

**LOCATION:** 194-196 Cricklewood Broadway  
London

**REFERENCE:** 17/0233/FUL                      Received: 16/01/2017  
Accepted: 25/01/2017

**WARD:** Edgware                                      Expiry: 26/04/2017

**APPLICANT:** Cricklewood Square - Tepbrook Properties Ltd

**PROPOSAL:** Redevelopment of site to provide a 6 storey building comprising 3,457sqm of Class A1 use (foodstore) at ground floor level and 96no. self-contained flats (Class C3) at first to fifth floor levels including basement car parking, cycle parking, refuse stores and a single storey car parking deck

## **APPLICATION SUMMARY**

The proposed development would entail the comprehensive redevelopment of the site to provide a mixed use development comprising residential and retail uses. The scheme would comprise 96 residential units along with 3457sqm of retail floorspace in a building rising to a maximum of 6 storeys in height. The development would provide a total of 279 parking spaces for the proposed development comprising 123 parking spaces in the basement parking area, 72 parking spaces on a new upper level parking deck and 74 parking spaces on lower parking deck

The site is located within the Cricklewood Local Centre with the secondary retail frontage and as such a retail store in this location is policy compliant and would add to the vitality and vibrancy of the centre. The proposed development responds to the scale and form of the development elsewhere on Cricklewood Broadway and represents a good quality of design.

The scheme represents a build-to-rent development and as such all of the units would be managed and let by the applicant. PRS/build-to-rent schemes are supported by the GLA as a vital part of the housing sector which support market mobility and thus the principle of such a housing product in this location is acceptable. In terms of affordable housing, the viability assessment submitted in support of the application set out that the development cannot viably support the provision of any affordable housing however that the applicant was willing to offer 14.6% (14) of the units as affordable rented units (20% discount on local market rent). The assessment was independently reviewed on behalf of the Council by Knight Frank who concurred with the conclusion that the development cannot viably support any affordable housing and that the offer of 14.6% is therefore reasonable.

In addition, the quality of the accommodation provided would be high with all units meet or exceed space standards and amenity space requirements.

In transport terms, the development would provide a total of 279 parking spaces to serve both the retail and residential uses. The levels of parking are policy accordant with Barnet Policies and are considered to be appropriate given the quantum of development and the location of the site in relation to public transport networks.

The development does not have any sensitive adjacencies and as there would be a negligible impact on the residential amenity and living conditions of neighbouring residents. The application would achieve CO2 reductions over and above London Plan standards and as such is considered to be appropriate from a sustainability perspective.

## **RECOMMENDATION**

Approve the application subject to:

### Recommendation 1

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

(a) Legal Professional Costs Recovery

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) Employment and Enterprise

The applicant will enter into a Local Employment Agreement with the Council and will commit to providing the following minimum number of places unless otherwise agreed in writing by the Local Planning Authority:

Progression into employment, less than 6 months – 6  
Progression into employment, more than 6 months – 4  
Apprenticeships – 10  
Work experience – 15

School / College / University site visits – 85

School / College workshops -77

(d) Affordable Housing

A minimum of 14.6% (14 units) of the units to be provided at an affordable rented level. The rents charged will be up to a maximum of Local Housing Allowance for Inner London North. The Council will be granted nomination rights for all of the affordable units

(e) Travel Plan

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

- A Full Residential Travel Plan requiring monitoring contributions of £15,000;
- A Full Retail Travel Plan requiring monitoring contributions of £15,000.

Therefore a total of £30,000 would be required under S106 Agreement for the monitoring of the Travel Plans.

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 £28800):

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

(f) Traffic Management Order

Contributions of £2,000 towards the amendment of Traffic Management Order (TMO) to ensure that the new occupants are prevented from purchasing parking permits

(g) Car Club

At least 2 car club spaces must be provided on the development with a commitment to monitor use and to add additional spaces should demand be demonstrated.

(h) Highway Works

Any works proposed on public highway including any alterations to public highway will be concluded under Section 278 of the Highways Act 1980 and detailed design drawings of the proposals would need to be submitted to the local Highway Authority for approval prior to commencing any works on public highway.

TfL has recommended highway works to be carried out as a result of the review of PERS audit submitted with the planning application. The applicant will need to provide a commitment in the S106 agreement to provide funding towards any highway safety and pedestrian improvement identified by the PERS audit. These works shall be carried out under S278 of Highways Act.

(i) Road Safety Audit

Any highway works identified as necessary within the Road Safety Audit in order to mitigate any risk to pedestrian safety shall be undertaken at the applicant's expense in agreement with the Local Planning Authority.

Recommendation 2:

That upon completion of the agreement specified in Recommendation 1, the Head of Development Management and Building Control approve the planning application reference 16/0112/FUL under delegated powers and grant planning permission subject to the conditions and informatives set out in Appendix 1 and any changes to the wording of the conditions considered necessary by the Service Director for Development Management and Building Control.

## **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 (2015) is the development plan in terms of strategic planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The London Plan policies (arranged by chapter) most relevant to the determination of this application are:

##### Context and Strategy

1.1 (Delivering the Strategic Vision and Objectives for London)

##### London's Places:

2.6 (Outer London: Vision and Strategy); 2.7 (Outer London: Economy); 2.8 (Outer London: Transport); 2.15 (Town Centres); and 2.18 (Green Infrastructure: the Network of Open and Green Spaces)

##### London's People:

3.1 (Ensuring Equal Life Chances for All); 3.2 (Improving Health and Addressing Health Inequalities); 3.3 (Increasing Housing Supply); 3.4 (Optimising Housing

Potential); 3.5 (Quality and Design of Housing Developments); 3.6 (Children and Young People's Play and Informal Recreation Facilities); 3.8 (Housing Choice); 3.9 (Mixed and Balanced Communities); 3.10 (Definition of Affordable Housing); 3.11 (Affordable Housing Targets); 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) and 3.13 (Affordable Housing Thresholds).

#### London's Economy:

4.1 (Developing London's Economy); 4.2 (Offices); 4.3 (Mixed Use Development and Offices); 4.4 (Managing Industrial Land and Premises); 4.6 (Support for and Enhancement of Arts, Culture Sport and Entertainment Provision); 4.7 (Retail and Town Centre Development); 4.10 (Support New and Emerging Economic Sectors); and 4.12 (Improving Opportunities for All)

#### London's Response to Climate Change

5.1 (Climate Change Mitigation); 5.2 (Minimising Carbon Dioxide Emissions); 5.3 (Sustainable Design and Construction); 5.5 (Decentralised Energy Networks); 5.6 (Decentralised Energy in Development Proposals); 5.7 (Renewable Energy); 5.8 (Innovative Energy Technologies); 5.9 (Overheating and Cooling); 5.10 (Urban Greening); 5.12 (Flood Risk Management); 5.13 (Sustainable Drainage); 5.14 (Water Quality and Wastewater Infrastructure); 5.15 (Water Use and Supplies); 5.17 (Waste Capacity); and 5.21 (Contaminated Land).

#### London's Transport

6.1 (Strategic Approach); 6.2 (Providing Public Transport Capacity and Safeguarding Land for Transport); 6.3 (Assessing Effects of Development on Transport Capacity); 6.4 (Enhancing London's Transport Connectivity); 6.5 (Funding Crossrail and Other Strategically Important Transport Infrastructure); 6.7 (Better Streets and Surface Transport); 6.9 (Cycling); 6.10 (Walking); 6.11 (Smoothing Traffic Flow and Tackling Congestion); 6.12 (Road Network Capacity); and 6.13 (Parking)

#### London's Living Places and Spaces

7.1 (Building London's Neighbourhoods and Communities); 7.2 (Inclusive Environment); 7.3 (Designing Out Crime); 7.4 (Local Character); 7.5 (Public Realm); 7.6 (Architecture); 7.7 (Location of Tall and Large Buildings); 7.13 (Safety, Security and Resilience to Emergency); 7.14 (Improving Air Quality); 7.15 (Reducing Noise) and 7.18 (Protecting Local Open Space and Addressing Local Deficiency).

#### Implementation, Monitoring and Review:

8.2 (Planning Obligations); and 8.3 (Community Infrastructure Levy)

## **Barnet Local Plan**

The development plan documents in the Barnet Local Plan constitute the development plan in terms of local planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The relevant documents comprise the Core Strategy and Development Management Policies documents, which were both adopted in September 2012. The Local Plan development plan policies of most relevance to the determination of this application are:

### Core Strategy (Adopted 2012):

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

### Development Management Policies (Adopted 2012):

- DM01 (Protecting Barnet's character and amenity)
- DM02 (Development standards)
- DM03 (Accessibility and inclusive design)
- DM04 (Environmental considerations for development)
- DM08 (Ensuring a variety of sizes of new homes to meet housing need)
- DM10 (Affordable housing contributions)
- DM11 (Development principles for Barnet's town centres)
- DM13 (Community and education uses)
- DM14 (New and existing employment space)
- DM15 (Green belt and open spaces)
- DM17 (Travel impact and parking standards)

### Supplementary Planning Guidance and Documents:

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

### Local Supplementary Planning Documents:

Sustainable Design and Construction (April 2013)

Residential Design Guidance (April 2013)

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)

Housing (November 2012)

### National Planning Guidance:

National planning policies are set out in the National Planning Policy Framework (NPPF). This 65 page document was published in March 2012 and it replaces 44 documents, including Planning Policy Guidance Notes, Planning Policy Statements and a range of other national planning guidance.

The NPPF is a key part of reforms to make the planning system less complex and more accessible. The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. The document includes a 'presumption in favour of sustainable development'. This is taken to mean approving applications which are considered to accord with the development plan. In March 2014 the National Planning Practice Guidance was published (online) as a web based resource. This resource provides an additional level of detail and guidance to support the policies set out in the NPPF.

### The Community Infrastructure Levy Regulations 2010:

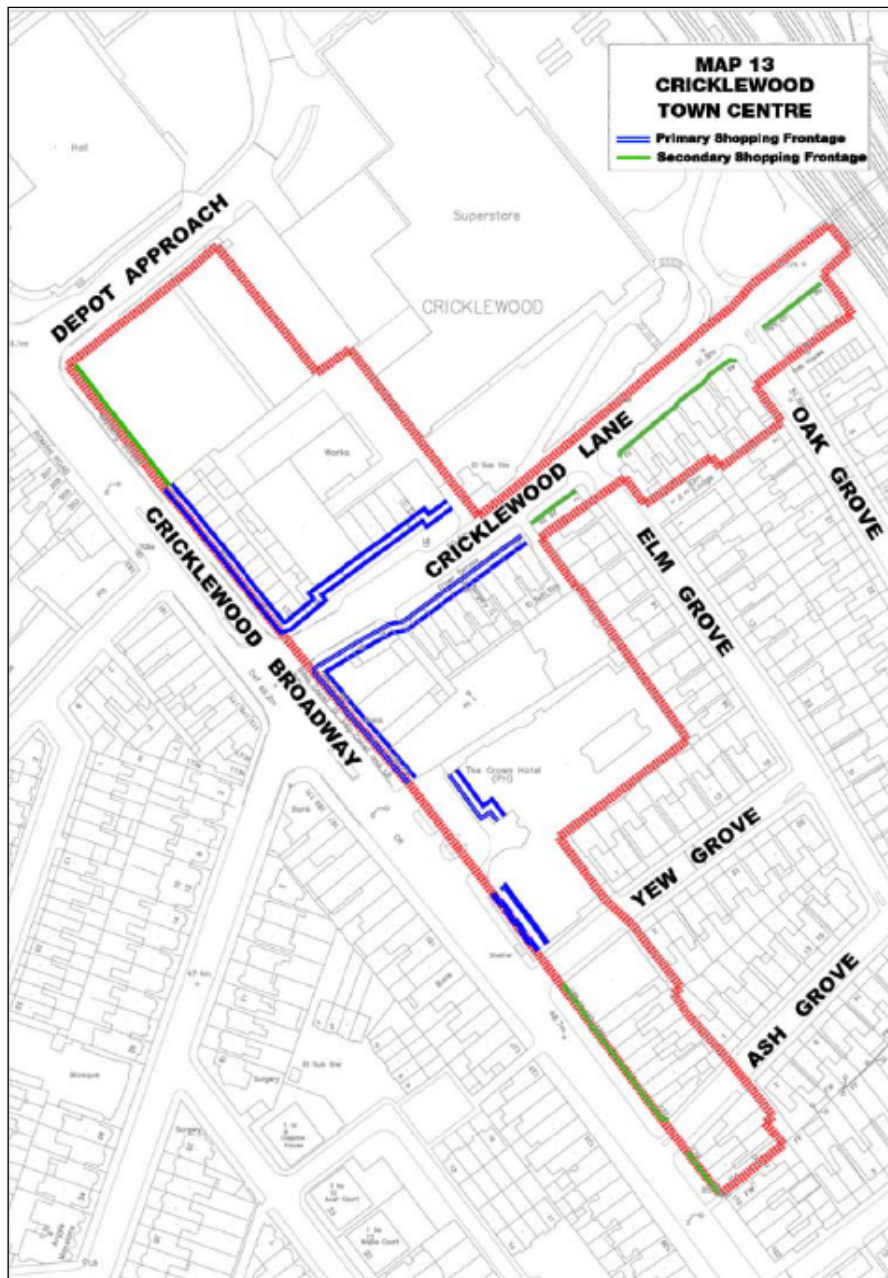
Planning obligations need to meet the requirements of the Community Infrastructure Levy Regulations 2010 (as amended) to be lawful. Were permission to be granted, obligations would be attached to mitigate the impact of development which are set out in Section 10 of this report.



## **PLANNING ASSESSMENT:**

### **1.0 Site Description**

- 1.0 The application site represents two distinct areas both located to the east of Cricklewood Broadway (A5), both sites combine to give an overall site area of 0.65 hectares. Site 1 adjoins Cricklewood Broadway, has an area of 0.47 hectares and currently lies in a vacant state with the previous uses (snooker club and dance hall) having being demolished, the site is enclosed by hoardings. The site is located adjacent to the junction of Depot Approach and Cricklewood Broadway and opposite the site on Depot Approach to the north is the Beacon Bingo Hall, a large two storey building. To the east of Site 1 is a service yard which serves the large B&Q DIY store located further to the east.
- 1.1 Site 2 is located to the rear of the Beacon Bingo Hall, is in use as a car park for users of the bingo hall and has an area of 0.18 hectares. The land levels of the Site 2 sit below the adjacent road level having been excavated to the level of the bingo hall to the street frontage. Site 2 adjoins a neighbourhood children's playground to the north which is accessed from Kara Way further to the north. To the east of the site is the car park of the B&Q retail store.
- 1.2 In the wider vicinity, Cricklewood Rail Station which is served by Thameslink is located on Cricklewood Lane, the junction with which is located 200 metres to the south of the site. The surrounding streets are located within the Cricklewood Controlled Parking Zone (CPZ) with parking restricted to resident permit holders between the hours of 10am and 9pm Monday to Saturday. A bus lane runs along the A5 adjacent to the site, and operates Monday to Saturday from 7am to 10am and Sunday from 4pm to 7pm. The site has a Public Transport Accessibility Level (PTAL) of 5 which is considered to be 'Very Good'.
- 1.3 The site is not located within a conservation area and there are no heritage assets within the immediate vicinity. Site 1 is located within the boundary of the designated Cricklewood Town Centre and represents secondary retail frontage, being located directly to the north of the termination of the primary retail frontage.



## 2.0 Proposed Development

- 2.1 Permission is sought for a comprehensive redevelopment of the site to provide 96 residential units and a 3457sqm foodstore (Use Class A1) within a building rising to 6 storeys in height along with associated car parking. The development would be split over the two distinct parts of the site with the erection of the mixed-use 6 storey building on Site 1 and the erection of a car park deck on Site 2.
- 2.2 The development on Site 1 would vary in height from 4 to a maximum of 6 storeys. At the street frontage the development would be of a 4 storey height with a recessed fourth floor and small fifth floor element set further back from

the façade. At the rear, the development would rise to a full 6 storeys across almost the full width of the building. The three storey element would have a solid form to reflect the form and appearance of the adjoining parade with the set-back third and fourth floor having a contrasting, contemporary appearance.

- 2.3 The development would be laid out in a 'horseshoe' manner around a central courtyard area at podium level with residential development on floors 1-5. Communal amenity space and children's playspace would be provided within the central courtyard at podium level.
- 2.3 The retail unit would occupy a double height space at ground floor level with a glazed frontage on both Cricklewood Broadway and Depot Approach. Parking for the retail unit would be provided at basement level with an access from Depot Approach. A right turn lane would be introduced to the highway on Depot Approach to facilitate the proposed access. Servicing of the retail unit would be provided to the rear of the unit at ground floor level with a dedicated bay.
- 2.4 Development on Site 2 would comprise of a decked car park with parking provided at a covered ground floor and an open top deck. The decked car park would be of a stock brick construction with metal railings on the top deck.

### **3.0 Relevant Planning History**

- 3.1 The following applications relate directly to the application site:
- C/08928 – 194 Cricklewood Broadway London, NW2 - Erection of two-storey building to provide semi-basement car parking (25 spaces) and first floor snooker hall. Application withdrawn on 05/03/1986.
  - C08928A – 194 Cricklewood Broadway, NW1 - Erection of two storey building to provide snooker hall. Application approved on 10/02/1988.
  - C08928B – 194 Cricklewood Broadway London, NW2 - Illuminated Sign. Application refused on 09/10/1996.
  - C08928C/08 - 194-196 Cricklewood Broadway, London, NW2 3EB - Installation of five 48 sheet panels and three 96 sheet panels to be externally illuminated. Application approved on 06/05/2008.
  - 15/03486/ESR – 194-198 Cricklewood Broadway, London NW2 3EB - Environmental Impact Assessment Screening Opinion. It was confirmed that an ES was not required on 30/07/2015.

## 4.0 Consultations

- 4.1 As part of the original consultation exercise 402 letters were sent to neighbouring occupiers in February 2016. The application was also publicised via a site notice and a press notice was published. The consultation process carried out for this application is considered to have been entirely appropriate for a development of this nature. The extent of consultation exceeded the requirements of national planning legislation and Barnet's own adopted policy on the consultation to be carried out for schemes of this nature.
- 4.2 As a result of the consultation, 24 responses were received from neighbouring occupiers, comprising 12 objections, 4 letters of support and 8 responses neither supporting nor objecting to the development.
- 4.3 Summary of Neighbour Objections
- 4.4 The material planning considerations contained within the objections received from neighbouring residents are summarised below:

<b>Objection</b>	<b>Officer Response</b>
The developers have added on an additional storey post consultation with residents.	The LPA were not party to consultations that were carried out with residents. The applicant has advised that no additional height has been added to the development following on from the consultation exercise with local residents.
The development would result in increased parking stress on surrounding streets.	A total of 279 parking spaces would be provided for the proposed development comprising 123 parking spaces in the basement parking area, 72 parking spaces on a new upper level parking deck and 74 parking spaces on the lower parking deck being proposed on land adjacent to the site to the rear of the bingo hall. This level of parking is considered to be acceptable by LBB Transport officers. In addition, an amendment to the local Traffic Management

	<p>Order would be secured through the Section 106 in order to ensure that future residents would be exempt from obtaining permits within the CPZ to prevent any overspill parking onto surrounding streets. Officers therefore consider that there would be minimal impact on existing levels of parking stress on the surrounding streets</p>
<p>The development would result in an unacceptable increase in vehicular traffic on the surrounding highway network.</p>	<p>In terms of traffic, the applicant has submitted a Transport Statement which assesses the likely impact of the development and the adjacent junction capacities are considered. The assessment was reviewed by LBB Transport Officers who consider that the traffic impact would be acceptable.</p>
<p>The proximity of the proposed parking deck to the children's playground on Kara Way would result in a loss of visual amenity and pollution concerns for the playground.</p>	<p>The LPA have advised the applicant that a green screen comprising planting should be incorporated to the car park elevation facing the playground. A condition is attached which would require the submission of full details of the screen to ensure that it would be of an appropriate form to both provide visual screening and mitigate levels of air pollution. The location of the decked car park allows for a gap of 1 metre between the north west elevation and the existing retaining wall on the boundary with the playground. This gap provides scope for the screen to be located on the application site land within the ownership of the applicant.</p>

<p>The development is excessively high.</p>	<p>The development would rise to 6 storeys in height however the full height would be set back from the street frontage. At the street frontage, the height of the development largely reflects the height of the adjacent buildings with a solid 4 storey element and a set-back 5 storey element in contrasting materials in order to soften its visual impact. The height of the building would rise to a full 6 storeys to the rear adjacent to the B&amp;Q store which is considered to be appropriate given that there are no sensitive adjacencies.</p>
<p>The development is not providing adequate affordable housing and most of the flats will be unaffordable for local residents.</p>	<p>The development would provide 14.6% of the units at a 20% reduction from market value which constitutes an 'affordable rent' under GLA definitions. The applicant has submitted a viability appraisal from GVA which sets out the financial viability of the scheme. The appraisal was reviewed on behalf of the LPA by Knight Frank who agreed with the conclusions that it is unviable for the scheme to provide any affordable housing and thus the offer of 14.6% is reasonable and should be accepted.</p>
<p>The development does not constitute sustainable development and the energy statement is inadequate.</p>	<p>The Sustainability Statement submitted by the applicant demonstrates that the development is expected to reduce regulated CO2 emissions by 47% when compared with a notional building built to the Part L Building Regulations (2010) which would be</p>

	over and above the London Plan requirement of 40% CO2 reduction. Conditions are attached to secure the necessary sustainability measures to achieve these levels.
The daylighting of the proposed flats would be substandard.	All of the units on the outside elevations would accord with the BRE 25 degree test meaning that a notional line drawn at 25 degrees from the mid-point of the window would not subtend the obstruction opposite (in this case, the neighbouring buildings). On the internal elevations, the layout of the development allows for an open aspect to the south with no obstruction which would allow for good levels of natural light to penetrate the internal courtyard area and provide good levels of daylighting for the residential units.

4.5 The letters of support and the responses neither objecting to nor supporting the application can be summarised as follows:

<b>Consultation Response</b>	<b>Officer Comment (if applicable)</b>
The development would deliver much needed regeneration of a long derelict site which currently attracts anti-social behaviour.	NA
The development would deliver much needed jobs through the provision of a retail supermarket along with jobs in the construction phase.	NA

<p>The height of the building would correspond with other neighbouring buildings and given that it overlooks a car park and railway lines, privacy and obstructing light isn't an issue.</p>	<p>NA</p>
<p>The development would provide additional housing and help to address the dire housing shortage.</p>	<p>NA</p>
<p>The development would enable the removal of the unattractive advertising hoardings from this prominent high profile site which will make the Town Centre look more attractive.</p>	<p>NA</p>
<p>The provision of a retail supermarket would provide a much needed 'anchor' store which will encourage more locals to shop in the Town Centre.</p>	<p>NA</p>
<p>The proximity of the decked car park to the children's playground could be adequately mitigated through the incorporation of a screen of planting.</p>	<p>A condition is attached which would ensure that the full details of the planted screen would be submitted for approval to the LPA.</p>

#### 4.6 Summary of Responses from External Consultees

- Transport for London (TfL)
  - o TfL finds the access arrangements broadly acceptable.



- The applicant proposes 123 parking spaces for the retail unit including eight wheelchair spaces, seven parent/toddler spaces and a 10% provision of active Electric Vehicle Charging Points (EVCPs) and a further 10% passive provision. TfL welcomes the provision of blue badge spaces and EVCPs.
  - For the residential element, 72 parking spaces are proposed over two decks to the north east on the opposite side of Depot Approach. Six blue badge spaces have been provided with 3 in the retail car park and 3 in the deck car park; which provides one spaces per accessible unit and TfL welcomes. TfL is content that the retail parking strategy will prevent shoppers parking in the residential blue badge space. In addition the provision of EVCPs for the residential element complies with the London Plan and is welcomed.
  - The applicant proposes 134 long stay cycle spaces and 2 short stay cycle spaces for the residential element and 18 long stay spaces for the retail element and 8 short stay spaces. The overall quantum of cycle parking complies with London Plan standards and is welcomed.
  - In addition TfL assesses the design of cycle parking in accordance with London Cycling Design Standards (LCDS). TfL request that the applicant identify the widths of doors and lifts that are used to access cycle parking. Furthermore 5% of spaces should be able to accommodate larger cycles and there should be complimentary facilities for staff that cycle, such as showers and changing rooms. The Council should secure full details of cycle parking by condition in consultation with TfL.
  - The applicant has undertaken a PERS audit of the surrounding area concluding that some mitigation measure would be necessary but the surrounding environment is of a generally good quality. TfL also request that the applicant asses the local cycling environment.
  - The applicant should be aware of the A5 corridor study which suggested improvements for the pedestrians and cyclists along Depot Approach. The applicant should acknowledge the suggested improvements in the design and delivery of this scheme.
  - The applicant has submitted an impact assessment using TRICS and TRAVL data. TfL is content that the application will not have a material impact on the transport network.
  - TfL have no objection to a full Delivery and Servicing Plan secured by condition and request a full Construction Logistics Plan secured by condition.
- Historic England (Archaeology)
    - No objection subject to condition securing site archaeological evaluation
  - Thames Water
    - No objection subject to conditions
  - Highways England
    - No objection

- Brent Council
  - o This application should be resisted, on the grounds that excessive off-street parking is proposed which would lead to an unacceptable impact on the safety and operation of the nearby signalised junction of Cricklewood Broadway/Cricklewood Lane/Chichele Road, to the detriment of highway conditions and bus operations through this major signalised junction.

#### **4.7 Summary of Internal Responses**

- Transport and Highways
  - o The level of parking provision is considered to be acceptable subject to a £2000 contribution to allow for amendment to the local TMOs to exempt future residents from applying for parking permits.
  - o The location of the pedestrian crossing needs to be reconsidered to ensure that a refuge can be provided to mitigate risk to pedestrians
  - o Both a retail and a residential travel plan would be required to be secured by S106 along with £15,000 monitoring contribution for each
  - o No objections to the application subject to conditions and S106 obligations
  
- Drainage – No objections subject to conditions.

#### **5.0 Principle of Development**

##### Land Use

- 5.1 The application seeks permission for the redevelopment of the site to provide a 6 storey building comprising 3,457sqm of Class A1 use (foodstore) at ground floor level and 96no. self-contained flats (Class C3) at first to fifth floor levels including basement car parking, cycle parking, refuse stores and a single storey car parking deck.
- 5.2 The application site is located within the Town Centre boundary for Cricklewood as set out within Appendix 5 of the Barnet Development Management DPD. Site no.1 forms part of the secondary retail frontage and is located directly adjacent to the primary retail frontage.
- 5.3 Policy CS6 (Promoting Barnet's Town Centres) of the Barnet Core Strategy DPD states inter alia that the Council will ensure the efficient use of land and buildings in all town centres, encouraging a mix of compatible uses including retail and residential that add to the vibrancy of the area whilst respecting character. Policy DM11 (Development Principles in the Town Centres) of the Barnet Development Management DPD states that the Council will expect a

suitable mix of appropriate uses as part of development within the town centres to support their continued vitality and viability.

- 5.4 London Plan Policies 2.15 and 4.7 state that that the scale of any retail development proposed should be commensurate with the size, role and function of a town centre and its catchment scale. Further guidance is provided within Annexe 2 of the London Plan which defines District Centres as follows:

*“distributed more widely than the Metropolitan and Major centres, providing convenience goods and services for more local communities and accessible by public transport, walking and cycling. Typically they contain 10,000–50,000 sqm of retail, leisure and service floorspace. Some District centres have developed specialist shopping functions”*

- 5.5 In this case, the application would provide 3,457 square metres of floorspace and it is noted within the applicant’s planning statement that latest GOAD data shows that the Cricklewood District Centre has 42,531 sqm of retail floorspace (including service provision). On the basis that Annexe 2 of the London Plan gives an indicative upper range of 50,000 square metres of retail and service floorspace, the proposed development would not result in an excessive increase and the indicative floorspace limit would not be breached. In this context it is considered that the scale of the development is commensurate for the centre in line with London Plan Policies 2.15 and 4.7.
- 5.6 The scale of the retail development is appropriate in the context of the Brent Cross/Cricklewood Regeneration, the boundary of which is located in close proximity to the site. It is considered that the extent of the development to provide 3,457 sqm of convenience retail floorspace would not compromise the objectives of the Brent Cross Regeneration.
- 5.7 Having regard to all of the above, officers consider that the proposed provision of retail floorspace is in accordance with the local planning policy which seeks to direct retail development to town centre locations. Furthermore, the mixed use nature of the scheme comprising 96 residential units would contribute towards the objectives of Policy CS6 seeks to promote mixed uses in established town centres to retain the vitality and vibrancy of the established centres.

#### Residential Density

- 5.6 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.

- 5.7 The application site is best described as ‘urban’ defined within the London Plan as “areas with predominantly dense development such as, for example, terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 metres walking distance of a District centre or, along main arterial routes”. The site has a PTAL of 5.
- 5.8 The scheme would have a residential density of 358 habitable rooms per hectare which falls within the appropriate range of 200-700 hr/ha for urban locations with a PTAL of 5 as set out in the London Plan density matrix. This figure combined with the number of residential units being provided (96) gives an average number of habitable rooms per units of 3.7. Using the site area of 0.6458 hectares, the development would provide a density of 149 units per hectare which falls within the range set out within the London Plan density matrix and is therefore appropriate.

**6.0 Housing / Quality of Accommodation**

- 6.1 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, Residential Design Guidance SPD and CAAP policy 5.2.

Dwelling Mix

- 6.2 Policy DM08 of the DMP – DPD states that new residential development should provide an appropriate mix of dwellings and with regards to market housing.
- 6.3 The development proposes 96 residential units with the following mix of units

Unit Size	Number of Units	% of Units
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1 bedroom	58	60%
2 bedroom	36	38%
3 bedroom	2	2%

6.4 It is considered that the mix of units being provided with a biased towards 1 and 2 bedroom units is appropriate for the high PTAL location and due to its Town Centre location. The specific nature of the housing product, being a PRS model lends itself more towards smaller units.

6.5 Furthermore, family sized units are defined (within the London Housing Design Guide) as being those with 2 or more bedrooms and in this case all of the two bedroom units provided are capable of being occupied as such. With this in mind and with 38 of the 96 units (40%) being family sized accommodation it is considered that the application would provide a suitable range of dwelling sizes and types to address housing preference and need in accordance with the abovementioned policy.

#### Housing Tenure

6.6 The development represents a build-to-rent (PRS) scheme which the applicant would manage with all of the units being made available on Assured Shorthold Tenancy agreements. This form of housing is supported by the Mayor and the current London Plan seeks to ensure that Council's take a more positive approach to this housing product. PRS housing has numerous benefits and can:

- Attract investment into London's housing market that would otherwise not be there;
- Accelerate delivery on individual sites as they are less prone to 'absorption constraints' on build-out rates;
- More easily deliver across the housing market cycle as they are less impacted by house price downturns;
- Provide a more consistent and at scale demand for off-site manufacture;
- Offer longer term tenancies;
- Ensure a commitment to place making through single ownership; and,
- Provide a better management standard than the majority of the mainstream PRS sector.

6.7 In light of the above, officers consider that the provision of a build-to-rent/PRS scheme in this location is acceptable in principle.

## Affordable Housing

- 6.8 London Plan 2015 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. Council policies seek a tenure split of 70% social rented and 30% intermediate housing.
- 6.9 The application was accompanied by a Viability Assessment produced by GVA Billfinger which set out that zero affordable housing provision could be supported by the development however that the applicant was willing to offer 14.6% of the units at a discount of 20% below market value (Affordable Rent).
- 6.10 The LPA instructed Knight Frank to undertake an independent review of the Viability Assessment. Whilst Knight Frank differed slightly in the methodology for assessing the Benchmark Land Value, local comparable transactions were not largely dissimilar to the BLV adopted by GVA. The BLV proposed by GVA was therefore adopted in the assessment carried out by Knight Frank.
- 6.11 Knight Frank carried out the review and disagreed with some assumptions made within the assessment. The assumptions that Knight Frank disagreed with in the GVA document can be summarised as follows:
- Sales values following review by Knight Frank residential team;
  - Value per parking space applied;
  - Ground rent reduced;
  - Professional fees reduced;
  - Sales period reduced;
  - Residential marketing, sales and legal fees reduced;
  - Rights to light cost removed.
- 6.11 Knight Frank tested the viability of the scheme using their adjusted inputs as set out above and notwithstanding the adjusted inputs, assessed a Residual Land Value which is below the Benchmark Land Value making the scheme is unable to viably support the provision of affordable housing. On this basis, the LPA received clear advice from Knight Frank that the applicant's offer of 14.6% is reasonable and should be accepted.
- 6.12 The 14.6% affordable housing would equate to the following:
- 14 x Affordable Rented Units (8 x 1 bedroom, 5 x 2 bedroom and 1 x 3 bedroom)

6.13 In summary, officers consider that the proposed affordable housing provision of 14 units equating to 14.6% of the total residential offer is reasonable given the financial viability of the scheme. The specific housing model of the scheme as PRS means that the traditional shared ownership model is not appropriate and thus all of the units being provided as affordable rent is considered to be acceptable. The mix of the units offers a range of unit sizes, including 42% as family sized units, is commensurate with the overall mix and is acceptable. The application is therefore in accordance with Policy CS4 of the Core Strategy and is acceptable in terms of affordable housing.

#### Residential Space Standards

6.14 Table 3.3 in the London Plan provides a minimum gross internal floor area for different sizes of dwelling. This is set out in Table 1.0 below, which shows the areas relevant to the units proposed within the development:

Table 1.0 – Residential Internal Space Standards Requirements

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

6.15 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.

6.16 In addition, all of the units would have at least a 2.5 metre floor to ceiling height and all units have glazing which is equivalent to 20% of the floor area.

#### Wheelchair Housing Standards

6.17 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. In this regard, a condition is

attached to ensure that a minimum of 10 units are constructed as wheelchair accessible.

Amenity space

- 6.18 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 Table 1.1 below:

Table 1.1 – Outdoor Amenity Space Requirements

<b>Outdoor Amenity Space Requirements</b>	<b>Development Scale</b>
For Flats: 5m2 of space per habitable room	Minor, major and large scale
For Houses: 40m2 of space for up to four habitable rooms 55m2 of space for up to five habitable rooms 70m2 of space for up to six habitable rooms 85m2 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

- 6.19 The development proposes a mix of private and communal amenity areas and the planning statement submitted in support of the application incorporates an assessment of the level of amenity space provided in relation to the requirements of both the London Plan SPG and the Barnet SPD.
- 6.20 The communal amenity space would be provided within the central courtyard above the podium deck and would incorporate the amenity space and children’s playspace. The deck would only be available to residents of the development. In addition, all of the units would be provided with a private external amenity space of at least 5 square metres.



6.21 Using the methodology associated with Table 2.3 of the SPD, the development would comprise 232 habitable rooms which would necessitate the provision of 1160 square metres of amenity space. The development would comprise an overall amenity provision of 1477 square metres which is in excess of the 1160 square metre requirement as set out in the Barnet SPD. The development is therefore fully accordant with the amenity requirements of the SPD and is acceptable in this regard.

#### Children's Play Space

6.22 The development would have a Child Yield of 48.8 children as per the Mayor's Child Yield Calculator. The Mayor's Shaping Neighbourhoods: Informal Play and Recreation SPG requires a provision of 10 square metres of playspace per child and thus the development should provide 488 square metres of children's playspace. The Proposed Development meets this target and would provide a children's play area on the podium. In this regard, the level of children's playspace provided is accordant with the requirements of the Mayor's Shaping Neighbourhoods: Informal Play and Recreation SPG and the application is therefore acceptable.

6.23 Nevertheless, the application does not incorporate details of the equipment to be provided. Therefore if permission were to be granted a condition would be attached requiring the submission of details of the play equipment to ensure it is of an appropriate type and quality.

#### Noise

6.24 In relation to the noise impacts on the proposed development, the application is accompanied by a Noise Impact Assessment produced by Entran Ltd. The Noise Impact Assessment has the following purposes:

- To determine the ambient noise levels at the application site during representative periods of the daytime and at night;
- To assess the potential impact of the ambient noise climate on the proposed development (with reference to the National Planning Policy Framework); and
- To provide recommendations for a scheme of sound attenuation works, as necessary, to ensure that the future occupants of the proposed development do not experience any unacceptable loss of amenity due to noise.

6.25 The assessment identifies that the ambient noise climate across the majority of the application site is largely due to local road traffic whilst the proposed development could also create noise impacts from the building services, the

servicing of the retail store and car parking. The assessment goes on to state that a scheme of sound insulation mitigation has been proposed to protect the proposed residential element of the development from the ambient noise climate in accordance with the requirements of the NPPF. Winter gardens are proposed to the Cricklewood Broadway elevation to mitigate noise impacts from the road to the amenity areas. The assessment then concludes that the ambient noise climate is not considered to represent a material constraint to the proposed development of the application site.

- 6.26 Conditions relating to noise insulation measures for the residential units would be attached if permission were granted. Subject to these conditions it is considered that the application would be acceptable in terms of noise impact.

### Privacy

- 6.27 The development is laid out around a central courtyard at podium level and there are residential windows on both the external and internal elevations.
- 6.28 To the street frontage, the residential windows fronting onto Cricklewood Broadway at second floor level would have a separation distance of approximately 13 metres from the facing windows at second floor level of the properties opposite. This separation distance is established by the width of Cricklewood Broadway and is consistent with other residential windows lying opposite each other on the road.
- 6.29 To the north-west elevation facing Depot Approach, the residential windows on the upper floors would lie opposite the Beacon Bingo site which is two storeys in height without any facing windows and thus there would not be privacy concerns.
- 6.30 To the north-east elevation facing the B&Q site, the residential windows of the development would face onto the service yard of B&Q and the retail store beyond. Given the location of the residential windows of the development on the upper floors and the lack of facing windows on the adjacent site, there are no privacy concerns.
- 6.31 On the internal elevations, the upper floor residential windows on the front and rear blocks would lie opposite each other and would have a separation distance of approximately 13 metres. Whilst this separation distance is below the recommended 21 metre minimum it must be recognised that this is an urban, brownfield location with a tight urban grain. The 13 metre separation distance is also consistent with the separation distance of the residential windows to the street frontage in relation to the residential properties opposite.

## Daylight / Sunlight

- 6.32 All of the units on the outside elevations would accord with the BRE 25 degree test meaning that a notional line drawn at 25 degrees from the mid-point of the window would not subtend the obstruction opposite (in this case, the neighbouring buildings). On the internal elevations, the layout of the development allows for an open aspect to the south with no obstruction which would allow for good levels of natural light to penetrate the internal courtyard area and provide the potential for good levels of daylighting for the residential units.

## Outlook

- 6.33 The proposed residential windows on the external elevations at second floor level and above would largely be located above the level of the adjacent buildings and thus there would be no concerns with regards to the outlook from the windows. To the internal elevations, the residential windows of the front and rear blocks would be located opposite each other at a separation distance of 13 metres. Whilst the block opposite would be clearly visible from both the front and rear blocks, the actual height of the built mass above the podium deck would not be so significant as to result in an undue loss of outlook or sense of enclosure.

## **7.0 Design and Appearance**

- 7.1 Policy CS5 of the Barnet Core Strategy states that the Council will ensure that development in Barnet respects local context and distinctive local character creating places and buildings of high quality design. Policy DM01 of the Development Management Policies Document goes on to state inter alia that development should be based on an understanding of local characteristics, should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.
- 7.2 The development would vary in height from 4 to a maximum of 6 storeys. At the street frontage the development would be of a 4 storey height with a recessed fourth floor and small fifth floor element set further back from the façade. At the rear, the development would rise to a full 6 storeys across almost the full width of the building.
- 7.3 In terms of scale, officers consider that the development responds to both the existing parade to the south and to the emerging development to the north, characterised by the Travelodge to the north of the Beacon Bingo Site. At the street frontage, the development would have a height consistent with the

height of the adjoining parade. It should be noted that, given the commercial use of the ground floor and the additional floor to ceiling height, the floor numbers do not correspond to the adjoining development. The three storey element would have a solid form to reflect the form and appearance of the adjoining parade with the set-back third and fourth floor having a contrasting, contemporary appearance to reduce its visual impact. In views from ground level, the small fifth floor element to the front of the development would not be readily visible given its set back.

- 7.4 The height of the development rises to 6 storeys at the rear which is considered to be appropriate given that there are no sensitive adjacencies and little discernible character. Given its location, the 6 storey height to the rear would have minimal impact on the character of the streetscene and would also provide an appropriate height benchmark for any future development of the sites to the rear.
- 7.5 The material palette of the development fronting the street would reflect the stock brick construction of the existing parade to the south which is considered to be appropriate. If permission were granted, a condition would be attached requiring the submission of samples of bricks in order to ensure that the final brick choice is suitable for the context. The contemporary form and aesthetic of the upper floors offers a clear contrast which offsets its mass and does not try to pastiche or mimic a traditional roof form.
- 7.6 The proposed shopfronts would comprise a double height glazed frontages with stock brick columns aligning with the built form of the elevations above. The shopfronts would have a lightweight and active frontage which is appropriate for its use and would promote the vitality of the local centre.
- 7.7 The proposed car park to the rear of the Beacon Bingo Hall on Site 2 would take the form of a decked structure with the retaining walls proposed to be of a stock brick construction with metallic railings on the open top deck. The location of the car park to the rear of the Bingo Hall and adjacent to a service road means that there is little discernible character to provide context. With this in mind, it is considered that the decked car park would represent a modest and appropriate structure in terms of its visual impact.
- 7.8 Having regard to all of the above, officers consider that the scheme is of a good design quality and would integrate well with its surrounding context in accordance with Local Plan Policies CS5 and DM01.

## **8.0 Amenity Impact on Neighbouring Properties**

### Daylight

- 8.1 The application site does not have any facing residential windows to the north, east or south and as such the only sensitive relationship is that to the street frontage with the residential properties on the upper floors of the parade opposite.
- 8.2 BRE guidance dictates that a full daylight assessment is only required a 25 degree line from the centre point of the window being assessed would subtend the development in question. In this case, a 25 degree line from the windows opposite would not subtend the proposed development which indicates that the windows would retain the potential for good daylighting.

### Sunlight

- 8.3 in relation to assessing the impact of development on sunlighting, 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.” The location of the proposed development relative to the neighbouring development and land uses is such that the only neighbour which could be affected would be the Beacon Bingo Hall which is a non-residential building. There would therefore be no concerns with regards to sunlight.

### Outlook

- 8.4 The proposed development would have a separation distance of approximately 13 metres from the upper floor residential windows of the parade opposite. When viewed from these windows, the front elevation of the development would present clearly in views.
- 8.5 Given that the application site is currently vacant, the development would inexorably result in a loss of outlook relative to the current view from these windows. Nevertheless, it would unreasonable to use the current situation as the baseline assessment for any such loss of outlook. Whilst there would be a significant loss of outlook relative to the current situation, if the parade opposite were mirrored on the application site – it is considered that the loss of outlook over and above such a situation would not be so significant and not sufficient to warrant refusal of the application on this basis.

## **Privacy**

- 8.6 The residential windows at second floor level the upper floors of the parade opposite the façade of the building would have a separation distance of approximately 13 metres. This separation distance is established by the width of Cricklewood Broadway and is consistent with other residential windows lying opposite each other on the road. Given this relationship and the nature of the surrounding urban grain, it is considered that the development would not result in any undue loss of privacy for the residential occupiers opposite.

## **Noise**

- 8.7 The applicant has commissioned as Noise Impact Assessment from Entrans Ltd which sets out the likely noise impacts of the development.
- 8.8 Likely noise impacts could arise from building services and servicing of the retail unit. With regards to the noise from building services, conditions are attached which would require the submission of noise mitigation measures to control noise from plant machinery and equipment installed in association with the retail and residential uses. This condition would ensure that there would be no unacceptable noise pollution for future occupiers of the development and for neighbouring residential occupiers.
- 8.9 With regards to the servicing of the retail unit, this would be undertaken within a dedicated service bay at basement level of the development. To control the potential impact of noise breakout during unloading activities, the store design incorporates a level dock type facility, from within which the vehicle unloading is undertaken. Given the enclosed location of the servicing bay at basement level, it is unlikely that there would be any impact from unloading activities.
- 8.10 The assessment goes on to consider the impact of HGVs accessing and egressing the site including the use of reverse gear and associated warning beepers. The report concludes that any impact would be only negligibly above the existing ambient noise levels.
- 8.11 Given the scale of the development, it is likely that there would be potential for significant noise from construction. If permission were to be granted, in order to ensure that the construction process would be managed appropriately including the provision of noise mitigation measures, a condition would be attached requiring the submission of a construction method statement.

## **9.0 Sustainability**

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

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

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

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

9.4 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 OCSC which sets out the sustainability strategy for the development.

### Be Lean

9.5 The scheme would incorporate a range of energy efficiency measures including the levels of insulation above building regulation requirements, the installation of high performance glazing and energy efficient lighting.

### Be Clean

9.6 There are planned district heating networks in the area however these are a significant distance from the site and as such the sustainability strategy for the development is predicated on a community energy centre with a CHP system and back up gas fired boilers to serve heating and domestic hot water into all dwellings.

### Be Green

9.7 The following renewable technologies were considered for the development:

- Biomass
- Wind Energy
- Photovoltaic Panels
- Solar Thermal Panels

- 9.8 A biomass boiler was discounted due to the need for a separate storage silo and due to the high levels of NOx associated with the technology. Solar Thermal Hot Water Panels were discounted due to the capital costs associated with the requisite additional piping. Wind energy was discounted due to unreliability and reduced performance in an urban setting.
- 9.9 Photovoltaic panels were thus considered to be most appropriate technology and 260m<sup>2</sup> of photovoltaic panels, rated at 63kWp are recommended.
- 9.10 Based on the energy assessment submitted and inclusive of the energy efficiency measures, CHP and the photovoltaic panels, the scheme would deliver the following overall carbon dioxide emissions:

	<b>CO2 Emissions (KgCO2/ m2/yr)</b>	<b>% Improvement CO2 Emissions Over TER</b>	<b>Achieved London Plan target of 40% reduction over TER (Part L 2010)</b>
Base case (TER)	14.99		
'Be Lean' – Energy Efficiency	14.97	0.16%	No
'Be Clean' – Energy Saving Options	9.25	40%	Yes
'Be Green' - Renewables	7.59	49%	Yes

- 9.9 In total, the development is expected to reduce regulated CO2 emissions by 47% when compared with a notional building built to the Part L Building Regulations (2010) which would be over and above the London Plan requirement of 40% CO2 reduction.

#### Other Sustainability Issues

- 9.10 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.



9.11 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. If permission were to be granted, a condition would be attached to ensure that the development achieved this standard on implementation.

## **10.0 Planning Obligations**

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

10.2 In accordance with development plan policies the following obligations are required to be secured through a legal agreement with the developer. If permission were granted it is considered that the package of planning obligations and conditions recommended would, when considered alongside the financial contributions that the development would be required to make under the Barnet CIL, mitigate the potential adverse impacts of the development and ensure the provision of the funding needed for the delivery of the infrastructure that is necessary to support the scheme.

### Affordable Housing

10.3 In accordance with policy 3.12 of the London Plan and Policies CS4, CS15 and DM10 of the Barnet Local Plan, officers recommend that the following number and mix of affordable housing unit types and sizes are secured by S106 Agreement at the application site:

- 14.6% (by unit number) representing a minimum of 14 units provided as affordable rented units (8 x 1 bedroom, 5 x 2 bedroom and 1 x 3 bedroom)

10.4 The rent levels for the affordable rented units shall be charged to be up to a maximum of Local Housing Allowance for Inner London North.

### Employment and Training

10.5 In accordance with development plan policies which seek contributions to employment and training from schemes the proposal would be required to deliver employment and training opportunities through a Local Employment Agreement.

10.6 If permission were granted, the employment agreement would need secure the following minimum levels and would also set out specifically how the applicant would achieve this.

- Progression into employment, less than 6 months – 6
- Progression into employment, more than 6 months – 4

- Apprenticeships – 10
- Work experience – 15
- School / College / University site visits – 85
- School / College workshops -77

10.7 The LEA would be subject to discussion with the Council and would be agreed prior to the commencement of development.

#### Travel Plan and Travel Plan Monitoring

10.8 In accordance with policy DM17 of the Local Plan the applicant would be required to enter into a Strategic Level Travel Plan for both the residential and retail development which would seek to reduce reliance on the use of the private car and promote sustainable means of transport.

10.9 The Residential Travel Plan provided would be required to include the appointing of a Travel Plan Champion and the use of (financial) Travel Plan incentives (up to a maximum of £28800) for the first occupier of each residential unit. These incentives would comprise of a voucher to a minimum value of £300 per dwelling to be spent on Car Club Membership, an Oyster Card with a pre-loaded amount and/or Cycle Scheme vouchers all designed to encourage the use of more sustainable modes of transport.

10.10 A contribution of £15000 would be required towards the monitoring of each of the Travel Plans for the development (£30,000 in total). This contribution would enable the Local Planning Authority to continue to monitor the scheme to ensure the development is making reasonable endeavours to meet travel related sustainability objectives in accordance with policy DM17 of the Local Plan.

10.11 In line with the incentives above, the provision of a car club and the allocation of 2 car parking spaces within the site to be provided and retained for use by the car club would also be required.

#### Traffic Management Order

10.12 The application would be required to provide £2000 funding towards Contributions towards the amendment of Traffic Management Order (TMO) to ensure that the new occupants are prevented from purchasing parking permits.

#### Highways Works / Section 278

10.13 Any works proposed on public highway including any alterations to public highway will be concluded under Section 278 of the Highways Act 1980 and detailed design drawings of the proposals would need to be submitted to the local Highway Authority for approval prior to commencing any works on public highway. TfL has recommended highway works to be carried out as a result of the review of PERS audit submitted with the planning application. The applicant will need to provide a commitment in the S106 agreement to provide

funding towards any highway safety and pedestrian improvement identified by the PERS audit. These works shall be carried out under S278 of Highways Act.

#### Community Infrastructure Levy

- 10.13 The proposed development is liable for charge under the Barnet Community Infrastructure Levy (CIL) at a rate of £135 per square metre. Because of the nature of the way in which CIL is calculated it is only possible to estimate the contribution which will finally be made through the Barnet CIL at the time planning applications are determined.
- 10.14 The CIL liability of the scheme is determined by the amount of new floorspace being provided for both the residential and retail elements, deducting both the social housing element, which is exempt from CIL liability.

### **11.0 Flood Risk / SUDS**

- 11.1 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”.
- 11.2 The application has been accompanied by a Drainage Report produced by OCSC. The report identifies and assesses the risks of all forms of flooding to and from the development and concludes that the proposal would not adversely affect flood risk on site or neighbouring properties.
- 11.3 The Drainage Report was reviewed by the Council’s appointed drainage consultants who agreed with the conclusions that the development would not adversely impact on flood risk in the locality. Nevertheless, conditions are attached to ensure that the mitigation measures are implemented.

### **12.0 Contaminated Land**

- 12.1 The application site has a historical commercial/industrial land use and as such a condition requiring site investigation works to be carried out prior to the commencement of development and subsequent mitigation should it be required. Such a condition would be attached if permission were granted.

### **13.0 Crime Prevention / Community Safety**

- 13.1 Development plan policies require new developments to provide a safe and secure environment for people to live and work in and reduce opportunities for crime and fear of crime.

13.3 The Design and Access Statement submitted in support of the application sets out that the development has been designed with Secured by Design principles in mind. The Metropolitan Police were consulted on the application and no objection was received. Nevertheless, a condition is attached stating that the development should comply with SBD requirements and that certification demonstrating compliance should be submitted for approval by the Council.

## 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.

14.2 Although the PTAL assessment shown in the Transport Assessment submitted by Traffic Consultants Paul Mews Associates on behalf of the applicant has stated that the PTAL rating for the site is 5, the most recent assessment of PTAL on the Transport for London (TfL) Website has shown that the PTAL rating for the site as 6a. Therefore the PTAL score for the site is considered as excellent.

### Car Parking

14.2 The London Plan sets out maximum parking standards which are outlined in Table 1.4 below.

	PTAL 0 to 1		PTAL 2 to 4		PTAL 5 to 6	
Suburban	150–200 hr/ha	Parking provision	150–250 hr/ha	Parking provision	200–350 hr/ha	Parking provision
3.8–4.6 hr/unit	35–55 u/ha	Up to 2 spaces per unit	35–65 u/ha	Up to 1.5 spaces per unit	45–90 u/ha	Up to one space per unit
3.1–3.7 hr/unit	40–65 u/ha		40–80 u/ha		55–115 u/ha	
2.7–3.0 hr/unit	50–75 u/ha		50–95 u/ha		70–130 u/ha	
Urban	150–250 hr/ha		200–450 hr/ha		200–700 hr/ha	
3.8–4.6 hr/unit	35–65 u/ha	Up to 1.5 spaces per unit	45–120 u/ha	Up to 1.5 spaces per unit	45–185 u/ha	Up to one space per unit
3.1–3.7 hr/unit	40–80 u/ha		55–145 u/ha		55–225 u/ha	
2.7–3.0 hr/unit	50–95 u/ha		70–170 u/ha		70–260 u/ha	
Central	150–300 hr/ha		300–650 hr/ha		650–1100 hr/ha	
3.8–4.6 hr/unit	35–80 u/ha	Up to 1.5 spaces per unit	65–170 u/ha	Up to one space per unit	140–290 u/ha	Up to one space per unit
3.1–3.7 hr/unit	40–100 u/ha		80–210 u/ha		175–355 u/ha	
2.7–3.0 hr/unit	50–110 u/hr		100–240 u/ha		215–405 u/ha	

14.3 A total of 279 parking spaces are being provided for the proposed development comprising 123 parking spaces in the basement parking area, 72 parking spaces on a new upper level parking deck and 74 parking spaces on lower parking deck being proposed on land adjacent to the site to the rear of the bingo hall.

14.4 The table below shows the parking provision required in accordance with the Parking Standards as set out in the Barnet Local Plan, Development Management Policies Approved in September 2012.

Unit Size	Unit no.	Parking Ratio	Parking Required	
1b	58	0.0-1.0	0	58
2b	36	1.0-1.5	36	54
3b	2	1.0-1.5	2	3
	96	Total	38	115

14.5 The parking provision for the residential use needs to be between 38 and 115 parking spaces. Taking into consideration the following:

- The site is located in a town centre location and close to local amenities;
- The site within a PTAL rating of 6a which is the highest rating possible;
- The site is located within an All Day Control Parking Zone.

14.6 72 parking spaces for the residential use are proposed on a new lower parking deck proposed on land adjacent to the site to the rear of the bingo hall. In addition 3 disabled parking spaces are also provided for the residential use in basement level car park.

14.7 Nevertheless, although the residential parking provision is in accordance with the Development Policy DM17, the parking pressure on roads in the vicinity of the development site is high. Therefore, occupants of the new development would be exempted from purchasing any parking permits within the CPZ. A contribution of £2,000 is required towards the amendment of the local Traffic Management order (TMO).

14.8 The table below shows the parking provision that would be required for the retail element of the development.

A1 Retail Use (3457 sqm)	Parking Standard	
	PTAL 6	PTAL 5

London Plan Parking Standards	1 space per 38 sqm	1 space per 25 sqm
Parking Provision Required	90	138

- 14.9 A total of 123 car parking spaces are proposed in the basement parking area including disabled parking spaces and parent/toddler bays for the A1 retail use and 3 disabled parking spaces for the residential use. The parking provision is acceptable on highway grounds.
- 14.10 In addition existing 74 parking spaces for the adjacent bingo hall are being re-provided on the new upper parking deck on land adjacent to the site to the rear of the bingo hall.
- 14.11 A car parking management plan will need to be provided showing the parking management and allocation policy and parking allocation to be shown on drawing indicating allocation of each use in different colours and parking space allocated to individual residential properties. A car parking management plan is conditioned.
- 14.12 It is proposed that 10% active and 10% Passive Electrical Vehicle Charging Points (EVCP's) are to be provided for the A1 retail use. Similarly, 20% Active and 20% Passive Electrical Vehicle Charging Points (EVCP's) are to be provided for the residential use. A condition is attached to secure the provision of EVCPs.

#### Cycle Parking

- 14.13 Cycle parking provision would need to be made in accordance with Revised Early Minor Alterations to the London Plan published on 11th October 2013.
- 14.14 Long Stay Cycle Parking Standards for residential use require 1 cycle parking space for 1 bed units and 2 cycle parking spaces for all other units to be provided. The table below shows the minimum cycle parking that would need to be provided in accordance with the London Plan Cycle Parking Standards.

Unit Size	No. of Units	Cycle Parking Standards	Required Cycle Parking
1b	58	1	58
2b	36	2	72
3b	2	2	4
	96		134

- 14.15 Short Stay Cycle Parking Standards for Residential Use require 1 cycle parking space for 40 units would need to be provided. This equates to provision of 2 cycle parking spaces. A total of 134 long stay and 2 short stay cycle parking spaces are proposed in accordance with the London Plan Cycle Parking Standards as indicated above which is acceptable.
- 14.16 Long Stay Cycle Parking Standard for Retail Use requires 1 cycle parking space per 175m<sup>2</sup> for the first 750 sqm which equates to 20 cycle parking spaces. 1 space per 40m<sup>2</sup> thereafter: 1 space per 300m<sup>2</sup> is required thereafter which equates to 19 and 9 cycle parking spaces. The total provision therefore needs to be a minimum of 48 cycle parking spaces for the retail use. 18 secure and covered long stay cycle parking spaces and 27 secure and sheltered short stay spaces are proposed for the retail store in accordance with the London Plan Cycle Parking Standards.
- 14.17 181 cycle parking spaces in total are proposed in accordance with the London Plan Parking Standards. A condition is attached which would secure the provision of the cycle parking.

#### Vehicular Access Arrangement

- 14.18 The existing vehicular access to the site is from the rear part of the site off Depot Approach which is a privately owned/maintained unadopted road. The rear of the site is currently in use as a hand car wash business. It is proposed that the existing vehicular site access at the rear of the site is to be maintained to serve the proposed servicing area. A new ramped access is proposed immediately to the south of the site's existing entrance to serve the basement car park.
- 14.19 Amendments are proposed to the existing layout of the Depot Approach to provide a right-turn filter lane, approximately 30m long for the access into the basement retail car park, following the resurfacing of Depot Approach. A separate lane will carry past the site northbound along Depot Approach. The proposal is to provide road space to the front of the service yard and the residential parking deck egress with a yellow hatched box to facilitate access/egress manoeuvres.
- 14.20 The applicant's transport consultants have indicated in the TA that the access for the delivery area can accommodate a 16.5m articulated lorry, a largest size delivery vehicle requiring access to the site enter, turn and exit the service yard in forward gear.
- 14.21 All works affecting public highways associated with the proposed development shall be undertaken under S278 of the highways Act.

#### Pedestrian Access Arrangement

- 14.22 It is proposed that the pedestrian entrance to the parking deck will be provided directly adjacent to the main site. A zebra crossing is proposed on

Depot Approach to access the residential core to the south of the basement car park entrance.

- 14.23 Initially, a zebra crossing was proposed following a pedestrian desire line however following review from LBB Transport officers the applicant was advised that the location would require pedestrians to cross 3 lanes of traffic without any refuge which was not considered to be safe. Following discussion with the applicant, a revised layout was agreed which introduced a refuge at the midpoint of the crossing, before the start of the right turn lane. The revised layout incorporating the refuge is considered to be acceptable however a condition is attached requiring a Road Safety Audit to be carried out when the crossing is in place. A S106 item is also included that would require monitoring of the RSA with mitigation to be implemented if any risks are identified.

#### PERS Audit

- 14.24 The applicant has undertaken PERS Audit which has been agreed with Transport for London. TfL has confirmed that the applicant has undertaken a PERS audit of the surrounding area concluding that some mitigation measure would be necessary but the surrounding environment is of a generally good quality. TfL also request that the applicant assess the local cycling environment. Any Highway works identified in the vicinity of the site as part of PERS would be included in the S106 Agreement and concluded under S278 of the Highways Act 1980.

#### Trip Generation

- 14.25 The consultant have confirmed that in order to present traffic forecasts for the proposal, industry standard software for the assessment of trips, TRICS and TRAVL traffic databases have been consulted together with local population census travel statistics obtained from the Office for National Statistics (ONS).

- 14.26 The table below sets out the projected residential vehicular trips:

Period	Vehicular Trips		Two Way Trips
	In	Out	
AM Peak (08.00-09.00)	2	4	6
PM Peak (17.00-18.00)	2	2	4
(07.00-22.00)	<b>27</b>	<b>30</b>	<b>57</b>



14.27 The table below sets out the projected residential walk/public transport trips:

Period	Vehicular Trips		Two Way Trips
	In	Out	
AM Peak (08.00-09.00)	59	38	97
PM Peak (17.00-18.00)	86	83	169
(07.00-22.00)	<b>1191</b>	<b>1167</b>	<b>2358</b>

14.28 The table below sets out the projected weekday and Saturday peak vehicular trips combined for the total development:

Period	Vehicular Trips		Two Way Trips
	In	Out	
AM Peak (08.00-09.00)	61	42	103
PM Peak (17.00-18.00)	88	85	173
Saturday (07.00-22.00)	<b>246</b>	<b>213</b>	<b>463</b>

14.29 The consultants obtained Personal injury accident (PIA) data for 3 year period to 31st January 2016, the most recent data available at the time of request, for the road network adjoining the application site. The study area comprised of the stretch of Cricklewood Broadway north to Kara Way and south past the Cricklewood Lane/Chichele Road junction. A total of 29 (PIA's) were identified in the study area.

14.30 Of the 29 total recorded incidents, 6 PIA's had a severity rating of 'serious' and 23 PIA's were 'slight'. There were no fatal incidents. Of the 6 serious PIA's involved, 4 were pedestrians, 1 involving cyclists and 1 involving motorcyclists. In general no trends were apparent. The majority of PIA's were clustered at junctions, with the most occurring at the A5 Cricklewood Broadway junction with the A407 Cricklewood Lane/Chichele Road.

- 14.31 The A5 junction with Depot Approach/Ashford Road adjoining the application site had a relatively good safety record with only around 2 PIA's recorded in the 3 years.

#### Traffic Impact Assessment

- 14.32 Consultants undertook traffic impact assessment of the following junctions to assess the impact of the proposed development on these junctions.
- 14.33 With regards to the junction of the A5 Cricklewood Broadway/Depot Approach/Ashford Road, the assessment indicated that in terms of degree of saturation, the highest impact on any one link occurs on Depot Approach. This is to be expected as not only will this link accommodate the highest number of additional traffic but it also started from a very low baseline level of flow and degree of saturation.
- 14.34 In terms of degree of saturation on Saturday again the highest impact on any one link occurs on Depot Approach. As with the weekday assessment, this large increase is to be expected as the link accommodates the highest number of additional traffic movements starting from a very low level of flow and degree of saturation. Whilst the degree of saturation is projected to increase by 26%, from 26% to 52%, the assessment by the consultants have shown that Depot Approach will still operate well within its maximum capacity.
- 14.35 With regards to the junction of the A5 Cricklewood Broadway j/w A407 Cricklewood Lane/Chichele Road, the consultant's assessment of the A5 Cricklewood Broadway junction with the A407 Cricklewood Lane/Chichele Road on Saturday indicated that the additional traffic generated by the proposal will increase the degree of saturation of three links Cricklewood Broadway northbound, Chichele Road, and Cricklewood Broadway southbound to above 90%. Cricklewood Lane is already at 92% and will increase to 99% under the development proposals.
- 14.36 However, the consultants have stated in the TA that the development traffic added to the Saturday peak period junction capacity assessment is very much expected to be an overestimate as all trips are assumed as new trips on the wider network, which is the worst case scenario assessment in terms of the impact of this development.

#### Refuse

- 14.37 The consultants have stated in the TA that the retail store would commission its own refuse collection arrangements. Sufficient refuse storage and refuse vehicle turning space is to be provided in the service yard to the rear of the site.
- 14.38 Separate residential refuse and recycling stores are proposed on the site's Depot Approach frontage and thus refuse would be collected directly from the street. Sufficient turning space is provided throughout Depot Approach for refuse vehicles. The details are considered to be acceptable however

conditions are attached to ensure that full details and a strategy are submitted for approval.

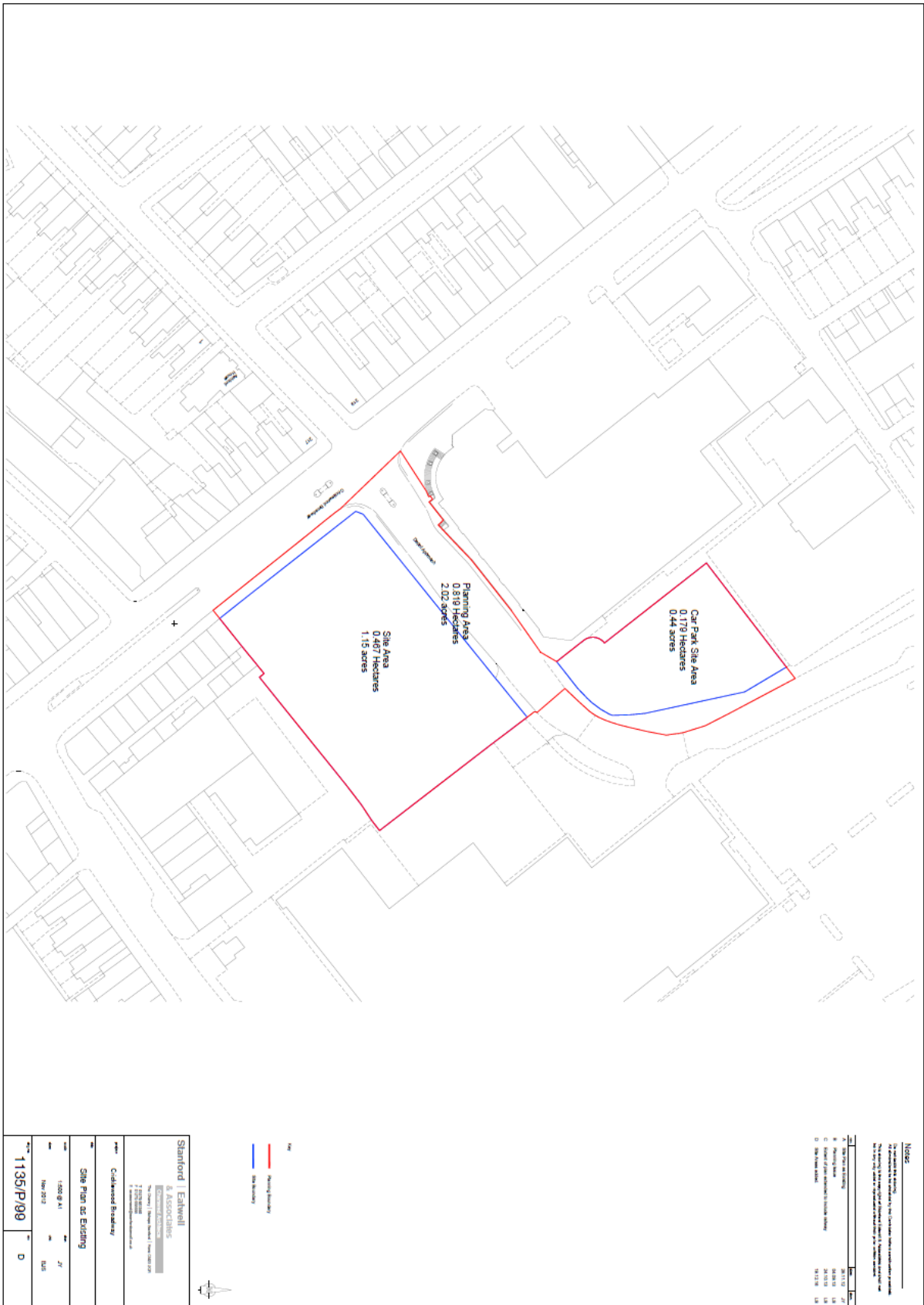
#### Deliveries and Servicing

- 14.39 Deliveries and servicing would be undertaken utilising a dedicated service bay to the rear of the retail store at ground floor level. The Transport Assessment sets out that a retail store of the size proposed would be expected to generate demand for around eight service vehicle visits daily, five from HGV's and three from smaller rigid bodied trucks. Vehicle tracking appended to the transport assessment demonstrates that an HGV could safely enter and exit the site in forward gear. A condition is attached which would require the submission of a delivery and servicing plan which would control the end users servicing arrangements.

### **15.0 Conclusion**

- 15.1 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 mixed use scheme incorporating retail and residential uses is acceptable. The height, density and scale of the development are considered to be appropriate for the town centre location. In terms of affordable housing, whilst the amount secured is below the 40% target, the viability assessment which has been independently reviewed on behalf of the Council confirms that the scheme cannot viably support the provision of any affordable housing and as such the offer of 14.6% is reasonable. The development would not have an unacceptable impact on the amenity of surrounding occupiers and would provide a good standard of accommodation for future occupiers. The development is acceptable in transport and sustainability terms.
- 15.2 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 as set out in Appendix 2 of this report.

# Appendix 1: Site Location Plan



## **Appendix 2: Conditions**

- 1) This development must be commenced within three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.

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

- 1135-P-99 Rev E
- 1135-P-100 Rev AA
- 1135-P-101 Rev AD
- 1135-P-102 Rev S
- 1135-P-103 Rev S
- 1135-P-104 Rev R
- 1135-P-105 Rev R
- 1135-P-106 Rev S
- 1135-P-107 Rev D
- 1135-P-108 Rev F
- 1135-P-109 Rev D
- 1135-P-110 Rev R
- 1135-P-111 Rev R
- 1135-P-112 Rev T
- 1135-P-114 Rev E
- 1135-P-115 Rev A
- 1135-P-116 Rev A

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the application as assessed in accordance with policies CS1, CS4, CS5, DM01 and DM02 of the Barnet Local Plan and policy 1.1 of the London Plan.

- 3) Notwithstanding the details shown on the plans, hereby approved, no development (other than demolition, site clearance and ground works) shall be undertaken unless and until:

- (a) details and appropriate samples of the materials to be used for the external surfaces of the buildings and hard surfaced areas shall have been submitted to and approved in writing by the Local Planning Authority; and
- (b) a sample panel shall be constructed on site, inspected and approved in writing by the Local Planning Authority.

The Development shall thereafter be implemented in accordance with such details as so approved before the dwellings approved are occupied.

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

- 4) Notwithstanding the details shown on the plans, hereby approved, no development shall commence (other than demolition, site clearance and ground works) unless and until detailed bay studies at an appropriate scale (1:10, 1:20 or 1:50) showing details of the construction of the below features have been submitted and approved in writing by the Local Planning Authority:
- window reveals
  - residential core entrances
  - brickwork shadow gaps
  - parapets, fascias and brick on edge details
  - projecting and recessed balconies
  - rainwater goods

The development shall be carried out and constructed in accordance with the detailed bay studies and schedules approved. For the avoidance of doubt, any features shown on these bay studies where they represent specific parts of the development shall be taken to represent all features of that type throughout the development unless otherwise stated.

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

- 5) Prior to the commencement of development (other than demolition, site clearance and ground works), details of the size, design and siting of all photovoltaic panels to be installed as part of the development shall be submitted and approved in writing by the Local Planning Authority. The

development shall be carried out and constructed in accordance with the approved details.

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

- 6) Notwithstanding the details shown on the plans submitted and otherwise hereby approved none of the buildings of the development hereby permitted shall be occupied until details are submitted to the Local Planning Authority and approved in writing which specify:
- (a) the siting and design of all privacy screens that are to be installed as part of the development and
  - (b) a schedule of the parts of the development hereby permitted that are to be used for amenity purposes and those which are to be restricted access for maintenance only.

Before the buildings hereby approved are occupied the development shall be implemented in full accordance with the approved details and specifications and shall be permanently retained as such thereafter.

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

- 7) Prior to the commencement of development on Site 2 (to the rear of Beacon Bingo Hall), a scheme of screening for the north elevation to include planting, foliage and/or a green screen shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out and constructed in accordance with the approved details and permanently retained as such.

Reason: To protect visual amenity and minimise air pollution to the adjacent children's playground in accordance with London Plan's SPG on Sustainable Design and Construction, Policy 7.14 of the London Plan and Policy DM01 of the Barnet Local Plan.

- 8) Notwithstanding the details shown on the plans submitted hereby approved, 10% of the residential units provided shall be easily adaptable for wheelchair use or to 'Wheelchair Homes' standards. A plan showing the location and layout of such units shall be submitted to and approved in writing by the Local Planning Authority prior to any development (other than demolition, site

clearance and ground works) being commenced. The wheelchair units shall thereafter be constructed as such.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of policies 3.8 and 7.2 of the London Plan and policy DM02 of the Barnet Local Plan.

- 9) Prior to the commencement of any development (including demolition, site clearance and ground works), a Demolition and Construction Management and Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with the details approved under this plan. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following information:
- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
  - ii. site preparation and construction stages of the development;
  - iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;
  - iv. details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
  - v. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
  - vi. a suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;
  - vii. noise mitigation measures for all plant and processors;
  - viii. details of contractors compound and car parking arrangements;
  - ix. Details of interim car parking management arrangements for the duration of construction;
  - x. Details of a community liaison contact for the duration of all works associated with the development.

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



- 10) Prior to the first occupation of the retail unit development, the basement parking as shown in Drawing No. 1135-100 Rev AA and the access to the parking areas from public highway shall be provided and retained for the life of the development. Thereafter, the parking spaces shall be used only as agreed and not be used for any purpose other than the parking and turning of vehicles in connection with approved development.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 11) Prior to the first occupation of the residential development, the parking on upper and lower parking decks as shown on Drawing Nos. 1135/107 Rev. D and 1135/108 Rev. F and the access to the parking areas from public highway shall be provided and retained for the life of the development. Thereafter, the parking spaces shall be used only as agreed and not be used for any purpose other than the parking and turning of vehicles in connection with approved development.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 12) Prior to the first occupation of the retail development, a Car Parking Management Plan for the basement car park detailing the following shall be submitted to and approved in writing by the Local Planning Authority:

- i. location and layout of car parking spaces,
- iii. on-site parking controls and charges;
- iv. the enforcement of unauthorised parking; and
- v. disabled parking spaces.

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

Reason: To ensure that the car parking spaces are provided and managed in an appropriate way and to ensure that adequate parking is retained for existing and future residents of Premier House in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 13) Prior to the first occupation of the residential development, a Car Parking Management Plan for the decked car park detailing the following shall be submitted to and approved in writing by the Local Planning Authority:

- i. location and layout of car parking spaces,
- iii. on-site parking controls and charges;
- iv. the enforcement of unauthorised parking; and
- v. disabled parking spaces.

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

Reason: To ensure that the car parking spaces are provided and managed in an appropriate way and to ensure that adequate parking is retained for existing and future residents of Premier House in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 14) Prior to the first occupation of the residential development, hereby approved, full details of the electric vehicle charging points to be installed in the residential element of the development shall be submitted to the Local Planning Authority and approved in writing. These details shall include for the provision of 20% active and 20% passive parking spaces with electric vehicle charging facilities. The development shall be implemented in full accordance with the approved details prior to first occupation and maintained thereafter.

Reason: To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with policy 6.13 of the London Plan.

- 15) Prior to the first occupation of the retail development, hereby approved, full details of the electric vehicle charging points to be installed in the retail

element of the development shall be submitted to the Local Planning Authority and approved in writing. These details shall include for the provision of 10% active and 10% passive parking spaces with electric vehicle charging facilities. The development shall be implemented in full accordance with the approved details prior to first occupation and maintained thereafter.

Reason: To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with policy 6.13 of the London Plan.

- 16) Prior to the first occupation of the residential development, provision shall be made for 136 cycle parking spaces for residential use in accordance with TfL Cycle Parking Standards and that area shall not thereafter be used for any purpose other than for the parking of cycles associated with the development.

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

- 17) Prior to the first occupation of the retail development, provision shall be made for 45 cycle parking spaces for retail use in accordance with TfL Cycle Parking Standards and that area shall not thereafter be used for any purpose other than for the parking of cycles associated with the development.

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

- 18) Prior to the commencement of development (other than demolition, site clearance and ground works) Pedestrian Cycle Environment Review System (CERS) audit shall be undertaken and the results shall be submitted to and approved in writing by the Local Planning Authority. Any improvements identified in the CERS audit shall be carried out prior to occupation at the applicant's expense.

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

- 19) Prior to occupation of the retail development shower facilities shall be provided for the retail use to encourage the use of cycling as an alternative

mode of transport in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

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

- 20) Notwithstanding the details shown on the plans submitted and otherwise hereby approved, no development (other than demolition, site clearance and ground works) shall be commenced until details of the refuse and recycling collection arrangements have been submitted to and approved in writing by the Local Planning Authority. The refuse and recycling strategy shall thereafter be implemented in accordance with the approved strategy.

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

- 21) Prior to the first occupation of the retail development, hereby approved, a full Delivery and Servicing Plan (DSP) for the retail elements of the scheme shall be submitted to and approved by the Local Planning Authority. Deliveries and servicing shall thereafter be carried out solely in accordance with the approved details.

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

- 22) Prior to the first occupation of the residential development, hereby approved, a full Delivery and Servicing Plan (DSP) for the residential elements of the scheme shall be submitted to and approved by the Local Planning Authority. Deliveries and servicing shall thereafter be carried out solely in accordance with the approved details.

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

- 23) Before the development is occupied details of improvement works identified in Pedestrian Environment Review System (PERS) Audit on public highway

shall be submitted to the Local Planning Authority for approval. The improvements identified in the PERS audit shall be carried out at the applicant's expense.

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

- 24) Prior to the commencement of development (including demolition, site clearance and ground works), full details of the proposed highway layout on Depot Approach shall be submitted to and approved in writing by the Local Planning Authority. The road layout shall be implemented in accordance with the approved details before the site is occupied.

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

- 25) Prior to the commencement of development (including demolition, site clearance and ground works), a Stage 1 and Stage 2 Road Safety Audit shall be undertaken in relation to the approved pedestrian crossing on Depot Approach. The results of the audit shall be submitted to and approved in writing by the Local Planning Authority. Any necessary works identified within the audit shall thereafter be fully implemented prior to the first occupation of any part of the development.

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

- 26) The CHP plant hereby approved must not exceed the Band B Emission Standards for CHP Plant as listed in Appendix 7 of the London Plan's Sustainable Design and Construction SPG document. Prior to the installation of the CHP, evidence to demonstrate compliance with these emission limits shall be sent to and approved in writing by the Local Planning Authority for approval. The CHP plant shall have dry NOx emissions not exceeding 40 mg/kWh (0%).

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

- 27) a) An air quality assessment report, written in accordance with the relevant current guidance, for the CHP plant shall be submitted to and approved by the Local Planning Authority prior to the commencement of development (including demolition, site clearance and ground works). It shall have regard to the air quality predictions and monitoring results from the Stage Four of the Authority's Review and Assessment, the London Air Quality Network and London Atmospheric Emissions Inventory. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.
- b) A scheme for air pollution mitigation measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to the commencement of development (including demolition, site clearance and ground works).
- c) The approved mitigation scheme shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the amenities of neighbouring premises are protected from poor air quality arising from the development in accordance with the Sustainable Design and Construction SPD (adopted April 2013).

- 28) Prior to the commencement of development (other than demolition, site clearance and ground works) a noise assessment, carried out by an approved acoustic consultant, which assesses the likely impacts of noise on the development and outlines measures to be implemented to address its findings, shall be submitted to and approved in writing by the Local Planning Authority. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations. The measures approved under this condition shall be implemented in their entirety prior to the first occupation of the development and retained as such thereafter.

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

- 29) Prior to the commencement of the development (other than demolition, site clearance and ground works) details of all extraction and ventilation

equipment to be installed as part of the development have been submitted to and approved in writing by the Local Planning Authority. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations. The development shall be implemented in accordance with details approved under this condition before the first occupation of the development and retained as such thereafter.

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

- 30) The level of noise emitted from the plant hereby approved shall be at least 5dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property. If the noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and 7.15 of the London Plan 2011

- 31) Prior to the commencement of the development (other than demolition, site clearance and ground works), a report shall be undertaken by a competent acoustic consultant that assesses the likely noise impacts from the development of the ventilation/extraction plant, and mitigation measures for the development to reduce these noise impacts to acceptable levels, and has been submitted to and approved in writing by the Local Planning Authority.

The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations. The measures approved under this condition shall be implemented in their entirety prior to the first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September

2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 7.15 of the London Plan 2015.

- 32) No development (other than demolition, site clearance and ground works) shall take place until a strategy setting out how the development could enable future connection to any District Heating Network has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the details as approved.

Reason: To ensure that the development is sustainable and complies with the requirements of London Plan policies 5.2 and 5.6.

- 33) Part 1

Prior to the commencement of development (including demolition, site clearance and ground works) other than for investigative work:

A desktop study (Preliminary Risk Assessment) shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study (Preliminary Risk Assessment) and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the



information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

## Part 2

Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority prior to the commencement of development (including demolition, site clearance and ground works).

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 5.21 of the London Plan 2011.

- 34) No development (other than demolition, site clearance and ground works) shall take place until a drainage strategy detailing all on and off site drainage works including Sustainable Urban Drainage Systems, such as permeable paving, attenuation measures and rainwater harvesting) to be carried out in respect of the development hereby approved has been submitted to and approved in writing by the Local Planning Authority. No foul, surface or ground water shall be discharged from the development hereby approved into the public sewer system until the drainage works referred to in the strategy have been completed in their entirety.

Reason: To ensure that the development provides appropriate drainage infrastructure and to comply with policy CS13 of the Barnet Local Plan and policies 5.13 and 5.14 of the London Plan.

- 35) No development (other than demolition, site clearance and ground works) shall take place until a detailed scheme of hard and soft landscaping (to include green and brown roof details) and means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The details of landscaping and means of enclosure submitted shall include but not be limited to the following:
- the position of any existing trees and hedges to be retained or removed;
  - details of all tree, hedge, shrub and other planting proposed as part of the scheme and all planting proposed for green walls and other soft

landscaped structures, including proposed species, plant sizes and planting densities;

- means of planting, staking and tying of trees, including tree guards, planter depths and a detailed landscape maintenance schedule for regular pruning, watering and fertiliser use;
- existing site contours and any proposed alterations to these such as earth mounding;
- details of all proposed hard landscape, including proposed materials, samples and details of techniques to be used to provide conditions appropriate for new plantings;
- timing of planting;
- details of all proposed boundary treatments, fencing, gates or other means of enclosure to be erected at the site.

Reason: To ensure a satisfactory appearance to the development and protect the amenities of the area and future and neighbouring occupiers in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 3.6 and 7.21 of the London Plan.

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

Reason: To ensure a satisfactory appearance to the development and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

- 37) Any trees, hedges or shrubs to be planted as part of the approved landscaping scheme (including any planting associated with the decked car park) which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason: To ensure a satisfactory appearance to the development and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

- 38) Notwithstanding the details shown on the plans otherwise hereby approved:

- a) Prior to the first occupation of the residential development a scheme detailing all play equipment to be installed in the communal amenity space of the development shall be submitted to the Local Planning Authority and approved in writing.

The development shall be implemented in full accordance with the details as approved prior to the first occupation of the development and the play space shall thereafter be permanently retained.

Reason: To ensure that the development represents high quality design and to accord with policies DM01 and DM02 of the Barnet Local Plan and policy 3.6 of the London Plan.

- 39) Prior to the first occupation of the development, hereby approved, details and specifications of all external lighting to be installed as part of the development shall be submitted to the Local Planning Authority and approved in writing. The development shall be implemented in full accordance with the approved details prior to the first occupation of the development and thereafter be permanently maintained as such.

Reason: To ensure that appropriate lighting is provided as part of the development in accordance with policy DM01 of the Barnet Local Plan and 5.3 of the London Plan.

- 40) Prior to the first occupation of the residential development, a scheme for the provision of communal/centralised satellite/cable and television reception equipment to be installed within the development (including any external or rooftop installations required) shall be submitted to, and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the details approved and the equipment shall thereafter be permanently retained and made available for use by all occupiers of the development.

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

- 41) Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any Order revoking and re-enacting that Order) the following operations shall not be undertaken without the receipt of prior specific express planning permission in writing from the Local Planning Authority on the buildings hereby approved:
- The installation of any structures or apparatus for purposes relating to telecommunications on any part the development hereby approved, including any structures or development otherwise permitted under Part 24 and Part 25 of Schedule 2 of the Town and Country Planning (General

Permitted Development) Order 1995 (as amended) or any equivalent Order revoking and re-enacting that Order.

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

- 42) The retail unit, hereby approved, shall be used for use class A1 (Retail) and no other purpose of the Schedule to the Town and Country Planning (Use Classes) Order, 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification).

Reason: To enable the Local Planning Authority to exercise control of the type of use within the category in order to safeguard the amenities of the area.

- 43) Prior to the first occupation of the development, certification demonstrating compliance with Secured by Design standards (or any superseding accreditation) shall be submitted to and approved in writing by the Local Planning Authority. Any submission should include details of any security shutters to be installed within the retail unit.

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

- 44) No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

- 45) Prior to the commencement of development (including demolition, site clearance and ground works), a surface water drainage strategy for the site shall be submitted to and approved in writing by the Local Planning Authority.

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).

- 46) a) No development shall take place until details of mitigation measures to show how the development will be constructed/adapted so as to provide sufficient air borne and structure borne sound insulation against internally/externally generated noise and vibration has been submitted to and approved in writing by the Local Planning Authority.

This sound insulation shall ensure that the levels of noise generated from the commercial unit; as measured within habitable rooms of the development shall be no higher than 35dB(A) from 7am to 11pm and 30dB(A) in bedrooms from 11pm to 7am.

The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

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

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

- 47) No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and
- A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
  - B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these

elements have been fulfilled in accordance with the programme set out in the WSI

Reason: Heritage assets of archaeological interest may survive on the site. The Local Planning Authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF