of housing types and sizes, including a good level of larger family sized units. Whilst there is a large proportion of studio and 1 bedroom units, this is considered to be appropriate given the site's characteristics and location within the town centre. Officers therefore consider the proposed dwelling mix to be acceptable and in accordance with Policy DM08 of the Local Plan.

Residential Space Standards

- 7.4 Table 3.3 in the London Plan provides a minimum gross internal floor area for different sizes of dwelling. This is set out in the table below, which shows the areas relevant to the units proposed within the development:

	Dwelling Type (bedrooms/persons)	Minimum Internal Floorspace (square metres)
Flats	1 bed (2 persons)	50
	2 bed (3 persons)	61
	2 bed (4 persons)	70
Houses	3 bed (5 persons)	85

- 7.5 All of the proposed units would at least meet and in most cases would exceed the minimum standards, providing a good standard of accommodation for future occupiers.

Wheelchair Housing

- 7.6 Barnet Local Plan policy DM03 requires development proposals to meet the highest standards of accessible and inclusive design, whilst Policy DM02 sets out further specific considerations. All units should have 10% wheelchair home compliance, as per London Plan policy 3.8.
- 7.7 The applicant's Planning Statement sets out that 10% of the residential units would be provided as wheelchair adaptable in line with aforementioned policy context and in accordance with Part M4(3) of the Building Regulations. This is considered to be acceptable and a condition is attached which would secure these wheelchair units.

Amenity Space

7.8 Barnet’s Sustainable Design and Construction SPD Table 2.3 sets the minimum standards for outdoor amenity space provision in new residential developments. For both houses and flats, kitchens over 13sqm are counted as a habitable room and habitable rooms over 20sqm are counted as two habitable rooms for the purposes of calculating amenity space requirements. The minimum requirements are set out in the table below:

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

7.9 The development proposes a mix of private and communal amenity areas. A central communal landscaped courtyard would be provided whilst the majority of units would benefit from private external amenity space in the form of a balcony or garden. Overall, the scheme will provide 5 sqm of amenity space per habitable room as per the aforementioned requirements.

Children’s Play Space

7.10 Based on the GLA Shaping Neighbourhoods Play and Informal Recreation SPG, Child Yield Calculator (updated June 2019), the development would be likely to generate 15 children. Where developments would generate over 10 children, the Mayor’s SPG advises that on-site provision should be made for playspace. In this case, 150 sq. m play space is provided within the landscape area which is accordant with the requirements. A condition would be attached requiring the submission of further details of the playspace equipment for approval by the LPA.

Privacy

7.11 Policy DM01 of the Local Plan requires that development have regard to the amenity of residential occupiers. In this regard it is necessary to consider the design of the

scheme and the privacy that would be afforded to future occupiers of the development.

- 7.12 There would be a separation distance of approximately 15 metres from the rear of Block 3 to the south elevation of Block 2. In this case, the respective windows would serve habitable rooms. Whilst this is below the recommended minimum of 21 metres, it is considered the 15 metre separation distance is good in such an urban location with a tight urban grain. The separation distance must also be considered in the context of the overarching policy context which seeks to ensure that the development potential of such sites within highly accessible, sustainable locations is maximised.
- 7.13 There would be a separation distance of approximately 9 metres between the east elevation of Block 1 and the west elevation of Block 2. In terms of privacy, potential for overlooking is reduced by the fact that the position of the facing windows are offset. The relevant windows of Block 1 also serve either a bedroom or a secondary window of an open plan living area, further lessening the likelihood of potential harm. Again, the separation distance must also be considered in the context of the overarching policy context which seeks to ensure that the development potential of such sites within highly accessible, sustainable locations is maximised.
- 7.14 All of the other habitable windows within the development would enjoy a separation distance in excess of the recommended minimum of 21 metres as set out in the SPD. Appropriate conditions would be attached to ensure that windows in the flank elevations of Blocks 1 and 3 would be obscurely glazed where appropriate.

Outlook

- 7.15 With regards to the outlook from the proposed residential units, the relationships between the north elevation of Block 3 to the south of Block 2; and the facing elevations of Blocks 1 and 2 would fall below the recommended SPD minimum with separation distances of 15 and 9 metres respectively. In both cases, the relationships are internally within the development where there is a lesser expectation of the 21 metre separation distances being achieved. Again, the separation distances must also be considered in the context of the overarching policy context which seeks to ensure that the development potential of such sites within highly accessible, sustainable locations is maximised.

Daylight

- 7.16 A daylight/sunlight report assessing the daylight and sunlight levels of the proposed residential units, undertaken by Point 2 surveyors, was submitted in support of the application.
- 7.17 The daylight amenity within all of the 204 habitable rooms on the lowest 4 floors of the proposed scheme (ground floor to fourth floor) has been assessed. Of this total, 147 rooms (72%) assessed are fully compliant in that they achieve at least the minimum ADF levels recommended for their specific room usage. This level of compliance is considered to be good in light of the urban setting of the scheme.

Noise

- 7.18 The application is supported by an acoustic assessment from Hann Tucker Associates which has been fully assessed by the Council's Environmental Health officer.
- 7.19 In terms of the baseline conditions, the noise climate is currently dominated by road traffic noise and there is no significant commercial noise from surrounding commercial units. It is set out within the noise assessment that there are no significant sources of commercial noise from night-time deliveries, late night opening, loud music or hot food outlets.
- 7.20 The Council's EHO noted that there are several commercial/retail uses north east of the site which may have mechanical plant and loading bays with A3/A5 uses west of the site, with potential hot food outlets and mechanical plant.
- 7.21 Mitigation measures are suggested within the noise report however the EHO has advised that a scheme of mitigation measures should be agreed through condition, cognisant above the above factors.
- 7.22 The response from the EHO also suggests that winter gardens should be considered to replace the balconies in noise sensitive locations adjacent to the road network. Notwithstanding the view of the EHO, it is considered that the incorporation of winter gardens would compromise the architectural integrity and aesthetic value of the development, to a degree that would outweigh the noise mitigation benefits.

Conclusion

- 7.23 Having regard to the above, it is considered that the development would provide an acceptable quality of residential accommodation in accordance with Policies CS1, CS4, and CS5 Development Management DPD policies DM01, DM02 and DM03 as

well as the Barnet Sustainable Design and Construction SPD, Residential Design Guidance SPD.

8.0 Affordable Housing

- 8.1 London Plan 2016 Policy 3.12 seeks the maximum reasonable amount of affordable housing to be negotiated. The Barnet Core Strategy (Policy CS4) seeks a borough wide target of 40% affordable homes on sites capable of accommodating ten or more dwellings.
- 8.2 Within the application submission, it is set out that the provision of any affordable housing on the site is unviable. A Financial Viability Assessment (FVA) from Quod was also submitted with the application which DVS (the property valuation arm of the VOA) to undertake an independent review of the FVA.
- 8.4 Within the submitted FVA, a 100% private sale scheme was modelled which indicates that the residual land value of the proposed development would result in a substantial overall deficit when compared against the Benchmark Land Value. It was therefore concluded that the scheme is unable to provide any affordable housing.
- 8.5 In their review of the FVA, the DVS challenged numerous assumptions made within the document and adopted consequently different input figures which resulted in their conclusion that the scheme as proposed would produce a surplus and would be able to viably provide an element of affordable housing.
- 8.6 The DVS was also asked specifically considered what impact the removal of the basement car park and the associated construction cost would have upon the viability position. In their review, it is concluded that whilst the removal of the basement car parking would remove a substantial abnormal construction cost from the viability calculations, it would also result in reduced sales values on the other side of the viability calculation. Notwithstanding whether or not the basement car park was removed from the scheme, the overall viability position of the development would be unchanged in that there would be a substantial deficit below the viability benchmark.
- 8.7 Following the initial review of the FVA, the Council entered into further discussions with the applicant and the applicant has agreed to provide 10% affordable housing on site, with all of the units being shared ownership. DVS carried out a further review of the amended FVA comprising the 10% offer and concluded that the offer of 15 shared ownership units is over and above what the scheme can viably support and offered clear advice to the Council that this offer should be accepted. This 10%

offer is in accordance with Paragraph 64 of the NPPF which states that “where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership”.

9.0 Visual Impact / Tall Building Assessment

9.1 The National Planning Policy Framework (NPPF) makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. Local Plan Policy DM01 states that all development should represent high quality design that is based on an understanding of local characteristics, preserves or enhances local character, provides attractive streets and respects the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.

Height, Scale and Massing

- 9.2 The application was originally submitted with a maximum height of 14 storeys which was reduced to a maximum of 9 storeys, partly due address concerns about the height of the development. At 9 storeys in height, the development constitutes a tall building for the purpose of assessment.
- 9.3 London Plan Policy 7.7 sets out the approach to tall buildings in London requiring that appropriate locations are identified in Local Plan’s. The policy sets out design criteria that tall buildings should comply with. Further to this, London Plan paragraph 7.25 defines a tall building as one that is substantially taller than its surroundings, or significantly changes the skyline.
- 9.4 Core Strategy Policy CS5 of the Barnet Core Strategy identifies those areas of the borough where tall buildings will be suitable. Policy CS5 goes on to identify the Brent Cross / Cricklewood Regeneration Area as being a suitable location for tall buildings. As can be seen in the map extract below (Brent Cross, Cricklewood and West Hendon Framework SPG 2005 – regeneration area outlined in blue), the application site is located within the original boundary of the Brent Cross / Cricklewood Regeneration Area and thus the application site is considered to be a suitable location for tall buildings, in principle.



Figure 1: Regeneration area boundary

9.5 Having established the acceptability of the principle of tall buildings in this location, it is also necessary to carry out further assessment in respect of Policy DM05 of the Local Plan which identifies 5 criteria which tall buildings would adhere to. These criteria are set out below with an assessment of the application against each criterion.

i) An active street frontage

9.6 The tall building is located to the rear of the application site, on a podium deck and set back from the street frontage. The streetscene on Cricklewood Lane and Cricklewood Broadway is characterised by buildings which rise to a maximum of 4 storeys and the scheme has been designed to respond to this context with Block 3 of the development fronting Cricklewood Lane with a height of 6 storeys.

9.7 In this case if the tall building were to be located on the street frontage, officers consider that it would be incongruous in its surroundings and as such it would be

inappropriate for the tall building to have a street frontage. The positioning of the tall building to the rear of the site would reduce its visual impact (discussed in more detail below) and as such officers consider that strict compliance with criterion (i) would not be desirable in this instance.

ii) Successful integration into the urban fabric

9.8 As set out above, the tall element of the development at 9 storeys (Block 2) is located to the rear of the application site set behind the 5 storeys of Block 3 fronting onto Cricklewood Lane. The proposed height strategy has sought to respond to the both the existing and the potential emerging context with the set back of the tall building ensuring that it would not have an overly dominant relationship with the lower rise buildings fronting the street.

9.9 Within the submission the applicant has sought to demonstrate what may come forward through the redevelopment of the adjacent B&Q site. Whilst it must be set out that the details set out are purely indicative, officers consider in respect of building heights that the 9 storey height of the development would represent an appropriate height barometer for future development of the neighbouring site.

iii) A regard to topography and no adverse impact on Local Viewing Corridors, local views and the skyline

9.10 There are no local viewing corridors or locally important views which would be adversely impacted by the development. In a wider context, there are no protected views as designated by the London Views Management Framework (LVMF) which would be affected by the proposed development.

9.11 The application is accompanied by a Townscape and Visual Impact Assessment, prepared by Peter Stewart Consultancy which identifies viewpoints around the application site and assesses the impact of the development from each viewpoint. All of the viewpoints were agreed with officers prior to the submission of the TVIA.

9.12 View 1 (below) is taken from the west side of Cricklewood Broadway, looking south east towards the site. The proposed view shows that the proposed development would not be visible from this location (with the massing of the development outlined in red for illustrative purposes).



9.13 View 2 (below) is taken from the south side of Cricklewood Lane, on the western side of the railway bridge looking south-west towards the site. The development clearly presents in this view, and officers consider that the visual scale of the development responds well to its context in this view with the clear step down towards the street frontage. The design quality of the scheme is also considered to be fully evident in this view.



- 9.14 View 3 (below) is taken from Chichele Road, looking north east towards the site. Block 2 of the development clearly presents in the gap between the parades to the north south of the junction with Cricklewood Lane. The form and design of Block 2 is such that only 4 storeys clearly read in this view with the additional storey set back. The scale of Block 2 responds well to the scale of the existing streetscene and would integrate well into its context. Again, it is considered that the design quality of the scheme is fully evident in this view.



- 9.15 View 4 (below) is taken from Depot Approach car park, directly north of the Site and looking southwards in its direction. The proposed view shows that the 9 storey Block 2 would clearly present in views and would represent a step change over and above the height of the B&Q building. Officers consider that the magnitude of the change is not significant, especially when the massing of the consented ASDA development is considered. Furthermore, it should be noted that the proposed view includes the B&Q site in its existing condition. Any development of the neighbouring site would result in the proposed development being obscured from view in this viewpoint.



iv) Not cause harm to heritage assets and their setting

9.16 View 5 (below) is taken from within the Railway Terraces Conservation Area looking south towards the site in order to allow for consideration of the impact of the development on the setting of the heritage asset. As can be seen from the image, the development would not be visible in long range views from the CA and as such would have negligible impact on its setting.



9.16 The site is also located to the north-east of the Grade II listed Crown Hotel and its impact on the setting of the listed building must also be considered. The scale of the development and its positioning relative to the heritage asset would ensure that it would not present in any views of the listed building and as such would have negligible impact on its setting,

v) That the potential microclimate effect does not adversely affect existing levels of comfort in the public realm

9.17 A condition is attached requiring the submission of a microclimate assessment for approval by the Council, including a mitigation strategy if shown to be necessary. Subject to the condition, officers consider that the application is acceptable in respect of this criterion,

CABE/English Heritage Advice on Tall Buildings

9.18 As well as the Barnet DMP – DPD outlined above, the London Plan and CABE set out criteria which tall buildings should adhere to. Most of these criteria are consistent those of Policy DMO5 and in this case officers also consider that the scheme is compliant.

Conclusion

9.19 Having regard to all of the above, officers consider that the principle of a tall building in this location is acceptable. Officers also consider that the scheme is of a high design quality and would integrate well with its surrounding context in accordance with London Plan Policy 7.7 and Local Policies CS5 and DM01.

10.0 Amenity Impact on Neighbouring Properties

Daylight

10.1 The applicant has submitted a Daylight/Sunlight report from Point 2 Surveyors which is inclusive of a full daylight assessment in respect of neighbouring properties. 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.

10.2 In line with BRE guidelines, it is only necessary to carry out the VSC assessment on a neighbouring window if a 25-degree line drawn from the centre of the window would subtend the facing elevation of the subject development. In this case, the Point 2 report identifies the following neighbouring properties as necessitating the additional assessment (in blue):



- (1) 2-20 Cricklewood Lane (even)
- (2) 170-192 Cricklewood Broadway (even)
- (3) 194 Cricklewood Broadway

10.3 In light of the above, officers consider that both the scope and the methodology of the daylight assessment was appropriate.

10.4 The results of the daylight assessment shows that there would be failures in a number of windows within 2-20 Cricklewood Lane (even), 170-192 Cricklewood Broadway (even) and some minor failures within 194 Cricklewood Broadway.

10.5 In the case of 2-20 Cricklewood Lane (even), where there are failures most of these are only marginal failures with only 29% of windows assessed experiencing greater than a marginal failure.

10.6 In the case of 170-192 Cricklewood Broadway (even), the windows which experience the greatest failures are those that are recessed from the rear elevation of the

terrace. The daylight assessment from Point 2 sets out that the daylight impact should be considered acceptable for the following reasons:

- i) the narrowness of the separation distance,
- ii) the fact that all apartments are understood to be dual aspect in nature, with the majority of primary living-rooms facing out towards Cricklewood Broadway and therefore being completely unaffected by the redevelopment proposals,
- iii) the fact that good / reasonable ADF levels will be retained by all but one of the non-recessed rooms and
- iv) the fact that larger changes are almost exclusively limited to recessed bedrooms, which arguably have a lower expectation of daylight, and where the architectural design of the building inherently excludes sky visibility in both existing and proposed scenarios.

10.7 194 Cricklewood Broadway would achieve 91% VSC compliance which is considered to be a good level of compliance for a development of this nature.

10.8 In light of the above, officers consider that the daylight impact of the development would be acceptable. Whilst there are numerous failures below the VSC target levels, it is considered that there are mitigating circumstances in each instance. Furthermore, in considering the impact of the development in this respect, officers must also be cognisant of the overarching policy context which seeks to maximise the development potential of brownfield sites in accessible locations. It is inexorable that the redevelopment of such sites will not achieve 100% compliance in terms of daylight.

Sunlight

10.9 In relation to sunlight, the BRE 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.

10.10 The BRE guidelines state that “..all main living rooms of dwellings should be checked if they have a window facing within 90 degrees of due south. Kitchens and bedrooms are less important, although care should be taken not to block out too much sun”. In accordance with the BRE Guidelines the following properties were therefore assessed:

- (3) 194 Cricklewood Broadway

10.11 Of the windows assessed, all but one achieved full compliance with the APSH target values indicating a good level of sunlight will be retained for the neighbouring properties.

Outlook

10.8 In terms of outlook, the most sensitive relationship would be between rear elevation of the properties at 170-192 Cricklewood Broadway (even). In considering this impact, it is important to consider the baseline conditions and the proximity of the existing buildings to the adjacent terrace. Whilst the proposed development would have a separation distance of less than 21 metres to the neighbouring windows, the same is similarly true of the existing situation and it is considered that any additional impact would not be so significant as to resist the application on this basis.

10.9 To the north of the site, the flank elevation windows of the east wing of the consented ASDA development are secondary windows with the primary outlook to the east and west and as such it is considered that the impact of Block 2 on the outlook from these windows would be acceptable.

Privacy

10.10 Again, the most sensitive adjacency is to the east of the site in the relationship between the development and 170-192 Cricklewood Broadway (even). A condition would be attached to ensure that the flank elevation windows facing the neighbouring windows would be obscurely glazed where appropriate to ensure that privacy levels are protected.

10.11 To the north of the terrace of houses, the flank elevation windows of the east wing of the consented ASDA development are secondary windows which would ensure that there would be no significant risk of mutual overlooking.

Conclusion

10.12 In respect of the above, it is considered that the development is compliant with Policy DM01 and is acceptable from an amenity perspective.

10.13 It should be noted, that representations have been received from the adjoining landowner relating to the layout of the development and the impact that the development may have on any development which may come forward on the B&Q

site. At the time of writing this report, in the absence of any plans for the redevelopment of the neighbouring site in the public domain, officers are unable to consider the impact of the development on what may come forward.

11.0 Sustainability

11.1 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

11.2 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.

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

11.4 With regards to the energy hierarchy set out within London Plan Policy 5.2, it is considered that the application is broadly in accordance. The application is accompanied by an Energy Statement from Mecserve which sets out that the energy efficiency measures and sustainable energy measures that would be incorporated within the scheme which are set out below in accordance with the hierarchy.

11.5 The submitted Energy Statement sets out that the scheme will incorporate a number of sustainability measures to reduce demand, ensure energy is supplied efficiently and to ensure that energy is from renewable sources in line with the ‘Be Lean, Be Clean, Be Green’ approach.

11.17 Based on the energy assessment submitted, subsequently submitted details and inclusive of the all the measure outlined above, the scheme would deliver the following overall carbon dioxide reductions:

	Total residual regulated CO ₂ emissions	Regulated CO ₂ emissions reductions		Total unregulated emissions
	(tonnes per annum)	(tonnes per annum)	(per cent)	

Baseline: Part L 2013 of the Building Regulations Compliant Development	387			392
BE LEAN After energy demand reduction	322	64	17%	353
BE CLEAN After heat network / CHP	278	44	11%	353
BE GREEN After renewable energy	242	36	9%	353
Total Cumulative Savings		145	37%	39
CO2 savings off-set (30 years)		3575		

11.18 In line with the Mayors guidance, a carbon offset contribution would be sought through the S106 predicated on the shortfall demonstrated above.

Other Sustainability Issues

11.19 With regards to the Code for Sustainable Homes (CSH), the government issued a Written Ministerial Statement which confirmed that the scheme has been withdrawn with immediate effect. Therefore planning applications, other than those which have already been approved with a CSH condition, are no longer required to comply with the code.

11.20 In relation to the non-residential floorspace, the Council supports the use of Building Research Establishment Environmental Assessment Method (BREEAM) which is used to measure the environmental performance of non-residential buildings and a standard of 'Very Good' is required in all new non-residential developments. The Energy Statement sets out that the non-residential floorspace would achieve a BREEAM level of 'Very Good' and a condition would be attached to secure this.

12.0 Flood Risk / SUDS / Drainage

12.1 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”.

- 12.2 The application is supported by a Drainage / SUDS statement from Elliot Wood which sets out the drainage strategy of the development, in line with the appropriate hierarchy. A condition ensuring that the drainage strategy be fully implemented prior to first occupation would be attached to any permission.
- 12.3 In terms of foul water sewage, a response from Thames Water confirms that there is sufficient capacity to accept both foul and surface water flows from the development. Whilst this was based on the previous scheme of 175 units, it is clearly still applicable to the reduced scheme.

13.0 Air Quality

- 13.1 The application site is located adjacent to the A5 and a Borough-wide Air Quality Management Area (AQMA) declared by LBB. The site is also located near to an air quality Focus Area in West Hendon; these are locations identified by the Greater London Authority that not only exceed the EU annual mean limit value for nitrogen dioxide, but also have high levels of human exposure.
- 13.2 The application has been assessed by the Council’s Environmental Health officers who note that the proposed development site meets the air quality neutral requirements for buildings and for transport. The EHO commented that there is an uncertainty of the model output and therefore it is recommended that mitigation in the form of mechanical ventilation or NOX/NO2 filters are installed, in all the residential and ground floor units. If mechanical ventilation is used, it is recommended that air is extracted from as high and as far back from the A5 / Cricklewood junction as possible where the air will be cleanest. Appropriate conditions are attached in line with the EHO comments.

14.0 Transport / Highways

- 14.1 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.]

Access

- 14.2 The development would accommodate a vehicular access on Cricklewood Lane providing access to a basement parking level. The Council's Transport and Highways officers have raised some concern at the width of the proposed access and whether a refuse vehicle and passenger car could safely pass each other. In order to address this, conditions would be attached to ensure that the access and servicing/delivery arrangements are reviewed with further details to be approved by the LPA. The condition would also require details of the access gate and revised swept path analysis where necessary.

Parking

- 14.3 Development Management Policy DM17 sets out the parking standards that the Council will apply when assessing new developments. The standards require 2 to 1.5 spaces per unit for detached and semi-detached houses and flats (4 or more bedrooms), 1.5 to 1 spaces per unit for terraced houses and flats (2 to 3 bedrooms), and 1 to less than 1 space per unit for development consisting mainly of flats (1 bedroom).
- 14.4 In terms of parking, the development would provide 80 residential car parking spaces (6 at ground floor level, 74 at basement level), representing 0.55 spaces per residential unit. The site is in a highly accessible location with a PTAL of 5/6, within a short walk of Cricklewood Station and adjacent to numerous bus routes. The provision of residential parking at a ratio of 0.55 is therefore towards the higher end of the range considered acceptable under Policy DM17 however it should be noted that the parking ratio is within the acceptable range.
- 14.5 The development would provide 8 disabled parking spaces (10%) in accordance with London Plan policy. A S106 obligation would also be included to preclude future occupiers from applying for a parking permit for the surrounding CPZs.
- 14.6 The development proposes 259 secure cycle spaces for the residential element and 16 spaces (with lockers and showers) for the retail employees, in accordance with the London Plan. A condition would be attached to ensure that further details of the cycle storage racks be provided for approval.

Trip Generation / Modal Split

- 14.7 The supporting Transport Assessment, prepared by Caneparo Associates sets out that there would be a marginal increase in trips by non-car modes and that in light of the accessibility of the site, the frequency of public transport services and the sustainable mitigation measures proposed, there would not be a detrimental impact on the highway or public transport network.

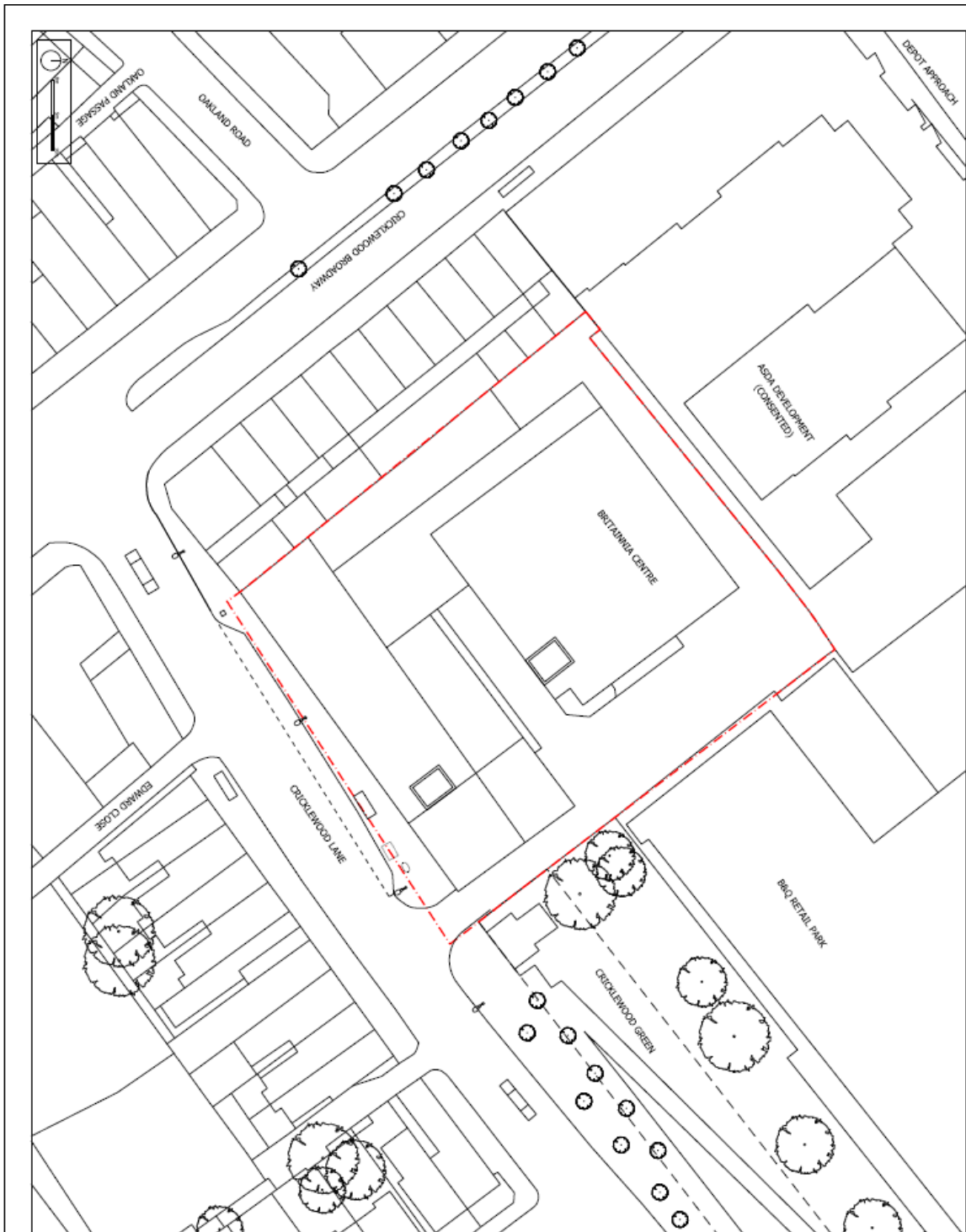
14.8 In assessing the trip generation assessment from the applicant, the Council's Transport and Highways officers have raised some issue at the methodology used in the Transport Assessment. Whilst the methodology used to inform the TA, differs from that suggested by the Council's Transport and Highways officers it is considered that the conclusions drawn would not be fundamentally altered. Nevertheless, in order to ensure that the highway works mitigation secured through the S106 is fit for purpose, an obligation requiring revised assessments to inform the highway works is included.

19.0 Conclusion

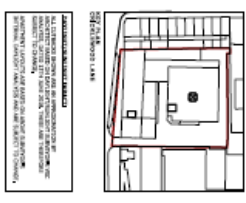
19.1 In conclusion officers consider that, on balance, the development is acceptable having regard to the relevant local, regional and national policies. The principle of the redevelopment of the site and the provision of a residential-led mixed use scheme is acceptable.

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

Site Location Plan



1413 Crickwood Lane
 1102 9FT
 Site plan
 SQUIRE & PARTNERS
 18/04/2018
 1:1000
 18/04/2018
 1:1000
 18/04/2018



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