

## Carter, Richard

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**From:** Gaudin, Fabien  
**Sent:** 19 May 2021 17:13  
**To:** Griffiths, Carl  
**Subject:** Fw: Press query FW: Consultation on development plans

Carl,

Can you clarify which documents were added and how many letters we sent out.

Thanks,

Fab

**Fabien Gaudin MRTPI**  
**Service Director**  
**Planning and Building Control**  
London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW  
Tel: 020 8359 4258 | Web: [barnet.gov.uk](http://barnet.gov.uk)



**Re**

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**Note that I will be on annual leave on Fridays until June**

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**From:** [REDACTED]@Barnet.gov.uk>  
**Sent:** 19 May 2021 17:11  
**To:** Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>  
**Cc:** Shaw, Cath <Cath.Shaw@Barnet.gov.uk>  
**Subject:** RE: Press query FW: Consultation on development plans

Thanks Fabien. I can begin drafting a response but do you have details of what has been done to inform residents of the additional consultation?

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**From:** Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>  
**Sent:** 19 May 2021 16:58  
**To:** [REDACTED]@Barnet.gov.uk>  
**Cc:** Shaw, Cath <Cath.Shaw@Barnet.gov.uk>  
**Subject:** Re: Press query FW: Consultation on development plans

[REDACTED],

This is ours. This current reconsultation does not revise any of the details of the planning application that was consulted on last year and is solely based on additional, supplementary document provided by the applicant. We took the view that it was prudent to undertake the reconsultation given that the applicant wanted us to take this additional document into consideration in the determination of the application.

Hope this assists.

Fabien

Fabien Gaudin MRTPI

Service Director

Planning and Building Control

London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW

Tel: 020 8359 4258 | Web: [barnet.gov.uk](http://barnet.gov.uk)



**Re**

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Note that I will be on annual leave on Fridays until June

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From: [REDACTED] <[\[REDACTED\]@Barnet.gov.uk](mailto:[REDACTED]@Barnet.gov.uk)>

Sent: 19 May 2021 15:19

To: Gaudin, Fabien <[fabien.gaudin@barnet.gov.uk](mailto:fabien.gaudin@barnet.gov.uk)>

Cc: Shaw, Cath <[Cath.Shaw@Barnet.gov.uk](mailto:Cath.Shaw@Barnet.gov.uk)>

Subject: Press query FW: Consultation on development plans

Hi Fabien

Please see below from the Hendon Times re the B&Q site in Cricklewood.

Is this a planning consultation which is being referred to here or could it be something the developers are running?

Thanks

[REDACTED]

---

From: [REDACTED] <[\[REDACTED\]@newsquest.co.uk](mailto:[REDACTED]@newsquest.co.uk)>

Sent: 19 May 2021 14:17

To: [REDACTED] <[\[REDACTED\]@Barnet.gov.uk](mailto:[REDACTED]@Barnet.gov.uk)>; [REDACTED] <[\[REDACTED\]@Barnet.gov.uk](mailto:[REDACTED]@Barnet.gov.uk)>

Subject: Consultation on development plans

Hi, apologies for another email in quick succession – I've seen a lot of posts on social media about a new consultation on the proposed development for the B&Q site in Cricklewood (Reference: 20/3564/OUT). There have been comments that it is only two weeks long and residents haven't been adequately informed about it.

Please could you let me know if two weeks is standard practice for cases such as this, where it appears the developer has submitted extra documents? What has the council done to publicise it - and has it followed the standard procedure in this regard?

Thanks,

[REDACTED]

*Barnet Times - Enfield and Tottenham Independent*

[REDACTED]

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**Carter, Richard**

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**From:** [REDACTED]  
**Sent:** 21 May 2021 15:02  
**To:** [REDACTED]  
**Cc:** Griffiths, Carl; Ryde, Cllr Shimon; Clarke, Cllr Anne; Zinkin, Cllr Peter; [REDACTED]  
**Subject:** RE: B&Q Cricklewood

Dear Jessica,

Thank you for your email.

Please do get back in touch on Monday, we would be very happy to answer any questions.

Kind regards,

[REDACTED] on behalf of Montreaux

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**From:** [REDACTED]  
**Sent:** 20 May 2021 16:31  
**To:** [REDACTED]  
**Cc:** carl.griffiths@barnet.gov.uk; cllr.s.ryde@barnet.gov.uk; cllr.a.clarke@barnet.gov.uk; cllr.p.zinkin@barnet.gov.uk; [REDACTED]  
**Subject:** Re: B&Q Cricklewood

Dear [REDACTED] thank you for your letter on behalf of Montreaux and for taking the time to contact us.

As you will appreciate, we still have grave concerns about the size, scale and density of the development. This was pointed out to you at the consultations and again in all the objections to the scheme. It is simply too big in every sense.

We have a residents' association meeting this Sunday and the B & Q development is one of the items on the agenda. If I think you can help with any queries that arise, I will get back to you on Monday.

Kind regards

Jessica Howey

-----Original Message-----

**From:** [REDACTED]  
**To:** [REDACTED]  
**Sent:** Thu, 20 May 2021 11:03  
**Subject:** B&Q Cricklewood

Dear Jessica and Railway Terraces Residents' Association,

Thank you for your comments on the London Borough of Barnet's formal consultation on Montreaux's planning application to redevelop B&Q Cricklewood (Ref. 20/3564/OUT).

Montreaux and their design team have reviewed your comments and would like to take this opportunity to respond to some of the points that you have raised in the letter attached.

Please do not hesitate to get in touch if you have any questions.

Kind regards,

■ on behalf of Montreaux

## Carter, Richard

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**From:** Clarke, Cllr Anne  
**Sent:** 26 May 2021 08:47  
**To:** [REDACTED] Griffiths, Carl  
**Cc:** Zinkin, Cllr Peter; Ryde, Cllr Shimon  
**Subject:** Re: planning application reference 20/3564/OUT B & Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Thank you Rebecca,  
I've been assured that all previous comments will be considered. I will call out any attempt to silence previous comments.

Cllr Anne Clarke  
Childs Hill Ward, London Borough of Barnet  
twitter @anne\_clarke

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Childs Hill food bank is open for all who need it 10AM-noon every Saturday at All Saints Church  
More here- [www.allsaintschildshill.com/childs-hill-food-bank/](http://www.allsaintschildshill.com/childs-hill-food-bank/)

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**From:** [REDACTED]  
**Sent:** Tuesday, May 25, 2021 7:33:58 PM  
**To:** Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>  
**Cc:** Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>  
**Subject:** planning application reference 20/3564/OUT B & Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Dear Planning Team

I wrote to you in October 2020 to object to the plans for the above proposed development. I wish for my comments to remain.

Ø In addition, I have now studied the newly uploaded CGIs in the new Urban Design Study and I am extremely concerned by what they show. This scheme is too big, too tall and too dense. It is entirely out of keeping with the local area, dwarfs everything in sight and frankly an incredibly insensitive proposed development.

Ø I live in the Railway Terraces' Conservation Area – the development will be intrusive in parts of the terraces, especially from Kara Way, the playground, the allotments, Campion and Needham Terraces. The developers argue that from some parts of the terraces the development won't be visible, but they clearly do not understand the nature of this community nor the fact that we live in a conservation area. What affects one house or part of the Terraces, affects all of us.

I reiterate the reasons for my objections last year as follows:

- The architecture in Cricklewood is predominantly Victorian and Edwardian – small scale. Most 2 to 4 storeys high. The B & Q development is for four clusters of tower blocks of 15, 16, 17, 18, 19 storeys and one of 25 storeys. There are no very tall buildings in Cricklewood.
- Planning approved for the Coop site is for 9 storeys (reduced from 15). Matalan is also for 7 storeys (reduced from 9).
- Barnet's Tall Buildings Update 2019 states that 6 to 14 storeys is appropriate for buildings in Cricklewood. This is not Brent Cross South, which is a mile away and where residential buildings will only be up to 15 storeys. The nearest very tall building (27 storeys) is in west Hendon, nearly 2 miles from Cricklewood.
- 1,100 housing units represents overdevelopment of the site. It will equate to some 3,000 or more new residents, putting huge pressure on already over-stretched local services eg GP's, transport, leisure facilities, etc.

- The tower blocks will dominate the skyline and cut daylight and sunlight from Cricklewood, Kara Way playground, the Terraces, where cottages were built on a north south axis, not east to west. The side of The Terraces that faces B&Q therefore gets only half a day of sunlight. A 20% loss of sunlight is very significant if your home only gets sunshine for half a day.
- There will be a huge increase in traffic, even though there is limited parking on site. All vehicular access to and from the site (deliveries, services, visitors) will be via Depot Approach, increasing congestion and pollution on the A5, already one of the most polluted roads in London.
- Cricklewood Station is not a 'transport hub'. There is no tube station and bus travel is painfully slow and congested.
- The tall towers will be seen in The Terraces and destroy views in and out of the conservation area
- The height of these clusters of very tall tower blocks could set a precedent for the development of the Jewson's site, expected in two or three years' time.
- The pandemic has changed people's way of working so demand for small flats has fallen.

Please can you kindly confirm receipt of my email and that my objections and comments will be considered.

Thank you

Rebecca Lewis



## Carter, Richard

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**From:** Peter Zinkin [REDACTED]  
**Sent:** 27 May 2021 11:34  
**To:** Clarke, Cllr Anne; [REDACTED]; Griffiths, Carl  
**Cc:** Zinkin, Cllr Peter  
**Subject:** Re: Ref 20/3564/OUT B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

I believe we all agree and have made this clear to the developer.  
Regards

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**From:** Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>  
**Sent:** Thursday, May 27, 2021 11:32:04 AM  
**To:** [REDACTED] Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>  
**Cc:** Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>  
**Subject:** Re: Ref 20/3564/OUT B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES  
Thank you, I completely agree. It's an appalling planning application.

Cllr Anne Clarke  
Childs Hill Ward, London Borough of Barnet  
twitter @anne\_clarke

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Childs Hill food bank is open for all who need it 10AM-noon every Saturday at All Saints Church  
More here- [www.allsaintschildshill.com/childs-hill-food-bank/](http://www.allsaintschildshill.com/childs-hill-food-bank/)

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**From:** [REDACTED]  
**Sent:** Thursday, May 27, 2021 11:29:09 AM  
**To:** Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>  
**Cc:** Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>  
**Subject:** Ref 20/3564/OUT B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES  
In our opinion the buildings are far too tall for our area. There are no high-rise buildings in Cricklewood where the properties are only 2-4 storeys high.

The proposed number of new residences is far too many and will make this a very crowded area. Also, there is no mention of extra facilities such as schools, doctors or new infrastructure to support all these inhabitants.

The uniqueness of our terraces in a conservation area is being slowly destroyed by the encroachment of overbuilding in all directions (west, east and south) and by the new transfer station to the north.

The residents living in the southern part of our community are going to be dwarfed by the proposed, and in our opinion, totally unacceptable high-rise dwellings. Sunlight is a by-product of good health and these terrace houses will be overshadowed by the tall buildings,

thereby taking away light and sunshine from their properties, which can only be detrimental to their well-being.

Their houses will also be overlooked by these tall buildings.

The Kara Way playground, which not only gives pleasure to children and adults, addresses mental health issues, being an open and bright area, which is extremely popular as it provides the much-needed outdoor activities necessary for the healthy growing of children, as well as a place for them "to let off steam". If this open space is crowded out by the tall housing development all these important health issues will be destroyed as it will not be a good environment for children to play.

The huge increase in traffic for the actual building of the properties, as well as the residents' cars when they are in situ, will only add to an already very polluted and congested area; again, this will not be good for the children's well-being or in fact anyone in the area.

The Railway Cottages have and always will be a unique area in Cricklewood. We are very lucky to live in such a pleasant community but why does Barnet Council allow our little enclave, which surely is a shining asset for the Council and something you are proud of, to be potentially ruined by agreeing to such high-rise housing around the cottages.

The pandemic has made people living in high-rise buildings much more aware of the importance of green spaces and in fact any area which is not overcrowded. This has been a key factor in the pandemic for dealing with mental health issues and allowing for essential exercise. There is a general trend now for moving away from a small high rise flat wherever possible, as it provides far from ideal living conditions, so it seems a very bad idea to provide more of such housing.

We strongly object to the proposed plans of high rise living on the B&Q development.

Mary & Dan Arje 36 Midland Terrace NW2 6QH

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**Carter, Richard**

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**From:** [REDACTED]@parliament.uk>  
**Sent:** 27 May 2021 17:04  
**To:** Griffiths, Carl  
**Cc:** Members Enquiries  
**Subject:** From the Office of Mike Freer MP

Dear Mr Griffiths,

**Re: 20/3564/OUT - B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES**

I am writing with regards to the above planning application. I would be grateful if Mike's comments could be included as part of the ongoing consultation:

As MP for Finchley & Golders Green, I have received many objections from residents regarding the proposals to redevelop the old B&Q site. I am writing to provide my personal objections based on the scope and scale of the proposed development that would push our local services to breaking point. The size of the proposed development is entirely out of keeping with the local area in design and scale, given that this area is predominantly low-density suburban housing. The visual impact will be detrimental to the local area. Adding 1100 residential units in buildings ranging from 3 to 25 storeys would add significantly to the congestion that already exists on Cricklewood Lane and surrounding road network. There is also insufficient parking which would place further pressure on parking capacity in the nearby residential roads. On that basis, I strongly encourage the Planning Committee to reject this proposal.

I would be grateful if you could confirm receipt of this email.

Best wishes,

[REDACTED]  
Constituency Caseworker to Mike Freer MP  
Member of Parliament for Finchley & Golders Green  
Tel: [REDACTED] | Email: [REDACTED]@parliament.uk  
[www.mikefreer.com](http://www.mikefreer.com)

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## Carter, Richard

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**From:** Matthew Williams [REDACTED]  
**Sent:** 28 May 2021 12:53  
**To:** Griffiths, Carl  
**Cc:** Zinkin, Peter (Personal); Ryde, Cllr Shimon; Clarke, Cllr Anne; planning@barnet.gov.uk; Gaudin, Fabien  
**Subject:** Further Objection to Planning Application 20/3564/OUT  
**Attachments:** Tepbrook Objection to 20\_3564\_OUT\_280521-merged.pdf

Dear Carl,

Please find attached an updated objection to the above application.

I would be grateful if this could be shared with the applicant and taken fully into account in the determination of the application.

Kind regards

Matthew



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28<sup>th</sup> May 2021

Carl Griffiths  
London Borough of Barnet  
Planning Services  
2 Bristol Avenue  
Colindale  
London  
NW9 4EW

**WILLIAMS  
GALLAGHER.**

**Williams Gallagher**  
Portman House  
5-7 Temple Row West  
Birmingham  
B2 5NY

williams-gallagher.com  
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e

Sent by Email

Dear Carl

**FURTHER OBJECTION TO PLANNING APPLICATION REFERENCE 20/3564/OUT  
REDEVELOPMENT OF B&Q, CRICKLEWOOD LANE, LONDON, NW2 1ES**

Williams Gallagher has been instructed by Tepbrook Properties Ltd to review the additional planning application material submitted on 8<sup>th</sup> April 2021 by Montreaux Cricklewood Developments Ltd for the redevelopment of the B&Q and adjacent land at Cricklewood Lane, London, NW2 1ES. This additional submission material comprises

- The Urban Design Study; and
- Revised Transport Assessment

We submitted a detailed objection to the planning application on 10<sup>th</sup> November 2020. This is attached for ease of reference. The additional planning application material does not address or respond to any of the fundamental points raised in the objection material, namely:

- There is no reasonable likelihood of the scheme being implemented due to the inability of the applicant to deliver the new access and new footpaths which are fundamental to its delivery (please refer to the submissions of Pinsent Mason at Enclosure 1 of our 10<sup>th</sup> November 2020 objection and also the submission of Paul Mew Associates at Enclosure 2 of the same submission).
- The applicant has failed to fully consider the impact of the increase in non-vehicular trips on Depot Approach in terms of pedestrian and cyclists safety, footpath and cycling capacity, and the resultant adverse effects on highway safety and therefore mitigation required (please refer to the submissions of Paul Mew Associates at Enclosure 2 of our 10<sup>th</sup> November 2020 objection).
- The proposed development on the B&Q site, given its bulk, massing, overbearing nature is considered to result in unacceptable levels of overshadowing in comparison to a scheme of lower height and density commensurate with other schemes that have been granted consent in recent years. For, example the Asda site and the Co-op site which in turn faces onto Cricklewood Lane (please refer to the submissions of Joel Michaels Reynolds at Enclosure 3 of our 10<sup>th</sup> November 2020 objection).
- The redline boundary for the Montreaux application should include a connection to the adopted highway for motorised vehicles. This would therefore need to include Depot Approach which is owned by Tepbrook Properties Ltd.

The above matters, amongst others raised in our previous objection, have been ignored by the applicant to date. The applicant will need to address these points to ensure they are covered within the committee report because if they are not, an approval would be challengeable,

## Urban Design Study

Our client has appointed a specialist third party to review the Urban Design Study and will provide detailed comments within the next 2 weeks. However, at this stage we would immediately raise the following:

- The Urban Design Study has undertaken an assessment with a park / pond placed on our client's development site. The land is not within the ownership of Montreaux Cricklewood Developments Ltd and is currently under construction for a new Asda foodstore and 96 homes. Please refer to Fig 1 and Fig 2 below to see the erroneous placing of the pond / park on our client's land. This is wholly misleading and gives the impression that development to the northern boundary of our client's land is at a much greater distance than it will be in reality.
- Our client's site is implemented and under construction. The Urban Design Study should therefore include this development and assess the impacts it would have on it. By failing to do so the document is incomplete.



Fig 1 – Urban Design Study showing a pond / park on Tepbrook Properties Land and not incorporating planning permission 17/0233/FUL which is under construction



Fig 2 – The extent of the redline for planning permission 17/0233/FUL which is under construction

We have already requested that we wish to speak at planning committee in objection to the application. This request is upheld and we would ask that you formally acknowledge receipt of this letter, that our request to speak at planning committee is recorded and that we will be informed of the registration process at the appropriate time.

Yours sincerely

**Matthew Williams**  
**WILLIAMS GALLAGHER**

Cc: Fabien Gaudin  
Cllr Peter Zinkin  
Cllr Anne Clarke  
Cllr Shimon Ryde  
Enc: Tepbrook Properties Objection of 10<sup>th</sup> November 2020

Carl Griffiths 10<sup>th</sup> November 2020

London Borough of Barnet  
Planning Services  
2 Bristol Avenue  
Colindale  
London  
NW9 4EW

Sent by Email

Dear Carl

**OBJECTION TO PLANNING APPLICATION REFERENCE: 20/3564/OUT  
REDEVELOPMENT OF B&Q, CRICKLEWOOD LANE, LONDON, NW2 1ES**

Williams Gallagher has been instructed by Tepbrook Properties Ltd to review the planning application by Montreaux Cricklewood Developments Ltd for redevelopment of the B&Q and adjacent land at Cricklewood Lane, London, NW2 1ES.

We submitted an interim objection on 5<sup>th</sup> October 2020 which confirmed that we would be submitting a full objection within approximately 4 weeks of that date and that our objection would address key grounds for refusal of the application including:

- Tepbrook Properties Ltd are the owners of Depot Approach which is a private road.
- Depot Approach is not constructed to adoptable standards.
- the right of access that the applicant has suggested they benefit from across this private road is currently the subject of legal review.
- There are additional planning matters including, but not limited to, scale, massing, daylighting, air quality and drainage that we will make comments on.

As stated in my direct email to you, we had tried to submit the interim objection via the council's online system, but this was not allowing registrations at the time therefore the objection was emailed to you directly as case officer for the application. Although no response confirming receipt and registration of that email was returned as requested, a read receipt was received on Monday 12<sup>th</sup> October 2020.

Within the interim email it was requested that we wish to speak at planning committee in objection to the application. This request is upheld and we would ask that you formally acknowledge receipt of this letter, that our request to speak at planning committee is recorded and that we will be informed of the registration process at the appropriate time.

**Grounds for objection**

Enclosed with this covering letter are three documents which set out the full grounds of our objection in respect of the site not being deliverable due to unassailable ownership constraints, highways safety concerns and daylight and sunlight matters:

- **Enclosure 1:** Legal review of access rights related to Depot Approach – Pinsent Masons Dated 6<sup>th</sup> November 2020
- **Enclosure 2:** Review of Highways and Transportation matters – Paul Mew Associates 4<sup>th</sup> November 2020
- **Enclosure 3:** Sunlight, Daylight and Overshadowing Assessment – Joel Michaels Reynolds 30<sup>th</sup> October 2020

Each of the enclosed documents raises detailed policy grounds which the application does not accord with, along with legal precedent in respect of there being no reasonable likelihood of the scheme being implemented due to access constraints.

We do not repeat the detail of these enclosures here. They are to be read in full as a composite objection and will need to be considered and addressed in the assessment and determination of the planning application.

If the matters raised are not dealt with appropriately, our client will pursue all routes open to them.

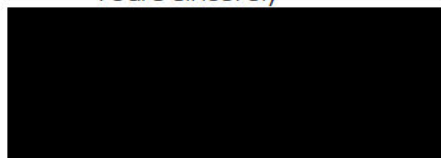
Please also note the following:

- there are a substantial number of objections made by third parties in respect of the scale, massing, height and quantum of development proposed. These points are well made by others, therefore in speaking at planning committee we would want the opportunity to cover the key matters raised within this objection.
- Our client has secured all pre-commencement conditions in respect of planning permission 17/0233/FUL and will be making a lawful start on site imminently. This planning permission will deliver 96 new homes and a 3,457 Sqm food-store.

### Next Steps

If you have any queries or would like to discuss the content of this representation please do contact me.

Yours sincerely



**Matthew Williams**  
**WILLIAMS GALLAGHER**

Cc: Fabien Gaudin  
Cllr Peter Zinkin  
Cllr Anne Clarke  
Cllr Shimon Ryde

Enc: **Enclosure 1:** Legal review of access rights related to Depot Approach – Pinsent Masons Dated 6<sup>th</sup> November 2020  
**Enclosure 2:** Review of Highways and Transportation matters – Paul Mew Associates 4<sup>th</sup> November 2020  
**Enclosure 3:** Sunlight, Daylight and Overshadowing Assessment – Joel Michaels Reynolds 30<sup>th</sup> October 2020

OBJECTION TO APPLICATION 20/3564/OUT  
ENCLOSURE 1

WILLIAMS.  
GALLAGHER.

BY E-MAIL

Tepbrook Properties Limited  
124 Finchley Road  
London  
NW3 5JS

Our Ref 118086548.2\JO09\PRP001.000100

6 November 2020

Dear Sirs

**B&Q, BROADWAY RETAIL PARK, CRICKLEWOOD LANE, LONDON, NW2 1ES (THE "PROPERTY")**  
**PLANNING APPLICATION REF: 20/3564/OUT (THE "APPLICATION")**

We are instructed by Tepbrook Properties Limited ("**Tepbrook**") to provide advice in relation to the Application, which has been submitted by Montreaux Cricklewood Developments Limited (the "**Applicant**") for outline planning consent to the demolition of existing buildings on the Property and a redevelopment of the Property for a mix of uses up to 1100 residential units and up to 1200 sqm of flexible commercial and community floorspace in buildings ranging from 3 to 25 storeys along with car and cycle parking, landscaping and associated works (the "**Scheme**").

1. **BACKGROUND**

1.1 Tepbrook is the registered proprietor of land known as Cricklewood Dance Hall and Skating Ring, 194 Cricklewood Broadway, Beacon Bingo Hall, 200 Cricklewood Broadway, 214 to 220 (even) Cricklewood Broadway and Broadway Retail Park, Depot Approach, Hendon, registered at the Land Registry with title number NGL721616 (the "**Tepbrook Property**"). A copy of the registered title plan to the Tepbrook Property is attached and marked "Plan 1".

1.2 By a transfer of part dated 29 May 2001 and made between (1) Tepbrook and (2) B&Q Plc (the "**2001 Transfer**"), part of the Tepbrook Property, (the Property, shown edged red on the plan attached to the 2001 Transfer and now registered with Land Registry title number AGL93472) was sold to B&Q Plc. A copy of the 2001 Transfer plan is attached and marked "Plan 2". The Property is the subject of the Application.

1.3 The 2001 Transfer contains various rights in favour of the Property and reservations for the benefit of the Tepbrook Property, including the following right of way for the benefit of the Property over the sole access route to the Property, Depot Approach:

*"a right of way for all persons at all times and for the purpose of access to and egress from the Property:-*

*(a) with or without motor vehicles over those parts of the Estate Road [Depot Approach] shown hatched black on the Plan [Plan 2] and*

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*(b) on foot only over those parts of the Estate Road [Depot Approach] (other than any such which from time to time are landscaped) not shown hatched black on the Plan [Plan 2].*

## 2. UNDELIVERABLE PROPOSED POINT OF ACCESS IN PLANNING APPLICATION

- 2.1 The Scheme proposes that a new point of access and egress is created to the Property, rather than the current point of access (as shown on Plan 2) being utilised (the "**New Access**"). The New Access is shown on the attached Plan 3.
- 2.2 The New Access bisects and interferes with a long established parking bay on Depot Approach, which Tepbrook has maintained and used for a number of years.
- 2.3 No rights to relocate the access and egress points to the Property were granted by the 2001 Transfer. Thus, there are no rights for the applicant to create the New Access which is therefore not deliverable. Tepbrook requires the use of the parking bay in connection with the use of its neighbouring land.

## 3. UNDELIVERABLE PROPOSED FOOTPATHS IN PLANNING APPLICATION

- 3.1 The Scheme proposes to create new footpaths running along the boundary of the Property, parallel to Depot Approach, as shown on Plan 3 (the "**New Footpaths**").
- 3.2 As set out in paragraph 1.3 above, the 2001 Transfer includes a right of way on foot in favour of the Property over those areas of Depot Approach, other than those parts, *"which are from time to time landscaped"*.
- 3.3 The areas of land which will be utilised to create the New Footpaths have been maintained by Tepbrook for a number of years as hard landscaped areas. As such, these areas cannot be used to provide the New Footpaths as part of the Scheme as to do so would interfere with Tepbrook's landscaping rights, pursuant to the 2001 Transfer.
- 3.4 Thus, there are no rights to create the New Footpaths which are therefore not deliverable. Tepbrook requires the use of the hard landscaped areas in connection with the use of its neighbouring land.

## 4. NON-DELIVERABILITY OF FUNDAMENTAL COMPONENTS OF THE APPLICATION AS A MATERIAL PLANNING CONSIDERATION AND INABILITY TO IMPOSE A CONDITION IN RELATION TO THESE COMPONENTS

- 4.1 Pursuant to section 70(2) of the Town and Country Planning Act 1990, the local planning authority must have regard to all material considerations when determining a planning application.
- 4.2 The inability of the applicant to deliver its proposals, including the New Access and the New Footpaths which are fundamental to the delivery of the Application is a highly material planning consideration given the nature of the application and the reliance placed on the New Access and the New Footpaths to enable and serve the development. This was reflected in the case of *British Railways Board v SoSE* [1993] 3 P.L.R. 125.
- 4.3 In this case, there is no reasonable likelihood of implementation of any permission for the Scheme and the fundamental issue cannot be avoided by imposition of a planning condition, given there is no prospect of such condition being satisfied either, see NPPG Paragraph: 009 Reference ID: 21a-009-20140306:



*"Conditions requiring works on land that is not controlled by the applicant, or that requires the consent or authorisation of another person or body often fail the tests of reasonableness and enforceability. It may be possible to achieve a similar result using a condition worded in a negative form (a Grampian condition) – ie prohibiting development authorised by the planning permission or other aspects linked to the planning permission (eg occupation of premises) until a specified action has been taken (such as the provision of supporting infrastructure). Such conditions should not be used where there are no prospects at all of the action in question being performed within the time-limit imposed by the permission."*

For the reasons set out in this letter, the Application should be refused.

Yours faithfully

*Pinsent Masons LLP*

**Pinsent Masons LLP**

Enc Plans 1, 2 and 3









LEGEND

- APPLICATION BOUNDARY
- HARD SURFACES
- SURFACE TYPE 01 TYPICAL PAV NG - SITE-WIDE
  - SURFACE TYPE 02 TYPICAL PAV NG - ACCENTED
  - SURFACE TYPE 03 PERMEABLE PAV NG
  - SURFACE TYPE 04 SELF-HEALING NO GRAVEL
  - SURFACE TYPE 05 WET POUR PLAY SURFACE
  - SURFACE TYPE 06 CARTRIDGEWAY PAVING
  - SURFACE TYPE 07 RESIDENTIAL TERRACES
- SOFT LANDSCAPE
- SPECIES RICH LAWN
  - BIO-DIVERSE IN-GROUND PLANT NG
  - BIO-DIVERSE RA IN-GARDEN PLANTING
  - PROPOSED SPECIMEN TREE
  - EXIST NG TREE TO BE RETAINED
- INDICATIVE FURNITURE
- TIMBER SEAT
  - RECLINER SEAT
  - PICNIC TABLE
  - CYCLE STAND
  - SHEFFIELD CYCLE STAND
  - SUPPLIER CYCLEHOOP
- PLAY MATERIALS AND STRUCTURES ARE SHOWN AS INDICATIVE ONLY
- AREA FOR B N PRESENTATION



EXTERIOR ARCHITECTURE

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Cricklewood Lane

Drawing title  
GENERAL ARRANGEMENT PLAN -  
GROUND FLOOR

Issued By  
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Status  
Date

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D

**OBJECTION TO APPLICATION 20/3564/OUT**  
**ENCLOSURE 2**

**WILLIAMS.**  
**GALLAGHER.**



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By email only

Barnet Council Planning Ref: 20/3564/OUT  
Our Ref: P2389.6492/PC/NPF.pjm  
4<sup>th</sup> November 2020

Dear Matthew,

**B&Q BROADWAY RETAIL PARK, CRICKLEWOOD LANE, LONDON NW2;  
FORMAL LETTER OF OBJECTION ON BEHALF OF TEPBROOK PROPERTIES LTD**

I am writing on behalf of our mutual client Tepbrook Properties Limited to set out our principal objections on transport/highways matters in relation to the outline planning application made by Montreaux Cricklewood Development Limited at B&Q Broadway Retail Park, Cricklewood Lane, London, NW2 1ES.

By way of a brief background, we are extremely familiar with this part of Cricklewood having been instructed by Tepbrook Properties Limited in 2009 to support a planning application at 214-218 Cricklewood Broadway for the construction of a five-storey hotel providing 96 rooms including a first floor restaurant for guest use, and a 402 sqm ground floor retail unit (planning reference F/04245/09). This application was granted planning permission by Barnet Council in March 2010, and the scheme has since been fully implemented.

More recently we were instructed by Tepbrook Properties Limited to support a planning application at 194-196 Cricklewood Broadway for the construction of a six-storey building comprising 3,457sqm of Class A1 use (food-store) at ground floor level and 96 self-contained flats at first to fifth floor levels including basement car

parking, and a single storey car parking deck (planning reference 17/0233/FUL). This application was granted planning permission by Barnet Council in January 2018. At the time of writing it is understood that all pre-commencement conditions have been discharged and works are due to start on-site.

#### **PLANNING APPLICATION SUMMARY**

*“20/3564/OUT | Outline planning application (including means of access with all other matters reserved) for the demolition of existing buildings and the comprehensive phased redevelopment of the site for a mix of uses including up to 1100 residential units (Use Class C3), and up to 1200 sqm of flexible commercial and community floorspace (Use Classes A3/B1/D1 and D2) in buildings ranging from 3 to 25 storeys along with car and cycle parking landscaping and associated works (this application is accompanied by an Environmental Statement). | B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES”*

This letter of objection relates to the above outline planning application by Montreaux Cricklewood Development Limited for the construction of up to 1,100 residential units and up to 1,200 sqm of flexible commercial/community floor space. It is noted that means of access is included in the outline planning application and is not a reserved matter. We have fully reviewed the Transport Assessment and Framework Travel Plan submitted with the outline application, which includes an assessment of the highways impacts of the proposal and detailed aspects of the development including the site access provisions, non-vehicle access arrangements, the planned parking provision, and servicing requirements.

It is noted that the Transport Assessment predicts a net decrease in vehicle activity on the adjoining highway resulting from this development.

The site currently comprises of a combined 7,900 sqm floor space in retail warehouse use and is split into three units occupied by B&Q, Poundstretcher, and Tile Depot. The site has around 470 car parking spaces which are accessed from the main access to the site from Cricklewood Lane. The car park can also be accessed from Depot Approach, as is the servicing yard at the rear of the site.

The proposal provides disabled parking spaces only for the residential and commercial/community uses, and the development amounts to a reduction in parking on the site of around 75%. On this basis, despite the development proposing sole means of vehicle access from Depot Approach, we are content that there will likely be a reduction in vehicles accessing the site and therefore the vehicle traffic impact of this development will not be significant.

However, this proposal has the potential to generate a significant amount of additional non-vehicular trips to and from the site many of which will use Depot Approach. The proposal also includes a new pedestrian/cycle route between Depot Approach and Cricklewood Lane which will further increase the number of existing

pedestrian and cycle trips on the local highway network to divert through the site between Cricklewood Lane and Cricklewood Broadway via Depot Approach. In our professional view the applicant has failed to fully consider the impact of the increase in non-vehicular trips on Depot Approach in terms of pedestrian and cyclists safety, footpath and cycling capacity, and the resultant adverse effects on highway safety.

The applicant has not proposed to carry out any mitigation or improvement works on Depot Approach between the development site and Cricklewood Broadway, which will become a key pedestrian and cycle route because of this development.

Furthermore, the Transport Assessment states that “the proposed development will take vehicle access from Depot Approach, a private access road over which the Site has full vehicular rights.” This statement is misleading. The Site has full vehicular rights over Depot Approach to the extent that the current layout of the road permits, however those rights do not extend beyond the existing access arrangements. What the applicant is proposing is to make substantial changes to the Site’s frontage to Depot Approach including the following items, most of which fall outside of the red line boundary of the ‘application site’ and therefore require third-party permission to deliver:

- Provision of a new vehicle access into the site between proposed Blocks C and D;
- Removal of an inset parking bay on Depot Approach which currently provides around 12 parking spaces to facilitate the planned new vehicle access;
- Provision of new footpaths and planting;
- Removal of the existing redundant vehicle ingress and egress to the car park;
- Removal of the existing redundant accesses (x2) to the service yards; and
- Reinstatement of the kerb line and footpath.

Tepbrook Properties Limited owns Depot Approach. The applicant, Montreaux Cricklewood Development Limited, did not consult Tepbrook Properties Limited on the proposals, especially the parts of the proposal which rely upon Tepbrook Properties Limited land to deliver, and which are now submitted to Barnet Council for determination in outline application 20/3564/OUT. Therefore, the scheme as presented to the Council cannot be delivered.

These points are expanded upon in the following sections of this letter.

## **DEVELOPMENT IMPACT ON DEPOT APPROACH**

As alluded to, this proposal has the potential to generate a significant amount of additional non-vehicular trips to and from the site many of which will use Depot Approach. The Transport Assessment contains vehicle survey information carried out at various points including the existing site access from Cricklewood Lane, the

existing vehicle access from Depot Approach, and the adjoining public roads including the A5 Cricklewood Broadway and the A407 Cricklewood Lane.

Non-motorised surveys do not appear to have been carried out and therefore the number of non-vehicular trips currently accessing the site via Depot Approach is not known. It is reasonable to expect that Depot Approach is currently not heavily utilised by pedestrians or cyclists owing to the fact that the main customer entrance to the site is via Cricklewood Lane whereas Depot Approach is principally used as a secondary vehicle access to the car park, for trade customers, and access to the service yards.

Under the proposals this situation will be very different. The Transport Assessment has quantified the number of trips generated by the proposed development by non-vehicle modes. The non-vehicle traffic forecasts are summarised in the following tables as taken from Tables 11.7 and 11.15 of the document:

Time Period	TRICS: Flats, multi-modal trips (1100 flats)			
	Walk	Cycle	Bus	Rail
AM	193	4	116	123
PM	175	2	96	99
Total	2046	57	980	901

Source: Entran Transport Assessment July 2020

Time Period	TRICS: Commercial & community, multi-modal trips			
	Walk	Cycle	Bus	Rail
AM	21	7	10	9
PM	45	2	24	13
Total	567	29	270	151

Source: Entran Transport Assessment July 2020

Time Period	TRICS: Development total			
	Walk	Cycle	Bus	Rail
AM	214	11	126	132
PM	220	4	120	112
Total	2613	86	1250	1052

Source: Entran Transport Assessment July 2020

A significant proportion of these new non-vehicle trips, especially the walk, cycle and bus trips, are likely to use Depot Approach as there is a host of local shops, services and amenities on the A5 Cricklewood Broadway immediately south of the site. Most notably there will be a large 3,457sqm food-store on the corner of Cricklewood Broadway and Depot Approach by the time this development is planned to be implemented. There is also a pair of bus stops on the A5 Cricklewood Broadway

immediately south of the site providing access to 6 different bus services, routes 16, 32, 316, 332, 266, and 245. The desire line from the site to these bus stops will mean that most of this new development will likely get to/from these bus stops via Depot Approach. These six bus routes provide a combined 45 peak hour services on a weekday morning and therefore clearly, they will be very well utilised by this development.

As discussed, the proposal also includes a new pedestrian/cycle route between Depot Approach and Cricklewood Lane which will further increase the number of existing pedestrian and cycle trips on the local highway network to divert through the site between Cricklewood Lane and Cricklewood Broadway via Depot Approach. The increased level of pedestrian/cycle trips through the site has not been quantified in the Transport Assessment, however it could be substantial most notably as it would provide an attractive and shorter new route to/from Cricklewood train station for the many residents of the north west part of Cricklewood.

The applicant has not proposed to carry out any mitigation or improvement works on Depot Approach between the development site and Cricklewood Broadway to accommodate this substantial increase in pedestrian and cycle activity.

Of particular concern is the large increase in pedestrian activity that will arise under the proposals on the south-east side of Depot Approach between the site and Cricklewood Broadway. Pedestrians will need to negotiate three vehicle accesses in very close succession which could be very dangerous, especially for young children or those with vision/mobility impairments. These accesses will be very active as they comprise of the main vehicle entrance to the basement car park serving the new 3,457sqm food-store and immediately after the access to the servicing yard for the same food-store (planning reference 17/0233/FUL), which will then be immediately followed by the vehicle entrance to Block B of the proposed development serving up to 20 parking spaces as well as the access and servicing requirements of up to 650 sqm of flexible commercial and up to 170 new dwellings.

Furthermore, no cycle infrastructure exists on Depot Approach to safely accommodate the increase in cyclists that will arise as a result of this development, both in terms of the new dwellings and commercial/community uses as well as the new pedestrian/cycle link between Cricklewood Lane. There is no on or off-road cycle lane on Depot Approach and there is no advanced stop line with a box marked on the road with a bike symbol at the Depot Approach signal junction with the A5 Cricklewood Broadway which would otherwise provide cyclists with a safe space to traverse the road and stop and wait at the junction ahead of vehicles.

This development is therefore considered to be contrary to Policy DM17 of Barnet Council's adopted Development Management Policies Development Plan Document (DPD) September 2012, in particular sections 'a', 'b', and 'f'. Accompanying text to

Policy DM17 at paragraph 18.2 of the Council's Adopted Local Plan is also considered to be of material consideration to this letter and is extracted in addition:

***"Policy DM17: Travel impact and parking standards***

*a: Road safety The council will ensure that the safety of all road users is taken into account when considering development proposals, and will refuse proposals that unacceptably increase conflicting movements on the road network or increase the risk to vulnerable users.*

*b: Road hierarchy The council will seek to ensure that roads within the borough are used appropriately according to their status in the defined road hierarchy. In taking into account the function of adjacent roads the council may refuse development proposals which would result in inappropriate road use, or adversely affect the operation of roads in an area.*

*c: Development, location and accessibility The council will expect major development proposals with the potential for significant trip generation to be in locations which are, or will be made, highly accessible by a range of transport modes.*

*d: Transport assessment In considering planning applications for new development, the council will require developers to submit a full Transport Assessment (as defined by Department for Transport threshold) where the proposed development is anticipated to have significant transport implications in order to ensure that these impacts are considered. This assessment should include an analysis of accessibility by all modes of transport.*

*e: Travel planning For significant trip generating developments, (defined by Transport for London thresholds), the council will require the occupier to develop, implement and maintain a satisfactory Travel Plan (or plans) to minimise increases in road traffic and meet mode split targets. In order to ensure that they are delivering this the travel plan will need to contain measurable outputs so that they can be monitored.*

*f: Local infrastructure needs*

*i. Developments should be located and designed to make the use of public transport more attractive for all users by providing improved access to existing facilities, and if necessary the development of new routes and services, including improved and fully accessible interchange facilities.*

*ii. The council will expect development to provide safe and suitable access arrangements for all road users to new developments. Where improvements or changes to the road network are necessary by virtue of an approved development, the council will secure a Legal Agreement from the developer.*

*iii. The council will require appropriate measures to control vehicle movements, servicing and delivery arrangements. Where appropriate the*

*council will require Construction Management and/or Delivery and Servicing Plans.*

*iv. Where appropriate, development will be required to improve cycle and pedestrian facilities in the local catchment area by providing facilities on site and/or funding improvements off site.*

*g: Parking management*

*1. The council will expect development to provide parking in accordance with the London Plan standards, except in the case of residential development, where the maximum standards will be: i. 2 to 1.5 spaces per unit for detached and semi detached houses and flats (4 or more bedrooms); ii. 1.5 to 1 spaces per unit for terraced houses and flats (2 to 3 bedrooms); and iii. 1 to less than 1 space per unit for development consisting mainly of flats (1 bedroom).*

*2. Residential development may be acceptable: i. with limited or no parking outside a Controlled Parking Zone (CPZ) but only where it can be demonstrated through a survey that there is sufficient on street parking capacity. ii. with limited or no parking within a CPZ, where it can be demonstrated that there is insufficient capacity on street the applicant will be required to enter into a legal agreement to restrict future occupiers from obtaining on street parking permits. For proposals in close proximity to the edge of a CPZ a survey will also be required to demonstrate that there is sufficient on street parking capacity on streets outside the CPZ."*

*"18.2 Road safety*

*18.2.1 In planning new developments, the needs of vulnerable road users (pedestrians and cyclists) must be taken into account. The location of the development, access routes and the site layout need to be planned to ensure that all road users can travel to and from the site in safety. Where necessary, suitable facilities to assist vulnerable road users, such as crossings, cycleways and footpaths, should be provided, and where necessary the council will seek developer funding for their provision."*

As discussed, the applicant has not proposed to carry out any mitigation or improvement works on Depot Approach between the development site and Cricklewood Broadway, which will become a key pedestrian and cycle route because of this development. In our view the proposals will therefore have the potential to give rise to conflict between vehicles, pedestrians, and cyclists contrary to the Mayor's Vision Zero. On this basis the development is also considered to be contrary to Policy T2 'Healthy Streets' of the 'intend to publish' version of the London Plan (December 2019), sections 'B', and 'D'.

*"Policy T2 Healthy Streets*

*A Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.*

*B Development Plans should:*

- 1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.*
- 2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.*

*C In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.*

*D Development proposals should:*

- 1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance*
- 2) reduce the dominance of vehicles on London's streets whether stationary or moving*
- 3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."*

The Mayor's Vision Zero ambition is embedded in Policy T2, details of which are set out at paragraph 10.2.8 of the 'intend to publish' London Plan (December 2019), extracted below:

*"10.2.8 The Mayor has a long-term vision to reduce road danger so that no deaths or serious injuries occur on London's streets. This Vision Zero will be achieved by designing and managing a street system that accommodates human error and ensures impact levels are not sufficient to cause fatal or serious injury. This will require reducing the dominance of motor vehicles and targeting danger at source."*

Similarly, this development is considered to be contrary to Policy T4 of the 'intend to publish' version of the London Plan (December 2019), in particular sections 'B', 'C', 'E', and 'F':

*"Policy T4 Assessing and mitigating transport impacts*

*A Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.*

*B When required in accordance with national or local guidance, transport assessments/statements should be submitted with development*

*proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.*

*C Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.*

*D Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.*

*E The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.*

*F Development proposals should not increase road danger.”*

## **DEVELOPMENT ACCESS ON DEPOT APPROACH**

I referenced earlier that, within the Transport Assessment and other supporting documents, it is asserted that the Site has full vehicular access rights over Depot Approach and therefore the raft of off-site highways works on Depot Approach that are required to enable this development will simply be delivered.

However, this statement is misleading, and I note that Tepbrook Properties Limited has sought legal advice on this matter for clarification. A separate representation has been made on this key issue. It is understood that the Site has full vehicular rights over Depot Approach to the extent that the current layout of the road permits, however those rights do not extend beyond the existing access arrangements.

The bulleted items on page 3 of this letter are required to enable this development, most of which fall outside of the red line boundary of the ‘application site’ and therefore require third-party permission to deliver.

The extent to which these works fall outside of the red line boundary of the site can be imagined based on the below extract from the Applicant's General Arrangement Plan - Ground Floor produced by Exterior Architecture:



Source: Exterior Architecture Plan Reference ExA\_1939\_100 (Dated: 13.12.2019)

The new access junction off Depot Approach, as well as the vehicle to vehicle visibility sightlines of 2.4 metres x 43 metres looking in both directions which would be required to ensure safe access/egress to the site, require land owned by a third party (Tepbrook Properties Limited) and which no prior agreement has been sought to deliver. The new access junction, and safe unobstructed sightlines either side, require the removal of a significant section of an existing inset parking bay on Depot Approach which falls outside of the red line boundary of the site.

As discussed, Montreaux Cricklewood Development Limited did not consult Tepbrook Properties Limited on any of the proposals which have been proposed, especially the parts of the proposal which rely upon Tepbrook Properties Limited land to deliver, and which are now submitted to Barnet Council for determination in outline application 20/3564/OUT. Therefore, the scheme as presented to the Council cannot be delivered.

Therefore in addition to being contrary to Policy DM17 of the Council's Adopted Local Plan, as well as Policy T4 of the 'intend to publish' version of the London Plan, the development is contrary to the National Planning Policy Framework (NPPF) June 2019, specifically Paragraph 108 part 'b' and Paragraph 110 part 'c':

***"Considering development proposals***

*108. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

*a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*

*b) safe and suitable access to the site can be achieved for all users; and*

*c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

*"110. Within this context, applications for development should:*

*a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

*b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

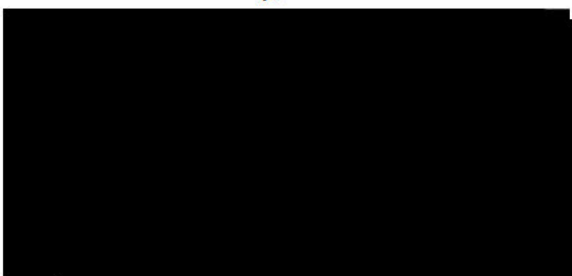
*c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

*d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

*e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

I trust that this suitably sets out our professional views on the matter.

Yours sincerely,



**Nick Ferguson BA (Hons) MCIHT**  
**Associate Director**

Tel: [REDACTED]

Email: [REDACTED]

**Cc.** John Byrne – Tepbrook Properties Limited  
Malcolm Raven – Raven Green & Company Chartered Surveyors

OBJECTION TO APPLICATION 20/3564/OUT  
ENCLOSURE 3

WILLIAMS.  
GALLAGHER.

Our ref: DR/B&QCricklewood

3 Princes Street, Mayfair  
London W1B 2LD

Tepbrook Properties Ltd  
C/o Williams Gallagher Town Planning Solutions  
Studio 321  
51 Pinfold Street  
Birmingham B2 4AY

**By Email Only**

Date 30<sup>th</sup> October 2020

**Re: Proposed Development at B&Q site, Depot Approach, Cricklewood**

We have been instructed to comment upon the B&Q development proposals at Depot Approach in relation to the consented development at 194-196 Cricklewood Broadway ("Asda site") planning reference 17/0233/FUL.

We have reviewed the ES Report Volume I, Chapter 11: Daylight, Sunlight, Overshadowing. We set out below our comments:-

**Sunlight**

Given the orientation of the Asda site relative to the B&Q site, the majority of the windows serving the Asda site residential are not eligible for assessment as they are positioned within ninety degrees of due north.

**Overshadowing**

The proposed development on the B&Q site, given its bulk, massing, overbearing nature is considered to result in unacceptable levels of overshadowing in comparison to a scheme of lower height and density commensurate with other schemes that have been granted consent in recent years. For example the Asda site and the Co-op site which in turn faces onto Cricklewood Lane.

**Daylight**

We are concerned and surprised that the Asda site residential habitable rooms have been assessed using the Average Daylight Factor ("ADF") method of assessment. In our opinion this is contrary to the BRE guidance. We also believe this is contrary to the local authority requirements when submitting a planning application.

We consider that the ADF method of assessment used for considering the daylight impacts to the Asda site is not correct for the reasons set out in the following comments: -.

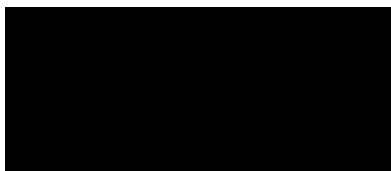
1. Clause 2.1.4 of the BRE guidance says "...good daylight may still be achievable with a tall obstruction, provided it is not continuous and is narrow enough to allow adequate daylight around its sides". The development on the B&Q site cannot be described as narrow enough to allow adequate daylight around its sides.

2. The BRE guidance goes on to say “...*the amount of skylight falling on a vertical wall or window can be quantified as the Vertical Sky Component (“VSC”)*. The use of the VSC method is normal accepted practice for assessing adjoining residential properties - regardless of whether the same has consent, has been built and occupied and similarly, when developments have planning consent but have not yet been implemented.
3. The local authority expectations regarding assessment of adjoining residential buildings within the London Borough of Barnet (“LBB”) are no different from any other Borough. Adjoining residential habitable rooms should be assessed for daylight, sunlight, overshadowing impacts in accordance with the BRE guidance criteria using the VSC, NSL methods of assessment for daylight and the APSH method of assessment for considering sunlight (where applicable and dependent upon orientation).
4. We are not aware of any recent planning submission to LBB where the local authority has accepted an ADF method of assessment of adjoining residential habitable rooms whether the scheme be consented, built and occupied or whether the development has consent but has not yet been implemented. The methods of assessment have to be consistent when considering a new development in proximity to existing occupied dwellings or proposed developments for residential use coming forward that have consent.
5. It should be noted that pre-construction activity is ongoing on the Asda site further reinforcing the expectation around the use of VSC, NSL methods of assessment.
6. It is in our opinion wholly inappropriate for consented development bringing forward much needed homes in LBB to be assessed completely differently from existing occupied residential properties.
7. We are not aware of any case law which accepts that ADF is the accepted method of assessment to assess adjoining residential properties.
8. We consider that the ADF method of assessment has been chosen because it provides better results in favour of the development rather than embarking upon the normal protocols and methods that should have been used i.e. VSC / NSL methods of assessment which have been submitted to LBB in respect of all other adjoining residential developments which have planning consent and are located adjacent to the B&Q site namely, the Asda site and the Co-op sites.
9. If the developers of the B&Q site were to undertake a VSC / NSL method of assessment the results would illustrate additional daylight impact to the Asda site residential (and to the Co-op site). Such results are likely to demonstrate unacceptable harm to the Asda site residential with the proposed B&Q site massing in place. The resultant levels of daylight will make the rooms appear more gloomy within the Asda site development and electric lighting will be needed more of the time.
10. Paragraph 2.2.8. of the BRE advises “*Where room layouts are known, the impact on daylight distribution in the existing building can be found by plotting the “No Sky Line” (“NSL”)*”. The Asda site and Co-op site developments exist. They have planning consent.
11. The room layouts for the Asda site are known and can be found under planning application reference 17/0233/FUL. It is not clear why a VSC / NSL method of assessment hasn’t been undertaken.

12. The daylight / sunlight submission has not assessed all the windows serving the Asda site as the report suggests. We refer to the imagery at Chapter 11, page 83. The imagery shows a considerable number of windows missing from the lower floors of the southern block of the Asda site development. It appears that over 95% of the windows to the southern part of the Asda site have been completely ignored from the daylight assessment. We find this surprising given the windows that have not been assessed are just as likely to be sensitive to the considerable bulk / massing of the proposals for the B&Q site. We would expect a full assessment of the Asda site residential to provide LBB with a comprehensive, holistic and impartial understanding of the daylight impacts caused to the Asda site residential. We would therefore expect all windows in rooms serving the Asda site residential to be assessed using the VSC / NSL methods of assessment as set out in the BRE guidance.
13. Taking into consideration the above, whilst it is accepted that National Planning Policy and National Planning Practice Guidance requires making efficient use of land, such policies stipulate that developments should create places that are safe, inclusive, acceptable and which promote health & well-being with the high standard of amenity for existing and future users. In addition, building scale should account for local climatic conditions including daylight and sunlight. In our view, the proposed massing for the B&Q site appears to fall short of National Planning Policy and associated National Planning Practice Guidance when considering the daylight and overshadowing impact caused to the Asda site residential but also when considering the daylight, sunlight overshadowing impact to other adjoining residential around the site.
14. Our comments equally apply in relation to the London Plan, Spatial Development Strategy for Greater London (2016) as well as the intended updated version dated December 2019. Policy D6 reads “*The design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space* “. Policy D8 reads “*Wind, daylight, sunlight penetration and temperature conditions around the building(s) and neighbourhood must be carefully considered...*”. We question whether the B&Q site massing particularly with regard to daylight, sunlight, overshadowing impacts to surrounding properties as well as daylight, overshadowing impact to the Asda site, meets the recommendations of the Secretary of State and/or the London Plan.
15. In the relation to the London Borough of Barnet Local Plan Policy CDHO4 reads that tall buildings may be appropriate within the Cricklewood Opportunity Area. However, such developments must “*Ensure that the potential microclimatic impact does not adversely affect levels of comfort in the surrounding public realm, including wind, daylight, temperature and pollution*”. Irrespective of the early stages of the adoption process of the London Borough of Barnet Local Plan there appears to be a clear intention, reinforced by other Planning Policy Guidance referred to above, that development should not adversely affect levels of comfort in the surrounding public realm, including daylight to adjoining residential.
16. This is also reinforced in the London Borough of Barnet Development Management Policies Document (2012). Policy 2.7 refers to Amenity and reads “*Schemes which significantly harm the amenity of neighbouring occupiers will be refused planning submission...It is important to ensure that developments do not significantly overshadow neighbouring buildings, block daylight, reduce sunlight or result in a loss of privacy or outlook*”.
17. The sheer scale of the proposed B&Q massing and the impacts in daylight and sunlight terms on surrounding properties, including but not limited, to the Asda site demonstrates non compliance with the BRE guidance. The London Borough of Barnet also makes further comment in respect of daylight, sunlight, privacy and amenity within the Sustainable Design and Construction Supplementary Planning Document (2016), at Section 7 Policy reference 7.8 and within Section 17, Policy 17.24.

It would appear for a number of reasons set out above that the proposed massing on the B&Q site is likely to cause harm through impacts to the Asda site residential and its surrounding residential neighbours.

Yours sincerely



David Reynolds MRICS  
Director

david@jmrsurveyors.com  
Mobile: 07813 782879

## Carter, Richard

---

**From:** Griffiths, Carl  
**Sent:** 01 June 2021 09:32  
**To:** 'John Mumby'  
**Subject:** FW: Further Objection to Planning Application 20/3564/OUT  
**Attachments:** Tepbrook Objection to 20\_3564\_OUT\_280521-merged.pdf

Hi John

Please see attached and below.

In respect of your points from previous email, I have not received further response from BNPP though I have chased again today. I will get the report over to you in the next week or so if that's OK, Andrew and Fabien need to review and sign off on it first and they are both on leave for half term next week.

Kind Regards

Carl

**Carl Griffiths**  
**Principal Planner**  
**Major Projects**

### Strategic Planning and Regeneration Regional Enterprise

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From: Matthew Williams [REDACTED]

Sent: 28 May 2021 12:53

To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Cc: Zinkin, Peter [REDACTED] Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; planning@barnet.gov.uk; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>

Subject: Further Objection to Planning Application 20/3564/OUT

Dear Carl,

Please find attached an updated objection to the above application.

I would be grateful if this could be shared with the applicant and taken fully into account in the determination of the application.

Kind regards

Matthew



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28<sup>th</sup> May 2021

Carl Griffiths  
London Borough of Barnet  
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NW9 4EW



**Williams Gallagher**  
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m [REDACTED]  
e matthew@williams-gallagher.com

Sent by Email

Dear Carl

**FURTHER OBJECTION TO PLANNING APPLICATION REFERENCE 20/3564/OUT  
REDEVELOPMENT OF B&Q, CRICKLEWOOD LANE, LONDON, NW2 1ES**

Williams Gallagher has been instructed by Tepbrook Properties Ltd to review the additional planning application material submitted on 8<sup>th</sup> April 2021 by Montreaux Cricklewood Developments Ltd for the redevelopment of the B&Q and adjacent land at Cricklewood Lane, London, NW2 1ES. This additional submission material comprises

- The Urban Design Study; and
- Revised Transport Assessment

We submitted a detailed objection to the planning application on 10<sup>th</sup> November 2020. This is attached for ease of reference. The additional planning application material does not address or respond to any of the fundamental points raised in the objection material, namely:

- There is no reasonable likelihood of the scheme being implemented due to the inability of the applicant to deliver the new access and new footpaths which are fundamental to its delivery (please refer to the submissions of Pinsent Mason at Enclosure 1 of our 10<sup>th</sup> November 2020 objection and also the submission of Paul Mew Associates at Enclosure 2 of the same submission).
- The applicant has failed to fully consider the impact of the increase in non-vehicular trips on Depot Approach in terms of pedestrian and cyclists safety, footpath and cycling capacity, and the resultant adverse effects on highway safety and therefore mitigation required (please refer to the submissions of Paul Mew Associates at Enclosure 2 of our 10<sup>th</sup> November 2020 objection).
- The proposed development on the B&Q site, given its bulk, massing, overbearing nature is considered to result in unacceptable levels of overshadowing in comparison to a scheme of lower height and density commensurate with other schemes that have been granted consent in recent years. For, example the Asda site and the Co-op site which in turn faces onto Cricklewood Lane (please refer to the submissions of Joel Michaels Reynolds at Enclosure 3 of our 10<sup>th</sup> November 2020 objection).
- The redline boundary for the Montreaux application should include a connection to the adopted highway for motorised vehicles. This would therefore need to include Depot Approach which is owned by Tepbrook Properties Ltd.

The above matters, amongst others raised in our previous objection, have been ignored by the applicant to date. The applicant will need to address these points to ensure they are covered within the committee report because if they are not, an approval would be challengeable,

## Urban Design Study

Our client has appointed a specialist third party to review the Urban Design Study and will provide detailed comments within the next 2 weeks. However, at this stage we would immediately raise the following:

- The Urban Design Study has undertaken an assessment with a park / pond placed on our client's development site. The land is not within the ownership of Montreaux Cricklewood Developments Ltd and is currently under construction for a new Asda foodstore and 96 homes. Please refer to Fig 1 and Fig 2 below to see the erroneous placing of the pond / park on our client's land. This is wholly misleading and gives the impression that development to the northern boundary of our client's land is at a much greater distance than it will be in reality.
- Our client's site is implemented and under construction. The Urban Design Study should therefore include this development and assess the impacts it would have on it. By failing to do so the document is incomplete.



Fig 1 – Urban Design Study showing a pond / park on Tepbrook Properties Land and not incorporating planning permission 17/0233/FUL which is under construction



Fig 2 – The extent of the redline for planning permission 17/0233/FUL which is under construction

We have already requested that we wish to speak at planning committee in objection to the application. This request is upheld and we would ask that you formally acknowledge receipt of this letter, that our request to speak at planning committee is recorded and that we will be informed of the registration process at the appropriate time.

Yours sincerely

[Redacted signature]

**Matthew Williams**  
**WILLIAMS GALLAGHER**

Cc: Fabien Gaudin  
Cllr Peter Zinkin  
Cllr Anne Clarke  
Cllr Shimon Ryde  
Enc: Tepbrook Properties Objection of 10<sup>th</sup> November 2020

Carl Griffiths 10<sup>th</sup> November 2020

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Sent by Email

Dear Carl

**OBJECTION TO PLANNING APPLICATION REFERENCE: 20/3564/OUT  
REDEVELOPMENT OF B&Q, CRICKLEWOOD LANE, LONDON, NW2 1ES**

Williams Gallagher has been instructed by Tepbrook Properties Ltd to review the planning application by Montreaux Cricklewood Developments Ltd for redevelopment of the B&Q and adjacent land at Cricklewood Lane, London, NW2 1ES.

We submitted an interim objection on 5<sup>th</sup> October 2020 which confirmed that we would be submitting a full objection within approximately 4 weeks of that date and that our objection would address key grounds for refusal of the application including:

- Tepbrook Properties Ltd are the owners of Depot Approach which is a private road.
- Depot Approach is not constructed to adoptable standards.
- the right of access that the applicant has suggested they benefit from across this private road is currently the subject of legal review.
- There are additional planning matters including, but not limited to, scale, massing, daylighting, air quality and drainage that we will make comments on.

As stated in my direct email to you, we had tried to submit the interim objection via the council's online system, but this was not allowing registrations at the time therefore the objection was emailed to you directly as case officer for the application. Although no response confirming receipt and registration of that email was returned as requested, a read receipt was received on Monday 12<sup>th</sup> October 2020.

Within the interim email it was requested that we wish to speak at planning committee in objection to the application. This request is upheld and we would ask that you formally acknowledge receipt of this letter, that our request to speak at planning committee is recorded and that we will be informed of the registration process at the appropriate time.

**Grounds for objection**

Enclosed with this covering letter are three documents which set out the full grounds of our objection in respect of the site not being deliverable due to unassailable ownership constraints, highways safety concerns and daylight and sunlight matters:

- **Enclosure 1:** Legal review of access rights related to Depot Approach – Pinsent Masons Dated 6<sup>th</sup> November 2020
- **Enclosure 2:** Review of Highways and Transportation matters – Paul Mew Associates 4<sup>th</sup> November 2020
- **Enclosure 3:** Sunlight, Daylight and Overshadowing Assessment – Joel Michaels Reynolds 30<sup>th</sup> October 2020

Each of the enclosed documents raises detailed policy grounds which the application does not accord with, along with legal precedent in respect of there being no reasonable likelihood of the scheme being implemented due to access constraints.

We do not repeat the detail of these enclosures here. They are to be read in full as a composite objection and will need to be considered and addressed in the assessment and determination of the planning application.

If the matters raised are not dealt with appropriately, our client will pursue all routes open to them.

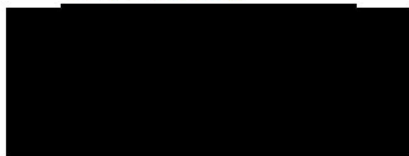
Please also note the following:

- there are a substantial number of objections made by third parties in respect of the scale, massing, height and quantum of development proposed. These points are well made by others, therefore in speaking at planning committee we would want the opportunity to cover the key matters raised within this objection.
- Our client has secured all pre-commencement conditions in respect of planning permission 17/0233/FUL and will be making a lawful start on site imminently. This planning permission will deliver 96 new homes and a 3,457 Sqm food-store.

### Next Steps

If you have any queries or would like to discuss the content of this representation please do contact me.

Yours sincerely



**Matthew Williams**  
**WILLIAMS GALLAGHER**

Cc: Fabien Gaudin  
Cllr Peter Zinkin  
Cllr Anne Clarke  
Cllr Shimon Ryde

Enc: **Enclosure 1:** Legal review of access rights related to Depot Approach – Pinsent Masons Dated 6<sup>th</sup> November 2020  
**Enclosure 2:** Review of Highways and Transportation matters – Paul Mew Associates 4<sup>th</sup> November 2020  
**Enclosure 3:** Sunlight, Daylight and Overshadowing Assessment – Joel Michaels Reynolds 30<sup>th</sup> October 2020

OBJECTION TO APPLICATION 20/3564/OUT  
ENCLOSURE 1

WILLIAMS.  
GALLAGHER.

BY E-MAIL

Tepbrook Properties Limited  
124 Finchley Road  
London  
NW3 5JS

Our Ref 118086548.2\JO09\PRP001.000100

6 November 2020

Dear Sirs

**B&Q, BROADWAY RETAIL PARK, CRICKLEWOOD LANE, LONDON, NW2 1ES (THE "PROPERTY")**  
**PLANNING APPLICATION REF: 20/3564/OUT (THE "APPLICATION")**

We are instructed by Tepbrook Properties Limited ("**Tepbrook**") to provide advice in relation to the Application, which has been submitted by Montreaux Cricklewood Developments Limited (the "**Applicant**") for outline planning consent to the demolition of existing buildings on the Property and a redevelopment of the Property for a mix of uses up to 1100 residential units and up to 1200 sqm of flexible commercial and community floorspace in buildings ranging from 3 to 25 storeys along with car and cycle parking, landscaping and associated works (the "**Scheme**").

1. **BACKGROUND**

1.1 Tepbrook is the registered proprietor of land known as Cricklewood Dance Hall and Skating Ring, 194 Cricklewood Broadway, Beacon Bingo Hall, 200 Cricklewood Broadway, 214 to 220 (even) Cricklewood Broadway and Broadway Retail Park, Depot Approach, Hendon, registered at the Land Registry with title number NGL721616 (the "**Tepbrook Property**"). A copy of the registered title plan to the Tepbrook Property is attached and marked "Plan 1".

1.2 By a transfer of part dated 29 May 2001 and made between (1) Tepbrook and (2) B&Q Plc (the "**2001 Transfer**"), part of the Tepbrook Property, (the Property, shown edged red on the plan attached to the 2001 Transfer and now registered with Land Registry title number AGL93472) was sold to B&Q Plc. A copy of the 2001 Transfer plan is attached and marked "Plan 2". The Property is the subject of the Application.

1.3 The 2001 Transfer contains various rights in favour of the Property and reservations for the benefit of the Tepbrook Property, including the following right of way for the benefit of the Property over the sole access route to the Property, Depot Approach:

*"a right of way for all persons at all times and for the purpose of access to and egress from the Property:-*

*(a) with or without motor vehicles over those parts of the Estate Road [Depot Approach] shown hatched black on the Plan [Plan 2] and*

Pinsent Masons LLP

55 Colmore Row Birmingham B3 2FG United Kingdom

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*(b) on foot only over those parts of the Estate Road [Depot Approach] (other than any such which from time to time are landscaped) not shown hatched black on the Plan [Plan 2].*

## **2. UNDELIVERABLE PROPOSED POINT OF ACCESS IN PLANNING APPLICATION**

- 2.1 The Scheme proposes that a new point of access and egress is created to the Property, rather than the current point of access (as shown on Plan 2) being utilised (the "**New Access**"). The New Access is shown on the attached Plan 3.
- 2.2 The New Access bisects and interferes with a long established parking bay on Depot Approach, which Tepbrook has maintained and used for a number of years.
- 2.3 No rights to relocate the access and egress points to the Property were granted by the 2001 Transfer. Thus, there are no rights for the applicant to create the New Access which is therefore not deliverable. Tepbrook requires the use of the parking bay in connection with the use of its neighbouring land.

## **3. UNDELIVERABLE PROPOSED FOOTPATHS IN PLANNING APPLICATION**

- 3.1 The Scheme proposes to create new footpaths running along the boundary of the Property, parallel to Depot Approach, as shown on Plan 3 (the "**New Footpaths**").
- 3.2 As set out in paragraph 1.3 above, the 2001 Transfer includes a right of way on foot in favour of the Property over those areas of Depot Approach, other than those parts, "*which are from time to time landscaped*".
- 3.3 The areas of land which will be utilised to create the New Footpaths have been maintained by Tepbrook for a number of years as hard landscaped areas. As such, these areas cannot be used to provide the New Footpaths as part of the Scheme as to do so would interfere with Tepbrook's landscaping rights, pursuant to the 2001 Transfer.
- 3.4 Thus, there are no rights to create the New Footpaths which are therefore not deliverable. Tepbrook requires the use of the hard landscaped areas in connection with the use of its neighbouring land.

## **4. NON-DELIVERABILITY OF FUNDAMENTAL COMPONENTS OF THE APPLICATION AS A MATERIAL PLANNING CONSIDERATION AND INABILITY TO IMPOSE A CONDITION IN RELATION TO THESE COMPONENTS**

- 4.1 Pursuant to section 70(2) of the Town and Country Planning Act 1990, the local planning authority must have regard to all material considerations when determining a planning application.
- 4.2 The inability of the applicant to deliver its proposals, including the New Access and the New Footpaths which are fundamental to the delivery of the Application is a highly material planning consideration given the nature of the application and the reliance placed on the New Access and the New Footpaths to enable and serve the development. This was reflected in the case of *British Railways Board v SoSE* [1993] 3 P.L.R. 125.
- 4.3 In this case, there is no reasonable likelihood of implementation of any permission for the Scheme and the fundamental issue cannot be avoided by imposition of a planning condition, given there is no prospect of such condition being satisfied either, see NPPG Paragraph: 009 Reference ID: 21a-009-20140306:



*"Conditions requiring works on land that is not controlled by the applicant, or that requires the consent or authorisation of another person or body often fail the tests of reasonableness and enforceability. It may be possible to achieve a similar result using a condition worded in a negative form (a Grampian condition) – ie prohibiting development authorised by the planning permission or other aspects linked to the planning permission (eg occupation of premises) until a specified action has been taken (such as the provision of supporting infrastructure). Such conditions should not be used where there are no prospects at all of the action in question being performed within the time-limit imposed by the permission."*

For the reasons set out in this letter, the Application should be refused.

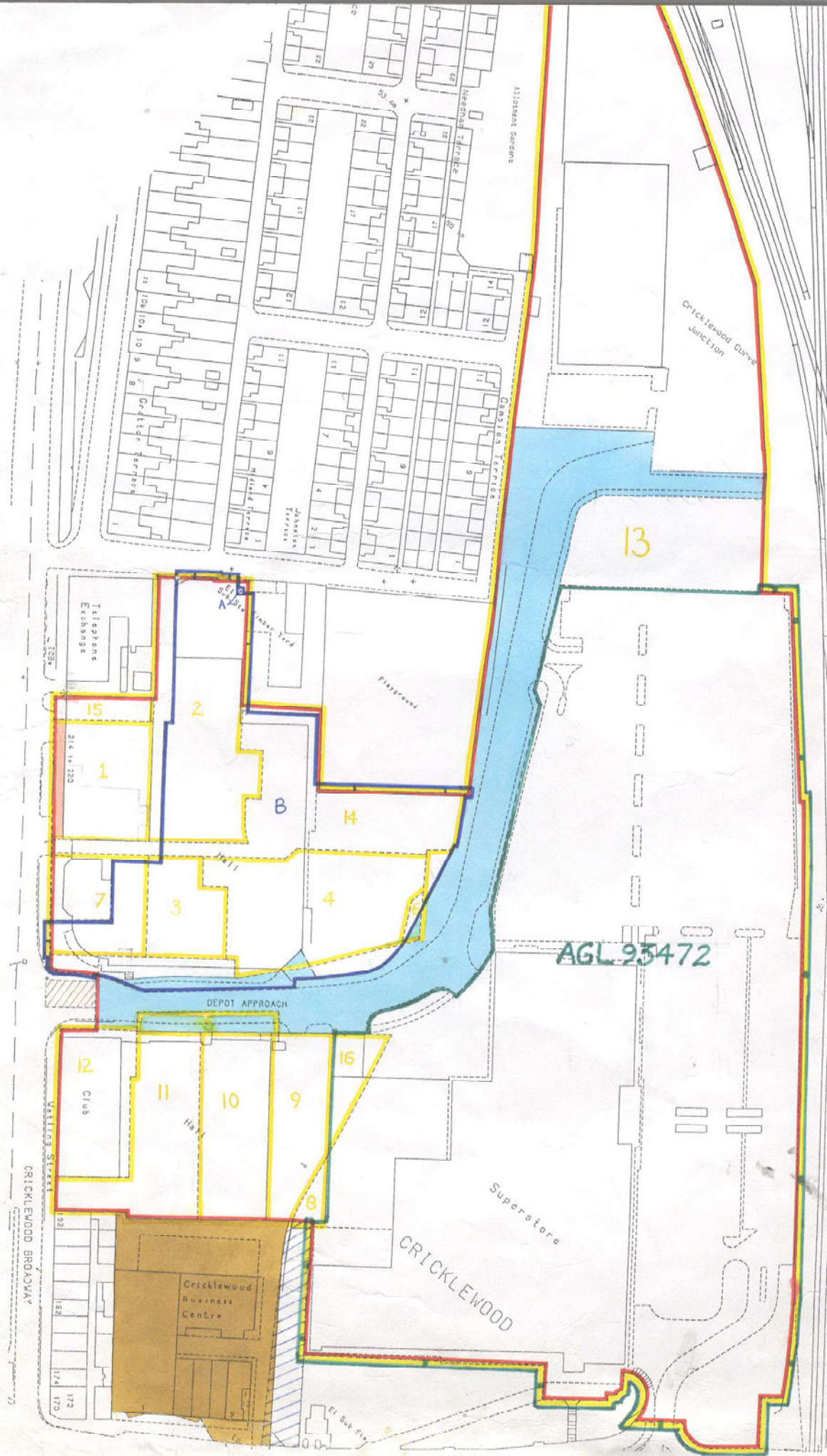
Yours faithfully

*Pinsent Masons LLP*

**Pinsent Masons LLP**

Enc Plans 1, 2 and 3





## KEY TO SYMBOLS

EXTENT OF  
ROADWAY

LIMIT OF  
LAND TO BE  
SOLD

A2. Dimensions must be checked on site and not scaled from this drawing. Any dimensional discrepancies discovered must be reported to the Architect before proceeding. If any queries or uncertainties arise refer to the Architect before proceeding.

and may not be

TEPBROOK PROPERTIES LTD.  
40 179 GREAT PORTLAND ST.  
LONDON W1N 6LS

CRICKLEWOOD RETAIL PARK  
DEPOT APPROACH,  
CRICKLEWOOD LONDON NW2

LEASE PLAN

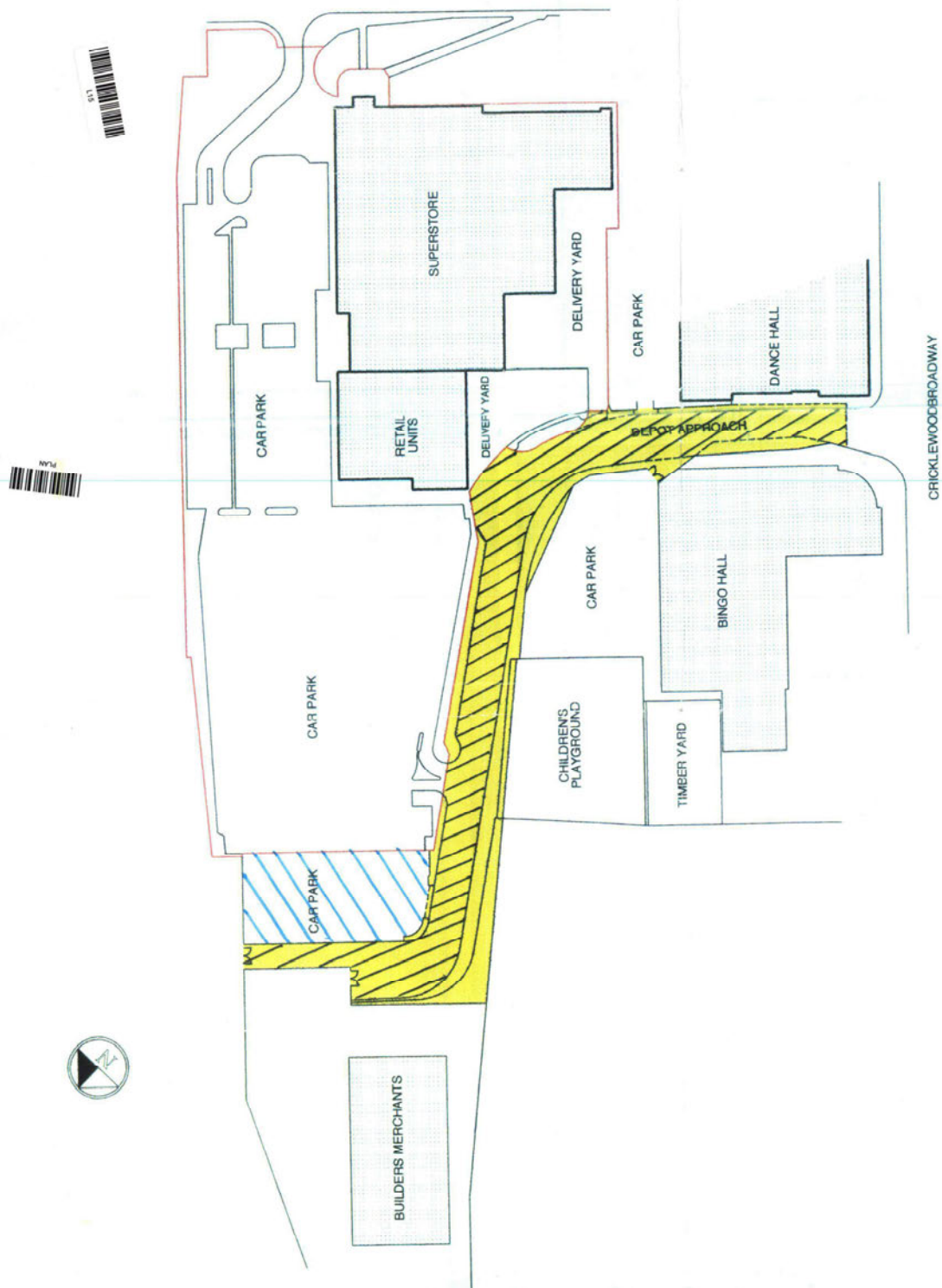
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GENERAL ARRANGEMENT PLAN -  
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Drawing number  
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Revision  
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OBJECTION TO APPLICATION 20/3564/OUT  
ENCLOSURE 2

WILLIAMS.  
GALLAGHER.



PAUL MEW ASSOCIATES  
TRAFFIC CONSULTANTS 020 8780 0426

Matthew Williams (MRTPI AIEMA)  
Director  
Williams Gallagher  
Portman House  
5-7 Temple Row West  
Birmingham  
B2 5NY

By email only

Barnet Council Planning Ref: 20/3564/OUT  
Our Ref: P2389.6492/PC/NPF.pjm  
4<sup>th</sup> November 2020

Dear Matthew,

**B&Q BROADWAY RETAIL PARK, CRICKLEWOOD LANE, LONDON NW2;  
FORMAL LETTER OF OBJECTION ON BEHALF OF TEPBROOK PROPERTIES LTD**

I am writing on behalf of our mutual client Tepbrook Properties Limited to set out our principal objections on transport/highways matters in relation to the outline planning application made by Montreaux Cricklewood Development Limited at B&Q Broadway Retail Park, Cricklewood Lane, London, NW2 1ES.

By way of a brief background, we are extremely familiar with this part of Cricklewood having been instructed by Tepbrook Properties Limited in 2009 to support a planning application at 214-218 Cricklewood Broadway for the construction of a five-storey hotel providing 96 rooms including a first floor restaurant for guest use, and a 402 sqm ground floor retail unit (planning reference F/04245/09). This application was granted planning permission by Barnet Council in March 2010, and the scheme has since been fully implemented.

More recently we were instructed by Tepbrook Properties Limited to support a planning application at 194-196 Cricklewood Broadway for the construction of a six-storey building comprising 3,457sqm of Class A1 use (food-store) at ground floor level and 96 self-contained flats at first to fifth floor levels including basement car

parking, and a single storey car parking deck (planning reference 17/0233/FUL). This application was granted planning permission by Barnet Council in January 2018. At the time of writing it is understood that all pre-commencement conditions have been discharged and works are due to start on-site.

#### **PLANNING APPLICATION SUMMARY**

*“20/3564/OUT | Outline planning application (including means of access with all other matters reserved) for the demolition of existing buildings and the comprehensive phased redevelopment of the site for a mix of uses including up to 1100 residential units (Use Class C3), and up to 1200 sqm of flexible commercial and community floorspace (Use Classes A3/B1/D1 and D2) in buildings ranging from 3 to 25 storeys along with car and cycle parking landscaping and associated works (this application is accompanied by an Environmental Statement). | B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES”*

This letter of objection relates to the above outline planning application by Montreaux Cricklewood Development Limited for the construction of up to 1,100 residential units and up to 1,200 sqm of flexible commercial/community floor space. It is noted that means of access is included in the outline planning application and is not a reserved matter. We have fully reviewed the Transport Assessment and Framework Travel Plan submitted with the outline application, which includes an assessment of the highways impacts of the proposal and detailed aspects of the development including the site access provisions, non-vehicle access arrangements, the planned parking provision, and servicing requirements.

It is noted that the Transport Assessment predicts a net decrease in vehicle activity on the adjoining highway resulting from this development.

The site currently comprises of a combined 7,900 sqm floor space in retail warehouse use and is split into three units occupied by B&Q, Poundstretcher, and Tile Depot. The site has around 470 car parking spaces which are accessed from the main access to the site from Cricklewood Lane. The car park can also be accessed from Depot Approach, as is the servicing yard at the rear of the site.

The proposal provides disabled parking spaces only for the residential and commercial/community uses, and the development amounts to a reduction in parking on the site of around 75%. On this basis, despite the development proposing sole means of vehicle access from Depot Approach, we are content that there will likely be a reduction in vehicles accessing the site and therefore the vehicle traffic impact of this development will not be significant.

However, this proposal has the potential to generate a significant amount of additional non-vehicular trips to and from the site many of which will use Depot Approach. The proposal also includes a new pedestrian/cycle route between Depot Approach and Cricklewood Lane which will further increase the number of existing

pedestrian and cycle trips on the local highway network to divert through the site between Cricklewood Lane and Cricklewood Broadway via Depot Approach. In our professional view the applicant has failed to fully consider the impact of the increase in non-vehicular trips on Depot Approach in terms of pedestrian and cyclists safety, footpath and cycling capacity, and the resultant adverse effects on highway safety.

The applicant has not proposed to carry out any mitigation or improvement works on Depot Approach between the development site and Cricklewood Broadway, which will become a key pedestrian and cycle route because of this development.

Furthermore, the Transport Assessment states that “the proposed development will take vehicle access from Depot Approach, a private access road over which the Site has full vehicular rights.” This statement is misleading. The Site has full vehicular rights over Depot Approach to the extent that the current layout of the road permits, however those rights do not extend beyond the existing access arrangements. What the applicant is proposing is to make substantial changes to the Site’s frontage to Depot Approach including the following items, most of which fall outside of the red line boundary of the ‘application site’ and therefore require third-party permission to deliver:

- Provision of a new vehicle access into the site between proposed Blocks C and D;
- Removal of an inset parking bay on Depot Approach which currently provides around 12 parking spaces to facilitate the planned new vehicle access;
- Provision of new footpaths and planting;
- Removal of the existing redundant vehicle ingress and egress to the car park;
- Removal of the existing redundant accesses (x2) to the service yards; and
- Reinstatement of the kerb line and footpath.

Tepbrook Properties Limited owns Depot Approach. The applicant, Montreaux Cricklewood Development Limited, did not consult Tepbrook Properties Limited on the proposals, especially the parts of the proposal which rely upon Tepbrook Properties Limited land to deliver, and which are now submitted to Barnet Council for determination in outline application 20/3564/OUT. Therefore, the scheme as presented to the Council cannot be delivered.

These points are expanded upon in the following sections of this letter.

## **DEVELOPMENT IMPACT ON DEPOT APPROACH**

As alluded to, this proposal has the potential to generate a significant amount of additional non-vehicular trips to and from the site many of which will use Depot Approach. The Transport Assessment contains vehicle survey information carried out at various points including the existing site access from Cricklewood Lane, the

existing vehicle access from Depot Approach, and the adjoining public roads including the A5 Cricklewood Broadway and the A407 Cricklewood Lane.

Non-motorised surveys do not appear to have been carried out and therefore the number of non-vehicular trips currently accessing the site via Depot Approach is not known. It is reasonable to expect that Depot Approach is currently not heavily utilised by pedestrians or cyclists owing to the fact that the main customer entrance to the site is via Cricklewood Lane whereas Depot Approach is principally used as a secondary vehicle access to the car park, for trade customers, and access to the service yards.

Under the proposals this situation will be very different. The Transport Assessment has quantified the number of trips generated by the proposed development by non-vehicle modes. The non-vehicle traffic forecasts are summarised in the following tables as taken from Tables 11.7 and 11.15 of the document:

Time Period	TRICS: Flats, multi-modal trips (1100 flats)			
	Walk	Cycle	Bus	Rail
AM	193	4	116	123
PM	175	2	96	99
Total	2046	57	980	901

Source: Entran Transport Assessment July 2020

Time Period	TRICS: Commercial & community, multi-modal trips			
	Walk	Cycle	Bus	Rail
AM	21	7	10	9
PM	45	2	24	13
Total	567	29	270	151

Source: Entran Transport Assessment July 2020

Time Period	TRICS: Development total			
	Walk	Cycle	Bus	Rail
AM	214	11	126	132
PM	220	4	120	112
Total	2613	86	1250	1052

Source: Entran Transport Assessment July 2020

A significant proportion of these new non-vehicle trips, especially the walk, cycle and bus trips, are likely to use Depot Approach as there is a host of local shops, services and amenities on the A5 Cricklewood Broadway immediately south of the site. Most notably there will be a large 3,457sqm food-store on the corner of Cricklewood Broadway and Depot Approach by the time this development is planned to be implemented. There is also a pair of bus stops on the A5 Cricklewood Broadway

immediately south of the site providing access to 6 different bus services, routes 16, 32, 316, 332, 266, and 245. The desire line from the site to these bus stops will mean that most of this new development will likely get to/from these bus stops via Depot Approach. These six bus routes provide a combined 45 peak hour services on a weekday morning and therefore clearly, they will be very well utilised by this development.

As discussed, the proposal also includes a new pedestrian/cycle route between Depot Approach and Cricklewood Lane which will further increase the number of existing pedestrian and cycle trips on the local highway network to divert through the site between Cricklewood Lane and Cricklewood Broadway via Depot Approach. The increased level of pedestrian/cycle trips through the site has not been quantified in the Transport Assessment, however it could be substantial most notably as it would provide an attractive and shorter new route to/from Cricklewood train station for the many residents of the north west part of Cricklewood.

The applicant has not proposed to carry out any mitigation or improvement works on Depot Approach between the development site and Cricklewood Broadway to accommodate this substantial increase in pedestrian and cycle activity.

Of particular concern is the large increase in pedestrian activity that will arise under the proposals on the south-east side of Depot Approach between the site and Cricklewood Broadway. Pedestrians will need to negotiate three vehicle accesses in very close succession which could be very dangerous, especially for young children or those with vision/mobility impairments. These accesses will be very active as they comprise of the main vehicle entrance to the basement car park serving the new 3,457sqm food-store and immediately after the access to the servicing yard for the same food-store (planning reference 17/0233/FUL), which will then be immediately followed by the vehicle entrance to Block B of the proposed development serving up to 20 parking spaces as well as the access and servicing requirements of up to 650 sqm of flexible commercial and up to 170 new dwellings.

Furthermore, no cycle infrastructure exists on Depot Approach to safely accommodate the increase in cyclists that will arise as a result of this development, both in terms of the new dwellings and commercial/community uses as well as the new pedestrian/cycle link between Cricklewood Lane. There is no on or off-road cycle lane on Depot Approach and there is no advanced stop line with a box marked on the road with a bike symbol at the Depot Approach signal junction with the A5 Cricklewood Broadway which would otherwise provide cyclists with a safe space to traverse the road and stop and wait at the junction ahead of vehicles.

This development is therefore considered to be contrary to Policy DM17 of Barnet Council's adopted Development Management Policies Development Plan Document (DPD) September 2012, in particular sections 'a', 'b', and 'f'. Accompanying text to

Policy DM17 at paragraph 18.2 of the Council's Adopted Local Plan is also considered to be of material consideration to this letter and is extracted in addition:

***"Policy DM17: Travel impact and parking standards***

*a: Road safety The council will ensure that the safety of all road users is taken into account when considering development proposals, and will refuse proposals that unacceptably increase conflicting movements on the road network or increase the risk to vulnerable users.*

*b: Road hierarchy The council will seek to ensure that roads within the borough are used appropriately according to their status in the defined road hierarchy. In taking into account the function of adjacent roads the council may refuse development proposals which would result in inappropriate road use, or adversely affect the operation of roads in an area.*

*c: Development, location and accessibility The council will expect major development proposals with the potential for significant trip generation to be in locations which are, or will be made, highly accessible by a range of transport modes.*

*d: Transport assessment In considering planning applications for new development, the council will require developers to submit a full Transport Assessment (as defined by Department for Transport threshold) where the proposed development is anticipated to have significant transport implications in order to ensure that these impacts are considered. This assessment should include an analysis of accessibility by all modes of transport.*

*e: Travel planning For significant trip generating developments, (defined by Transport for London thresholds), the council will require the occupier to develop, implement and maintain a satisfactory Travel Plan (or plans) to minimise increases in road traffic and meet mode split targets. In order to ensure that they are delivering this the travel plan will need to contain measurable outputs so that they can be monitored.*

*f: Local infrastructure needs*

*i. Developments should be located and designed to make the use of public transport more attractive for all users by providing improved access to existing facilities, and if necessary the development of new routes and services, including improved and fully accessible interchange facilities.*

*ii. The council will expect development to provide safe and suitable access arrangements for all road users to new developments. Where improvements or changes to the road network are necessary by virtue of an approved development, the council will secure a Legal Agreement from the developer.*

*iii. The council will require appropriate measures to control vehicle movements, servicing and delivery arrangements. Where appropriate the*

*council will require Construction Management and/or Delivery and Servicing Plans.*

*iv. Where appropriate, development will be required to improve cycle and pedestrian facilities in the local catchment area by providing facilities on site and/or funding improvements off site.*

*g: Parking management*

*1. The council will expect development to provide parking in accordance with the London Plan standards, except in the case of residential development, where the maximum standards will be: i. 2 to 1.5 spaces per unit for detached and semi detached houses and flats (4 or more bedrooms); ii. 1.5 to 1 spaces per unit for terraced houses and flats (2 to 3 bedrooms); and iii. 1 to less than 1 space per unit for development consisting mainly of flats (1 bedroom).*

*2. Residential development may be acceptable: i. with limited or no parking outside a Controlled Parking Zone (CPZ) but only where it can be demonstrated through a survey that there is sufficient on street parking capacity. ii. with limited or no parking within a CPZ, where it can be demonstrated that there is insufficient capacity on street the applicant will be required to enter into a legal agreement to restrict future occupiers from obtaining on street parking permits. For proposals in close proximity to the edge of a CPZ a survey will also be required to demonstrate that there is sufficient on street parking capacity on streets outside the CPZ."*

*"18.2 Road safety*

*18.2.1 In planning new developments, the needs of vulnerable road users (pedestrians and cyclists) must be taken into account. The location of the development, access routes and the site layout need to be planned to ensure that all road users can travel to and from the site in safety. Where necessary, suitable facilities to assist vulnerable road users, such as crossings, cycleways and footpaths, should be provided, and where necessary the council will seek developer funding for their provision."*

As discussed, the applicant has not proposed to carry out any mitigation or improvement works on Depot Approach between the development site and Cricklewood Broadway, which will become a key pedestrian and cycle route because of this development. In our view the proposals will therefore have the potential to give rise to conflict between vehicles, pedestrians, and cyclists contrary to the Mayor's Vision Zero. On this basis the development is also considered to be contrary to Policy T2 'Healthy Streets' of the 'intend to publish' version of the London Plan (December 2019), sections 'B', and 'D'.

*"Policy T2 Healthy Streets*

*A Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.*

*B Development Plans should:*

- 1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.*
- 2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.*

*C In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.*

*D Development proposals should:*

- 1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance*
- 2) reduce the dominance of vehicles on London's streets whether stationary or moving*
- 3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."*

The Mayor's Vision Zero ambition is embedded in Policy T2, details of which are set out at paragraph 10.2.8 of the 'intend to publish' London Plan (December 2019), extracted below:

*"10.2.8 The Mayor has a long-term vision to reduce road danger so that no deaths or serious injuries occur on London's streets. This Vision Zero will be achieved by designing and managing a street system that accommodates human error and ensures impact levels are not sufficient to cause fatal or serious injury. This will require reducing the dominance of motor vehicles and targeting danger at source."*

Similarly, this development is considered to be contrary to Policy T4 of the 'intend to publish' version of the London Plan (December 2019), in particular sections 'B', 'C', 'E', and 'F':

*"Policy T4 Assessing and mitigating transport impacts*

*A Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.*

*B When required in accordance with national or local guidance, transport assessments/statements should be submitted with development*

*proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.*

*C Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.*

*D Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.*

*E The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.*

*F Development proposals should not increase road danger.”*

## **DEVELOPMENT ACCESS ON DEPOT APPROACH**

I referenced earlier that, within the Transport Assessment and other supporting documents, it is asserted that the Site has full vehicular access rights over Depot Approach and therefore the raft of off-site highways works on Depot Approach that are required to enable this development will simply be delivered.

However, this statement is misleading, and I note that Tepbrook Properties Limited has sought legal advice on this matter for clarification. A separate representation has been made on this key issue. It is understood that the Site has full vehicular rights over Depot Approach to the extent that the current layout of the road permits, however those rights do not extend beyond the existing access arrangements.

The bulleted items on page 3 of this letter are required to enable this development, most of which fall outside of the red line boundary of the ‘application site’ and therefore require third-party permission to deliver.

The extent to which these works fall outside of the red line boundary of the site can be imagined based on the below extract from the Applicant's General Arrangement Plan - Ground Floor produced by Exterior Architecture:



Source: Exterior Architecture Plan Reference ExA\_1939\_100 (Dated: 13.12.2019)

The new access junction off Depot Approach, as well as the vehicle to vehicle visibility sightlines of 2.4 metres x 43 metres looking in both directions which would be required to ensure safe access/egress to the site, require land owned by a third party (Tepbrook Properties Limited) and which no prior agreement has been sought to deliver. The new access junction, and safe unobstructed sightlines either side, require the removal of a significant section of an existing inset parking bay on Depot Approach which falls outside of the red line boundary of the site.

As discussed, Montreaux Cricklewood Development Limited did not consult Tepbrook Properties Limited on any of the proposals which have been proposed, especially the parts of the proposal which rely upon Tepbrook Properties Limited land to deliver, and which are now submitted to Barnet Council for determination in outline application 20/3564/OUT. Therefore, the scheme as presented to the Council cannot be delivered.

Therefore in addition to being contrary to Policy DM17 of the Council's Adopted Local Plan, as well as Policy T4 of the 'intend to publish' version of the London Plan, the development is contrary to the National Planning Policy Framework (NPPF) June 2019, specifically Paragraph 108 part 'b' and Paragraph 110 part 'c':

***"Considering development proposals***

*108. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

*a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*

*b) safe and suitable access to the site can be achieved for all users; and*

*c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

*"110. Within this context, applications for development should:*

*a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

*b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

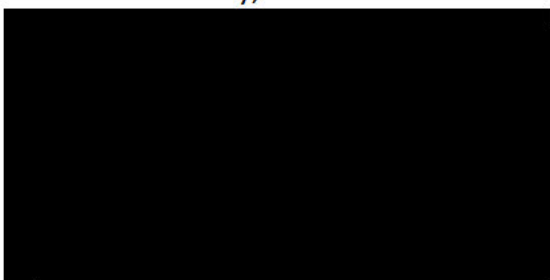
*c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

*d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

*e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

I trust that this suitably sets out our professional views on the matter.

Yours sincerely,



**Nick Ferguson BA (Hons) MCIHT**  
**Associate Director**

Tel: [REDACTED]

Email: [nick.ferguson@pma-traffic.co.uk](mailto:nick.ferguson@pma-traffic.co.uk)

**Cc.** John Byrne – Tepbrook Properties Limited  
Malcolm Raven – Raven Green & Company Chartered Surveyors

OBJECTION TO APPLICATION 20/3564/OUT  
ENCLOSURE 3

WILLIAMS.  
GALLAGHER.

Our ref: DR/B&QCricklewood

3 Princes Street, Mayfair  
London W1B 2LD

Tepbrook Properties Ltd  
C/o Williams Gallagher Town Planning Solutions  
Studio 321  
51 Pinfold Street  
Birmingham B2 4AY

**By Email Only**

Date 30<sup>th</sup> October 2020

**Re: Proposed Development at B&Q site, Depot Approach, Cricklewood**

We have been instructed to comment upon the B&Q development proposals at Depot Approach in relation to the consented development at 194-196 Cricklewood Broadway ("Asda site") planning reference 17/0233/FUL.

We have reviewed the ES Report Volume I, Chapter 11: Daylight, Sunlight, Overshadowing. We set out below our comments:-

**Sunlight**

Given the orientation of the Asda site relative to the B&Q site, the majority of the windows serving the Asda site residential are not eligible for assessment as they are positioned within ninety degrees of due north.

**Overshadowing**

The proposed development on the B&Q site, given its bulk, massing, overbearing nature is considered to result in unacceptable levels of overshadowing in comparison to a scheme of lower height and density commensurate with other schemes that have been granted consent in recent years. For example the Asda site and the Co-op site which in turn faces onto Cricklewood Lane.

**Daylight**

We are concerned and surprised that the Asda site residential habitable rooms have been assessed using the Average Daylight Factor ("ADF") method of assessment. In our opinion this is contrary to the BRE guidance. We also believe this is contrary to the local authority requirements when submitting a planning application.

We consider that the ADF method of assessment used for considering the daylight impacts to the Asda site is not correct for the reasons set out in the following comments: -.

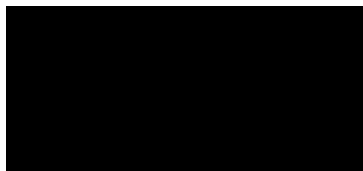
1. Clause 2.1.4 of the BRE guidance says "*...good daylight may still be achievable with a tall obstruction, provided it is not continuous and is narrow enough to allow adequate daylight around its sides*". The development on the B&Q site cannot be described as narrow enough to allow adequate daylight around its sides.

2. The BRE guidance goes on to say “...*the amount of skylight falling on a vertical wall or window can be quantified as the Vertical Sky Component (“VSC”)*. The use of the VSC method is normal accepted practice for assessing adjoining residential properties - regardless of whether the same has consent, has been built and occupied and similarly, when developments have planning consent but have not yet been implemented.
3. The local authority expectations regarding assessment of adjoining residential buildings within the London Borough of Barnet (“LBB”) are no different from any other Borough. Adjoining residential habitable rooms should be assessed for daylight, sunlight, overshadowing impacts in accordance with the BRE guidance criteria using the VSC, NSL methods of assessment for daylight and the APSH method of assessment for considering sunlight (where applicable and dependent upon orientation).
4. We are not aware of any recent planning submission to LBB where the local authority has accepted an ADF method of assessment of adjoining residential habitable rooms whether the scheme be consented, built and occupied or whether the development has consent but has not yet been implemented. The methods of assessment have to be consistent when considering a new development in proximity to existing occupied dwellings or proposed developments for residential use coming forward that have consent.
5. It should be noted that pre-construction activity is ongoing on the Asda site further reinforcing the expectation around the use of VSC, NSL methods of assessment.
6. It is in our opinion wholly inappropriate for consented development bringing forward much needed homes in LBB to be assessed completely differently from existing occupied residential properties.
7. We are not aware of any case law which accepts that ADF is the accepted method of assessment to assess adjoining residential properties.
8. We consider that the ADF method of assessment has been chosen because it provides better results in favour of the development rather than embarking upon the normal protocols and methods that should have been used i.e. VSC / NSL methods of assessment which have been submitted to LBB in respect of all other adjoining residential developments which have planning consent and are located adjacent to the B&Q site namely, the Asda site and the Co-op sites.
9. If the developers of the B&Q site were to undertake a VSC / NSL method of assessment the results would illustrate additional daylight impact to the Asda site residential (and to the Co-op site). Such results are likely to demonstrate unacceptable harm to the Asda site residential with the proposed B&Q site massing in place. The resultant levels of daylight will make the rooms appear more gloomy within the Asda site development and electric lighting will be needed more of the time.
10. Paragraph 2.2.8. of the BRE advises “*Where room layouts are known, the impact on daylight distribution in the existing building can be found by plotting the “No Sky Line” (“NSL”)*”. The Asda site and Co-op site developments exist. They have planning consent.
11. The room layouts for the Asda site are known and can be found under planning application reference 17/0233/FUL. It is not clear why a VSC / NSL method of assessment hasn’t been undertaken.

12. The daylight / sunlight submission has not assessed all the windows serving the Asda site as the report suggests. We refer to the imagery at Chapter 11, page 83. The imagery shows a considerable number of windows missing from the lower floors of the southern block of the Asda site development. It appears that over 95% of the windows to the southern part of the Asda site have been completely ignored from the daylight assessment. We find this surprising given the windows that have not been assessed are just as likely to be sensitive to the considerable bulk / massing of the proposals for the B&Q site. We would expect a full assessment of the Asda site residential to provide LBB with a comprehensive, holistic and impartial understanding of the daylight impacts caused to the Asda site residential. We would therefore expect all windows in rooms serving the Asda site residential to be assessed using the VSC / NSL methods of assessment as set out in the BRE guidance.
13. Taking into consideration the above, whilst it is accepted that National Planning Policy and National Planning Practice Guidance requires making efficient use of land, such policies stipulate that developments should create places that are safe, inclusive, acceptable and which promote health & well-being with the high standard of amenity for existing and future users. In addition, building scale should account for local climatic conditions including daylight and sunlight. In our view, the proposed massing for the B&Q site appears to fall short of National Planning Policy and associated National Planning Practice Guidance when considering the daylight and overshadowing impact caused to the Asda site residential but also when considering the daylight, sunlight overshadowing impact to other adjoining residential around the site.
14. Our comments equally apply in relation to the London Plan, Spatial Development Strategy for Greater London (2016) as well as the intended updated version dated December 2019. Policy D6 reads “*The design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space* “. Policy D8 reads “*Wind, daylight, sunlight penetration and temperature conditions around the building(s) and neighbourhood must be carefully considered...*”. We question whether the B&Q site massing particularly with regard to daylight, sunlight, overshadowing impacts to surrounding properties as well as daylight, overshadowing impact to the Asda site, meets the recommendations of the Secretary of State and/or the London Plan.
15. In the relation to the London Borough of Barnet Local Plan Policy CDHO4 reads that tall buildings may be appropriate within the Cricklewood Opportunity Area. However, such developments must “*Ensure that the potential microclimatic impact does not adversely affect levels of comfort in the surrounding public realm, including wind, daylight, temperature and pollution*”. Irrespective of the early stages of the adoption process of the London Borough of Barnet Local Plan there appears to be a clear intention, reinforced by other Planning Policy Guidance referred to above, that development should not adversely affect levels of comfort in the surrounding public realm, including daylight to adjoining residential.
16. This is also reinforced in the London Borough of Barnet Development Management Policies Document (2012). Policy 2.7 refers to Amenity and reads “*Schemes which significantly harm the amenity of neighbouring occupiers will be refused planning submission...It is important to ensure that developments do not significantly overshadow neighbouring buildings, block daylight, reduce sunlight or result in a loss of privacy or outlook*”.
17. The sheer scale of the proposed B&Q massing and the impacts in daylight and sunlight terms on surrounding properties, including but not limited, to the Asda site demonstrates non compliance with the BRE guidance. The London Borough of Barnet also makes further comment in respect of daylight, sunlight, privacy and amenity within the Sustainable Design and Construction Supplementary Planning Document (2016), at Section 7 Policy reference 7.8 and within Section 17, Policy 17.24.

It would appear for a number of reasons set out above that the proposed massing on the B&Q site is likely to cause harm through impacts to the Asda site residential and its surrounding residential neighbours.

Yours sincerely



David Reynolds MRICS  
Director

david@jmrsurveyors.com  
Mobile [REDACTED]

## Carter, Richard

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**From:** Re-MembersEnquiries  
**Sent:** 01 June 2021 10:19  
**To:** Griffiths, Carl  
**Cc:** Dillon, Andrew  
**Subject:** Comments on task "20/3564/OUT - B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES - Your Ref: 101002188287"  
**Attachments:** 20/3564/OUT - B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES - Your Ref: 101002188287

Hi Carl – this is assigned to you for response

**Members Case Officer for Re (Planning and Building Control)**

London Borough of Barnet, 2 Bristol Avenue, Colindale London NW9 4EW

Tel: [REDACTED]

Barnet Online: [www.barnet.gov.uk](http://www.barnet.gov.uk)

[www.re-limited.co.uk](http://www.re-limited.co.uk)

[www.capitalcouncilgovernment.co.uk](http://www.capitalcouncilgovernment.co.uk)

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**From:** [REDACTED]@barnet.gov.uk]  
**Sent:** 01 June 2021 10:06  
**To:** Members Enquiries and Complaints <MembersEnquiriesandComplaints@barnet.gov.uk>  
**Subject:** Comments on task "20/3564/OUT - B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES - Your Ref: 101002188287"

Andrew - please assign this to Carl as he is not on the list on Teams

Reply in Microsoft Planner

You can also reply to this email to add a task comment.

This task is in the [Members Enquiries and Complaints tasks](#) plan.

**Carter, Richard**

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**From:** Dillon, Andrew  
**Sent:** 01 June 2021 10:38  
**To:** Griffiths, Carl  
**Subject:** FW: You've been assigned a task!

Carl, can you let me know if you can open it.

Thanks

**Andrew Dillon MRTPI**  
**Planning Manager**  
**Major Projects Team**  
**Development and Regulatory Services**  
London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW  
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**From:** [REDACTED] <noreply@planner.office365.com>  
**Sent:** 01 June 2021 10:04

To: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>  
Subject: You've been assigned a task!



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NW2 1ES - Your Ref: 101002188287"

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## Carter, Richard

**From:** Griffiths, Carl  
**Sent:** 01 June 2021 10:42  
**To:** Dillon, Andrew  
**Subject:** RE: You've been assigned a task!

Its just an objection from Mike Freer. Doesn't even require a response so annoying that its been logged as an ME


**Carl Griffiths**  
**Principal Planner**  
**Major Projects**

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From: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>  
Sent: 01 June 2021 10:38  
To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>  
Subject: FW: You've been assigned a task!

Carl, can you let me know if you can open it.

Thanks

**Andrew Dillon MRTPI**  
**Planning Manager**  
**Major Projects Team**  
**Development and Regulatory Services**  
London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW  
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**WINNER**

**SHORTLIST**



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**HANDS****FACE****SPACE**



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[barnet.gov.uk/testandtrace](http://barnet.gov.uk/testandtrace)



From: [REDACTED] <noreply@planner.office365.com>  
Sent: 01 June 2021 10:04

To: Dillon, Andrew <[Andrew.Dillon@Barnet.gov.uk](mailto:Andrew.Dillon@Barnet.gov.uk)>

Subject: You've been assigned a task!



Hi Andrew,



assigned a new task to you:

"20/3564/OUT - B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES - Your Ref: 101002188287"

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## Carter, Richard

---

**From:** John Mumby <jmumby@iceniprojects.com>  
**Sent:** 01 June 2021 12:27  
**To:** Griffiths, Carl  
**Subject:** RE: Further Objection to Planning Application 20/3564/OUT

Thanks Carl,

I'll get a response over to you on the Tepbrook comments.

When can we get a bit of time to speak over the next couple of days or so?

Thanks. John

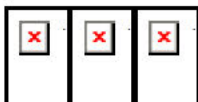
**John Mumby BA (Hons)**  
Director, Planning

telephone: [REDACTED]  
mobile: [REDACTED]  
email: jmumby@iceniprojects.com



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**From:** Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>  
**Sent:** Tuesday, June 1, 2021 9:32 AM  
**To:** John Mumby <jmumby@iceniprojects.com>  
**Subject:** FW: Further Objection to Planning Application 20/3564/OUT

Hi John

Please see attached and below.

In respect of your points from previous email, I have not received further response from BNPP though I have chased again today. I will get the report over to you in the next week or so if that's OK, Andrew and Fabien need to review and sign off on it first and they are both on leave for half term next week.

Kind Regards

Carl

Carl Griffiths  
Principal Planner  
Major Projects

**Strategic Planning and Regeneration  
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From: Matthew Williams [REDACTED] >  
Sent: 28 May 2021 12:53  
To: Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>  
Cc: Zinkin, Peter (Personal) <[Peter.zinkin@gmail.com](mailto:Peter.zinkin@gmail.com)>; Ryde, Cllr Shimon <[Cllr.S.Ryde@Barnet.gov.uk](mailto:Cllr.S.Ryde@Barnet.gov.uk)>; Clarke, Cllr Anne <[Cllr.A.Clarke@Barnet.gov.uk](mailto:Cllr.A.Clarke@Barnet.gov.uk)>; [planning@barnet.gov.uk](mailto:planning@barnet.gov.uk); Gaudin, Fabien <[fabien.gaudin@barnet.gov.uk](mailto:fabien.gaudin@barnet.gov.uk)>  
Subject: Further Objection to Planning Application 20/3564/OUT

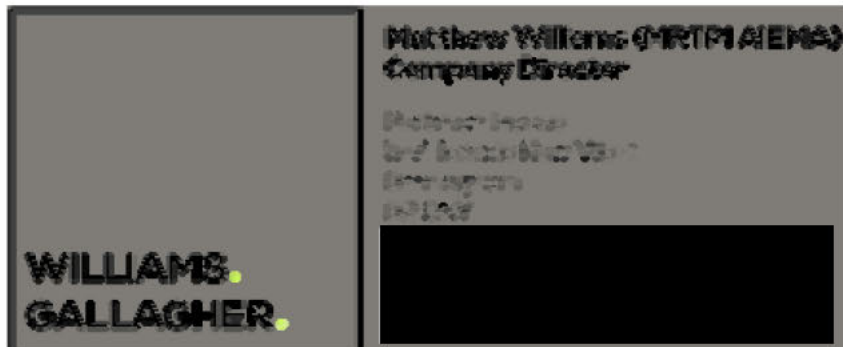
Dear Carl,

Please find attached an updated objection to the above application.

I would be grateful if this could be shared with the applicant and taken fully into account in the determination of the application.

Kind regards

Matthew



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## Carter, Richard

---

**From:** Anne Clarke <Anne.Clarke@london.gov.uk>  
**Sent:** 01 June 2021 22:16  
**To:** Griffiths, Carl  
**Subject:** Re: 20/3564/OUT B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Dear Carl,

I am very concerned by Cllr Zinkin's reply, to which you are copied in. I will email him separately tomorrow.

Quite apart from the assertion that I would inappropriately lobby the mayor and that somehow the GLA would reissue their Stage 1 statement, Zinkin seems to imply that Barnet has already issued a determination or that he or other councillors could influence this determination. Has a determination been reached and, if so, when was it communicated to Cllr Zinkin?

Many thanks,  
Anne

**Anne Clarke AM**  
**London Assembly Member for Barnet and Camden**  
**London Assembly Labour**  
GREATERLONDONAUTHORITY  
City Hall, The Queen's Walk, London SE1 2AA  
[020 7983 5529](tel:02079835529)  
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facebook @anne4barnetandcamden  
Instagram annebclarke

---

**From:** Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>  
**Sent:** Tuesday, June 1, 2021 9:10:04 PM  
**To:** Joseph Bryan [REDACTED] Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Anne Clarke <Anne.Clarke@london.gov.uk>  
**Cc:** Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>  
**Subject:** Re: 20/3564/OUT B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES  
I completely agree with you as do both my ward colleagues. Unfortunately the Mayor of London Sadiq Khan has the last say and to date Cllr Clarke as the GLA assembly member for Barnet and Camden has not persuaded him and his officers Not to support the scheme. I suggest you lobby her in her AM role.  
Regards

---

**From:** Joseph Bryan [REDACTED]  
**Sent:** Tuesday, June 1, 2021 4:11 pm  
**To:** Ryde, Cllr Shimon; Zinkin, Cllr Peter; Clarke, Cllr Anne  
**Cc:** Griffiths, Carl  
**Subject:** Fw: 20/3564/OUT B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES  
Dear Councillors,

I am writing to you as a resident of Childs Hill ward.

You will be aware of the proposed development of the B&Q site which has attracted a great deal of criticism from local people. I object to the proposal, but I would support a smaller residential redevelopment of the site. The heart of the matter is that the size of the proposed development (1,100 new flats, with 25-storey buildings) will totally overwhelm all local infrastructure: roads, transport, parking, shops, schools, surgeries and so on. It will also be out of keeping with the look of the area.

I understand you are three Councillors of different political affiliations, but this is a non-political matter and I encourage you to combine on a cross-party basis to strongly oppose the current development.

Please see below my email just sent now to the Case Officer (who I also copy here).

Yours sincerely,

Joseph Bryan  
21 Midland Terrace, NW2 6QH

----- Forwarded message -----

**From:** Joseph Bryan [REDACTED]  
**To:** Carl.Griffiths@Barnet.gov.uk <carl.griffiths@barnet.gov.uk>  
**Sent:** Tuesday, 1 June 2021, 16:08:11 BST  
**Subject:** 20/3564/OUT B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Dear Mr Griffiths,

**20/3564/OUT B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES**

I am a local resident (21 Midland Terrace, NW2 6QH) and I wish to inform you of my objection to the above application. Please see below the comments I have made on the Planning Portal.

Unfortunately, I have been unable to locate my original comment from 2020 (submitted under my same name, but a different address: 14B Chichele Mansions, Chichele Road, NW2 3DG) because it seems to be missing from the Planning Portal - **please would you kindly obtain and copy, read it and forward it to me for my records.**

I object to the proposal for the reasons set out in my original comment in 2020, which I request that the Council reads again.

Those original reasons remain valid because there has been no material change to the application. This is disappointing because the developers and Council have missed an opportunity to take into account the strength of local opposition to the proposal. Many people will feel the revised application ignores their reasonably expressed views.

As I said in my original comment, I am in favour of improving the housing stock in this area and, indeed, across London and the country. The housing crisis is dire, but it will not be solved by proposals such as this, which will so obviously overwhelm local infrastructure and everyone's quality of life.

Like most people, I don't have time to read complicated and lengthy planning documents, but even a cursory look at the revised application reveals several untenable conclusions. For example, the Transport Assessment (paras. 12.11-12.12) finds that there will be an extra 133 passengers at Cricklewood station in the morning peak. That feels like an underestimate for 1,100

new households. It also assumes only two-thirds of them will travel southbound; the fact that that is a wrong assumption will be plain to anyone who has ever travelled from Cricklewood in the morning.

There is real potential for a smaller-scale residential development of the B&Q site. If the number of flats being built is reduced to something manageable, I would support it. A smaller development would also make life more pleasant for its future residents.

I encourage the Council to think again: yes, redevelop the site and create more housing – but please do it in a manageable way.

**Please would you kindly acknowledge receipt of this email before the deadline for comments on the application expires** so that I am reassured it has been received and read.

Yours sincerely,

Joseph Bryan

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## Carter, Richard

---

**From:** Clarke, Cllr Anne  
**Sent:** 02 June 2021 10:03  
**To:** Griffiths, Carl  
**Subject:** Re: 20/3564/OUT B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Thanks. I just went to view the site notice in the car park. Does this mean the portal will remain open until 17 June?

Cllr Anne Clarke  
Childs Hill Ward, London Borough of Barnet  
twitter @anne\_clarke

Childs Hill food bank is open for all who need it 10AM-noon every Saturday at All Saints Church  
More here- [www.allsaintschildshill.com/childs-hill-food-bank/](http://www.allsaintschildshill.com/childs-hill-food-bank/)

---

**From:** Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>  
**Sent:** Wednesday, June 2, 2021 9:33:47 AM  
**To:** Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>  
**Subject:** RE: 20/3564/OUT B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES  
Morning Councillor Clarke

Officers have not made any formal recommendation on the application at this stage and the additional information and consultation responses are still being worked through. Once this is done, it is likely that a formal recommendation will be made to one of the coming committee meetings. All respondents and stakeholders will be given the requisite advance notification of the committee date.

In terms of the site notice, I am advised that one was erected on 27<sup>th</sup> May (pictures attached).

Please let me know if you need anything else on this.

Kind Regards

Carl

**Carl Griffiths**  
**Principal Planner**  
**Major Projects**  
**Strategic Planning and Regeneration**  
**Regional Enterprise**

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## Carter, Richard

---

**From:** John Mumby <jmumby@iceniprojects.com>  
**Sent:** 02 June 2021 14:05  
**To:** Griffiths, Carl  
**Subject:** RE: Further Objection to Planning Application 20/3564/OUT

When do you think you'll have a bit of time for a call Carl?

Thanks. John

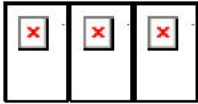
**John Mumby BA (Hons)**  
Director, Planning

telephone: [REDACTED]  
mobile: [REDACTED]  
email: jmumby@iceniprojects.com



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**From:** John Mumby <jmumby@iceniprojects.com>  
**Sent:** Tuesday, June 1, 2021 12:27 PM  
**To:** Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>  
**Subject:** RE: Further Objection to Planning Application 20/3564/OUT [Filed 02 Jun 2021 08:22]

Thanks Carl,

I'll get a response over to you on the Tepbrook comments.

When can we get a bit of time to speak over the next couple of days or so?

Thanks. John

**John Mumby BA (Hons)**  
Director, Planning

telephone: [REDACTED]  
mobile: [REDACTED]  
email: jmumby@iceniprojects.com



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**From:** Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>

**Sent:** Tuesday, June 1, 2021 9:32 AM

**To:** John Mumby <[jmumby@iceniprojects.com](mailto:jmumby@iceniprojects.com)>

**Subject:** FW: Further Objection to Planning Application 20/3564/OUT

Hi John

Please see attached and below.

In respect of your points from previous email, I have not received further response from BNPP though I have chased again today. I will get the report over to you in the next week or so if that's OK, Andrew and Fabien need to review and sign off on it first and they are both on leave for half term next week.

Kind Regards

Carl

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**Major Projects**

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From: Matthew Williams [REDACTED]

Sent: 28 May 2021 12:53

To: Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>

Cc: Zinkin, Peter (Personal) <[Peter.zinkin@gmail.com](mailto:Peter.zinkin@gmail.com)>; Ryde, Cllr Shimon <[Cllr.S.Ryde@Barnet.gov.uk](mailto:Cllr.S.Ryde@Barnet.gov.uk)>; Clarke, Cllr Anne <[Cllr.A.Clarke@Barnet.gov.uk](mailto:Cllr.A.Clarke@Barnet.gov.uk)>; [planning@barnet.gov.uk](mailto:planning@barnet.gov.uk); Gaudin, Fabien <[fabien.gaudin@barnet.gov.uk](mailto:fabien.gaudin@barnet.gov.uk)>

Subject: Further Objection to Planning Application 20/3564/OUT

Dear Carl,

Please find attached an updated objection to the above application.

I would be grateful if this could be shared with the applicant and taken fully into account in the determination of the application.

Kind regards

Matthew



## Carter, Richard

---

**From:** John Mumby <jmumby@iceniprojects.com>  
**Sent:** 02 June 2021 15:37  
**To:** Griffiths, Carl; Kumarasinghe, Devinda  
**Subject:** B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)  
**Attachments:** 20210526 Cricklewood\_L6\_RF.pdf; 20210524 Cricklewood\_TN5\_TIA\_RF\_V1.pdf

Good afternoon Carl / Devinda,

Following our call on the 14<sup>th</sup> May, please find attached additional information to address outstanding queries.

I trust it is self explanatory, however should you have any questions then please let me know.

Many thanks. John

**John Mumby BA (Hons)**  
Director, Planning

telephone: [REDACTED]  
mobile: [REDACTED]  
email: jmumby@iceniprojects.com



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Our Ref: TP53xx\_L6\_RF

Your Ref: 20/3564/OUT

Date: 26<sup>th</sup> May 2021

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78 York Street  
London  
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Telephone: 0208 709 0991  
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John Mumby  
Iceni Projects  
Da Vinci House  
44 Saffron Hill  
London  
EC1N 8FH

Dear John,

### **Broadway Retail Park, Cricklewood – Revised Transport Assessment**

I am writing to you further to the latest the consultation response from LB Barnet Transport Team and our subsequent meeting with LBB on 14<sup>th</sup> May 2021.

At our meeting we discussed a series of exchanges of correspondence which followed the submission of our revised TA. In summary, we agreed a number of matters, requested further information from LBB on certain requests for contributions, and agreed to provide further information to support the findings of the TA. To that end, please find attached:

- Technical Note 5 – Traffic Impact Assessment (TIA)
- Dimensioned site access drawings showing Side Road Entry Treatment Features (SRET)
- Updated swept path analyses based on SRET means of access

#### Traffic Impact Assessment

Technical Note 5 includes a re-interrogation of the TRICS database to derive more accurate traffic forecasts for the residential element of the development. The TIA shows that the development as a whole would result in a net reduction in traffic in Cricklewood, particularly during the peak hours.

The development proposal includes the removal of the existing limited-movement junction onto Cricklewood Lane for the benefit of pedestrians, cyclists and public transport passengers, and to facilitate a significant improvement to the public realm in the form of landscape improvements to Cricklewood Green and the creation of a new public square. The closure of this vehicle access means that all proposed traffic will use Depot Approach whereas the existing site traffic uses Depot Approach and Cricklewood Lane. However, even taking account of the removal of the Cricklewood Lane junction, the redevelopment of the retail park will result in a net reduction in vehicle trips through the Depot Approach signal junction and the Cricklewood Broadway/Cricklewood Lane signal junction. There will be a small reduction in some individual turning movements and negligible increase in others. The net change will have no material effect on the operational capacity of either junction.



### Means of access

Due consideration was given to the provision of a pedestrian refuge at the main vehicle access point; however, the swept path assessment showed that this would require the site access carriageway to be widened and the junction radii increased to accommodate delivery and refuse vehicles. The proposed junction layout has therefore been reviewed and in accordance with TfL best practice, the carriageway width has been kept to a minimum with small radii to reduce vehicle turning speeds and minimise the crossing distance for pedestrians. Full details of both accesses have been provided showing carriageway width dimensions as well as radii and crossing distances. Both accesses now include a side road entry treatment (SRET) in accordance with TfL's standard design and specification. This reduces vehicle entry speeds and provides an at-grade crossing for pedestrians.

### Transport improvements

The proposed development has been designed from the outset to encourage walking and cycling and to enable public transport journeys rather than single-occupancy car journeys. This is entirely in line with the Mayor's Transport Strategy and the London Plan 2021. A key factor of this strategy is a high level of parking restraint, coupled with a suite of measures and improvements to encourage sustainable travel behaviour from the outset. As a result, the proposed development will result in a reduction in vehicular traffic in Cricklewood and an overall improvement in local highway conditions.

The new homes and businesses will be supported by a Framework Travel Plan which will include infrastructure, information and incentives to promote sustainable travel choices. The Proposed development will also deliver the following transport improvements which will benefit the new residents and visitors, as well as the local community.

- New pedestrian/cycle route between Depot Approach and Cricklewood Lane;
- Removal vehicle access from Cricklewood Lane;
- New public realm including a new public square, open space and play areas;
- Improvements to existing public realm, including Cricklewood Green enhancements to be secured by S106 agreement;
- New Car Club space(s) to provide for new residents and the wider local community;
- Land safeguarded so as not to preclude future southern access into Cricklewood Station;
- Potential S106 contribution towards improvements to the pedestrian route beneath the rail bridge; and
- Potential S106 contribution to upgrade one uncontrolled crossing on Cricklewood Lane to a Puffin.

Further details have been requested from the Council to justify the Council's request for a financial contribution towards extending the existing CPZ.

I trust this information is of use to you and would ask that you pass this letter, together with TN5 and the attached plans to the planning case officer so they can reconsult the highway authorities. Please let me know of you have any queries or require anything further at this stage. I would be grateful if you could pass this information to the planning case officer for consideration.


Yours sincerely

  
**Richard Fitter**  
Director FCILT, FICE, FIHE  
M. 

# Appendix 1

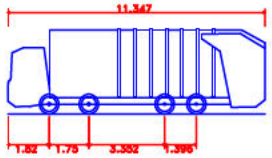
## Technical Note 5 – TIA

### (Stand-alone document)

<div> <div>DATE: May 2021</div> <div>  </div> </div>
<div> <div>Broadway Retail Park, Cricklewood [20/3564/OUT]</div> <div>TECHNICAL NOTE 5</div> <div>Traffic Impact Assessment</div> </div>
<div> <div>1. Introduction</div> <div> <p>1.1. This technical note (TNI) has been prepared by Entran in response to a consultation response from LEB Highways and a subsequent meeting on 14<sup>th</sup> May 2021, in respect of a planning application for a mixed-use development on land at Broadway Retail Park, Cricklewood.</p> <p>1.2. A Transport Assessment (TA) was submitted in support of the planning application and, following an initial consultation response, a revised TA was submitted in March 2021, together with a cover letter dated 12/3/2021 explaining the revisions and responding to the officer's comments.</p> <p>1.3. At the meeting it was agreed that the assessment of vehicle trips associated with the proposed residential uses was likely to be an over-estimate of traffic generation as the TRICS survey sites all had more parking per dwelling than the Cricklewood proposals. As a result, the net effects on the Highway network were likely to be an over-estimation.</p> <p>1.4. It should be noted that the net effects set out in the March 2021 TA showed a reduction in traffic across the day and a reduction in peak hour traffic compared to the lawful use of the site, however, due to the removal of an existing access onto Cricklewood Lane some movements on some arms of two junctions would experience an increase in vehicle trips (whereas other arms would see a reduction). Notwithstanding the overall reduction in traffic flows that would result from the redevelopment of Broadway Retail Park, the vehicle trips have been re-visited to ensure an accurate forecast is used to assess the likely effects of the development. This is presented here as a Traffic Impact Assessment (TIA).</p> </div> <div> <div>2. TRICS selection criteria</div> <div> <p>2.1. The TA included a multi-modal TRICS assessment for the proposed residential and commercial uses. In each case, the TRICS selection related to sites in London only, in Town Centre locations. Where possible, the selection criteria included sites with a PTAL rating 7+ compared to the Site, and for a GFA or unit numbers 7+ 50% compared to the proposed development. These criteria best represent the Site and proposed development, but can result in limited or no available TRICS data. Where that is the case then the efforts are relaxed to ensure a suitable number of survey sites; those sites are then reviewed to ensure they will not produce unrepresentative outlying data.</p> <p>2.2. The same site selection criteria have been used for the TIA vehicle trips. In order to maximise the number of survey sites, the TRICS database has been re-interpreted for the TIA using trip rates for vehicles rather than multi-modal trip rates. This increases the number of survey sites, but it is noted that the only available survey sites have unit numbers which are significantly lower than the proposed development.</p> <p>2.3. This re-assessment produced three survey sites for 'Flats Privately Owned' and two sites for 'Affordable Flats'. Details are contained in Appendix A. As with the original assessment, these sites all have parking ratios significantly higher than the 10% proposed at the Cricklewood site. The parking ratios from the TRICS survey sites are listed below:</p> <ul style="list-style-type: none"> <li>o Brent (Private) – 0.520 spaces per dwelling</li> <li>o Haringey (Private) – 0.431 spaces per dwelling</li> <li>o Chislehurst (Private) – 0.980 spaces per dwelling</li> <li>o Winton (Affordable) – 0.285 spaces per dwelling</li> <li>o Haringey (Affordable) – 0.811 spaces per dwelling</li> </ul> </div> </div> </div>

## **Appendix 2**

### **Site access details**



Large Refuse Vehicle (4 axle)	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

C	MAY21	Proposed SRET	JPB
B	APR21	Proposed SRET	JPB
A	JUL20	Additional annotations	LL

REV	DATE	REVISION DETAILS	BY
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2<sup>nd</sup> & 3<sup>rd</sup> Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG  
TELEPHONE : 0117 937 4077

PROJECT TITLE  
LAND AT CRICKLEWOOD LANE  
NW2 1ES

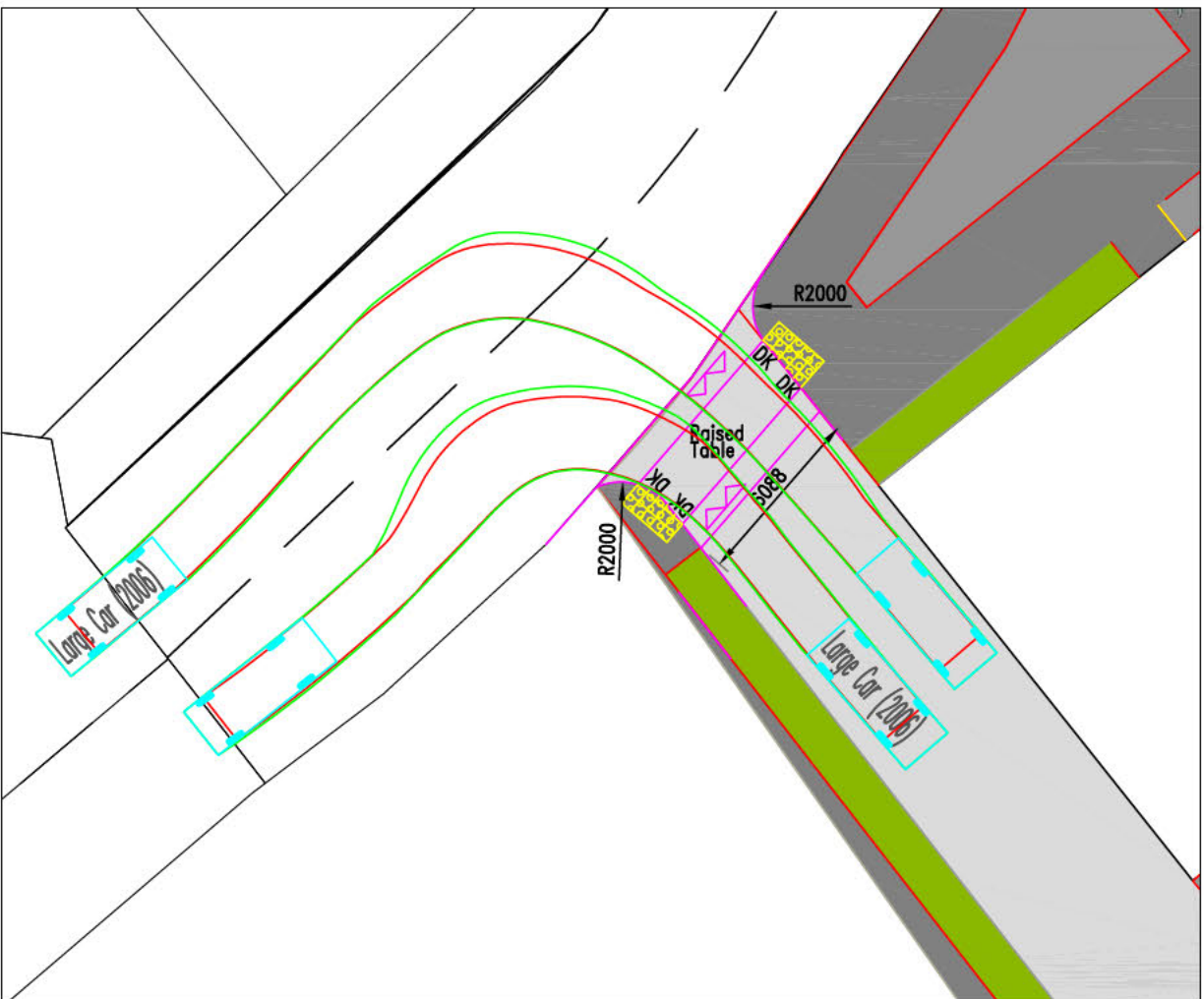
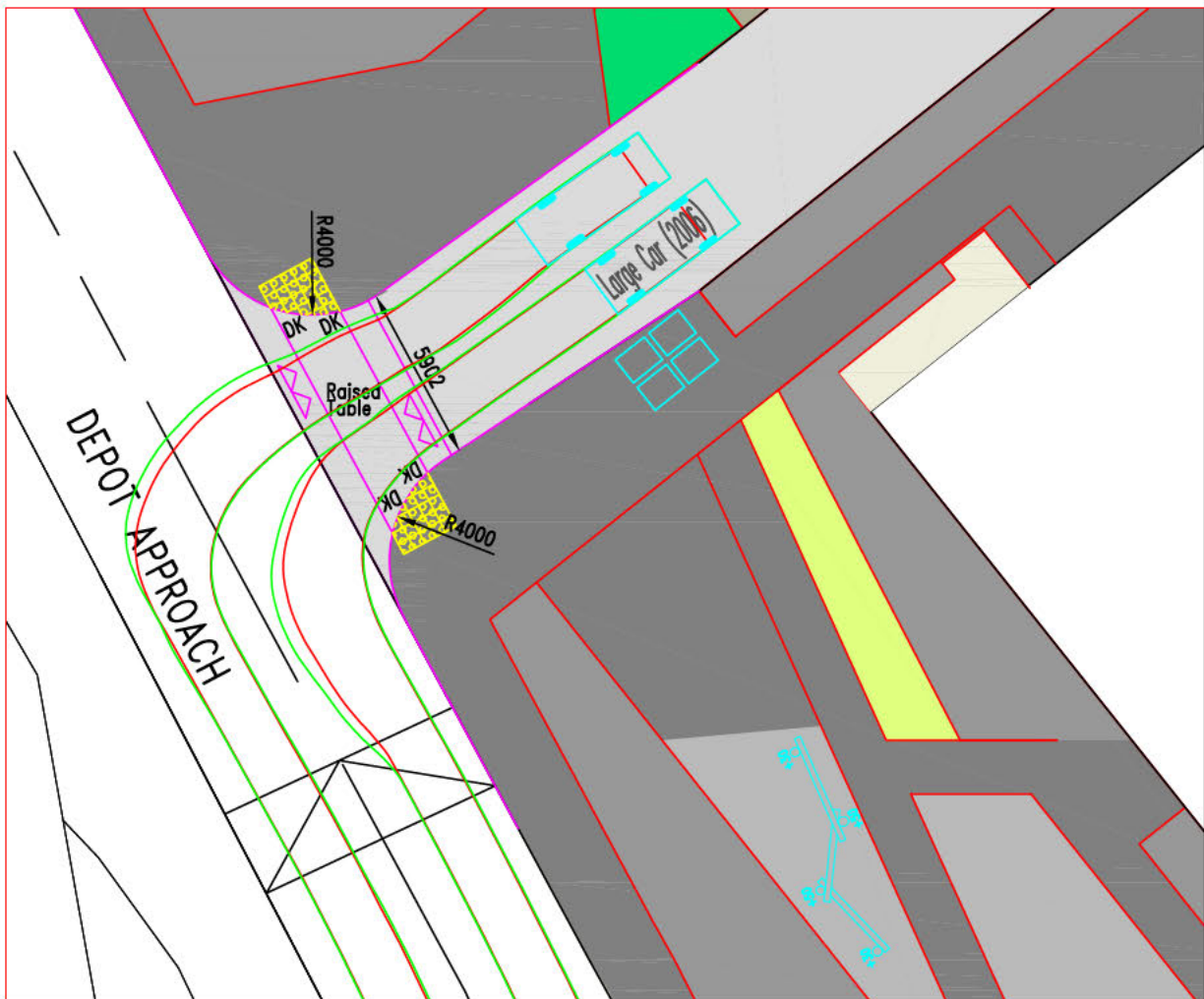
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REFUSE COLLECTION  
STRATEGY SPA LARGE REFUSE

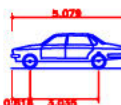
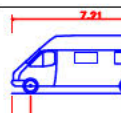
CLIENT / ARCHITECT  
MONTREAUX

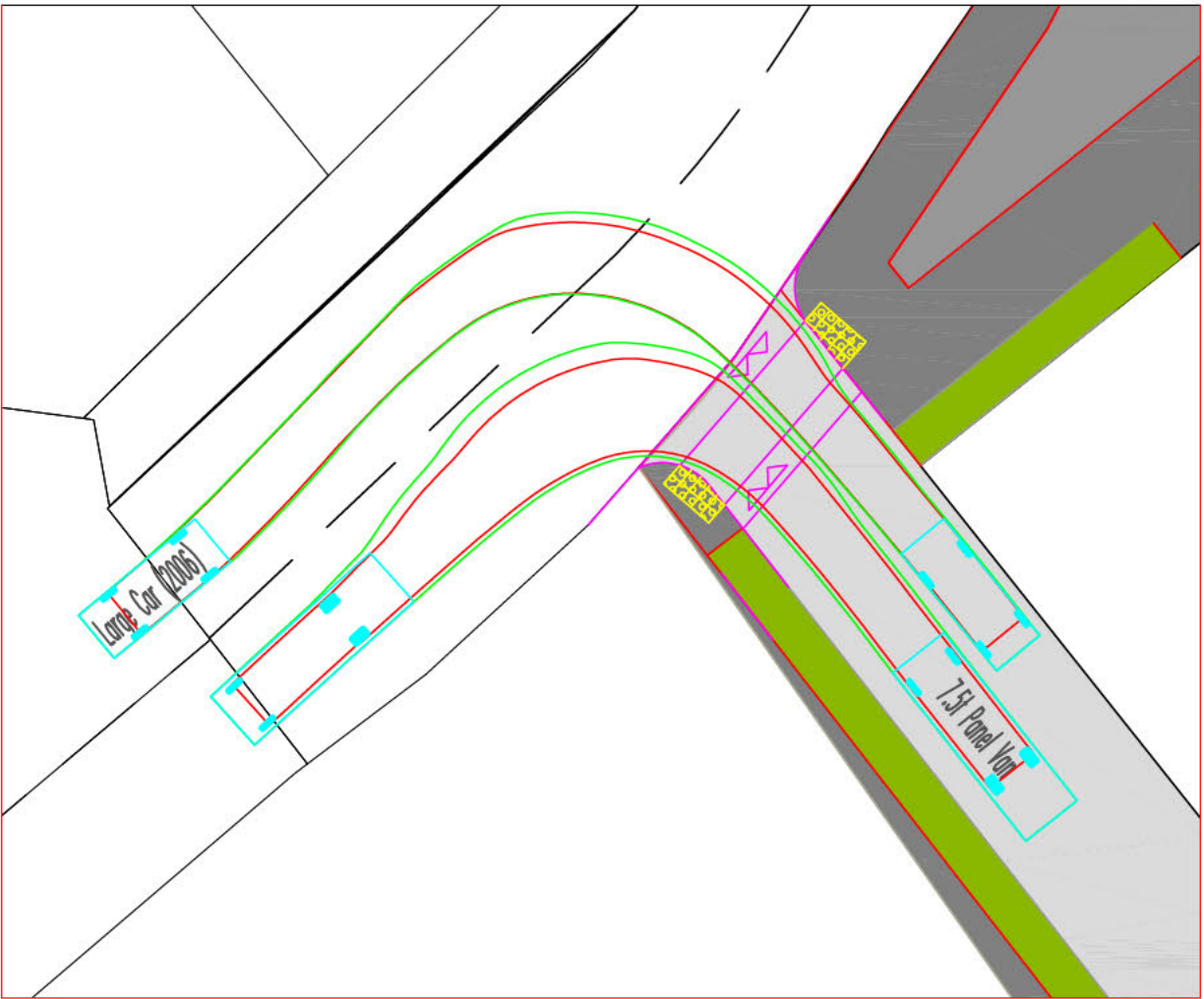
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CHECKED RF		APPROVED RF

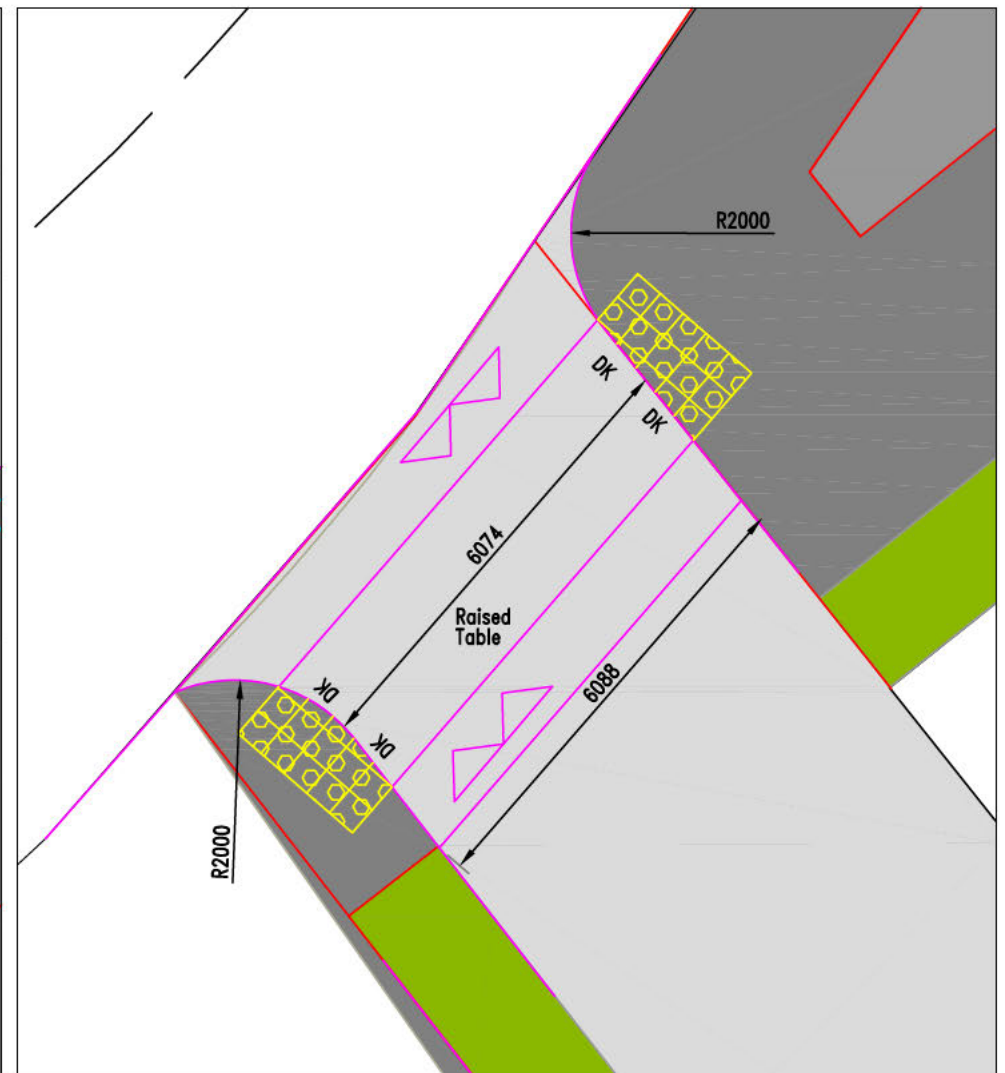
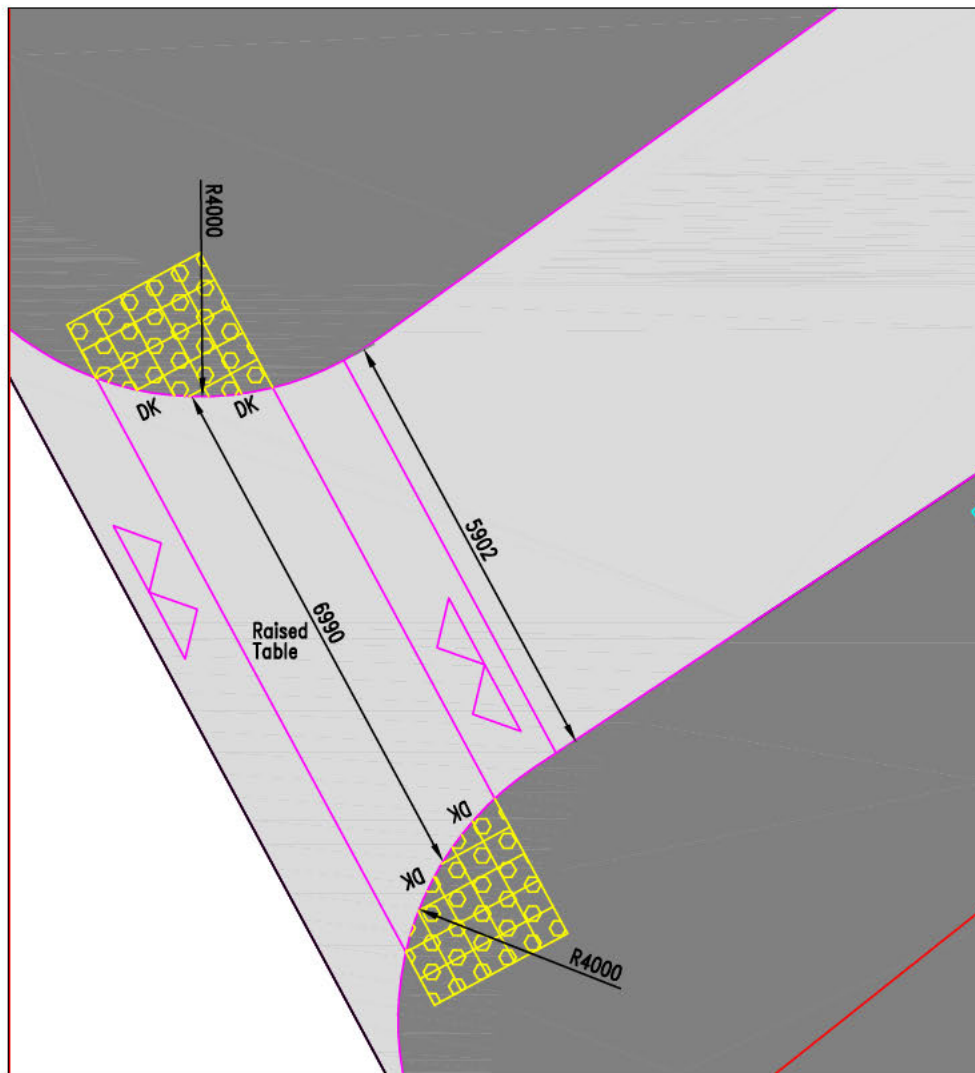
DRG SIZE A3	DATE MAY 21	DRAWING NUMBER SK201	REV C
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Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m
	
7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.885m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m



A	MAY21	PROPOSED SRET		JPB	
REV	DATE	REVISION DETAILS			BY
<div><div>entran</div><div>environmental &amp; transportation</div></div> <div>2<sup>nd</sup> &amp; 3<sup>rd</sup> Floors   Northgate House   Upper Borough Walls   Bath   BA1 1RG TELEPHONE : 0117 937 4077</div>					
PROJECT TITLE					
CRICKLEWOOD GREEN					
DRAWING TITLE					
VEHICLE INTERACTION AT PROPOSED SITE ACCESSSES					
CLIENT / ARCHITECT					
STATUS					
SCALE		DRAWN			
1:250		JPB			
CHECKED		AT A3			
RF		APPROVED			
		RF			
DRG SIZE	DATE	DRAWING NUMBER		REV	
A3	MAY 21	SK303		A	



2<sup>nd</sup> & 3<sup>rd</sup> Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG  
TELEPHONE : 0117 937 4077

PROJECT TITLE **CRICKLEWOOD GREEN**

DRAWING TITLE **PROPOSED SIDE ROAD ENTRY TREATMENT**

DATE **MAY 21**

SCALE **1:100** AT **A4**

STATUS

DRAWN **JPB**

CHECKED **RF**

APPROVED **RF**

DRG SIZE

**A4**

DRAWING NUMBER

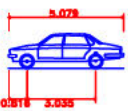
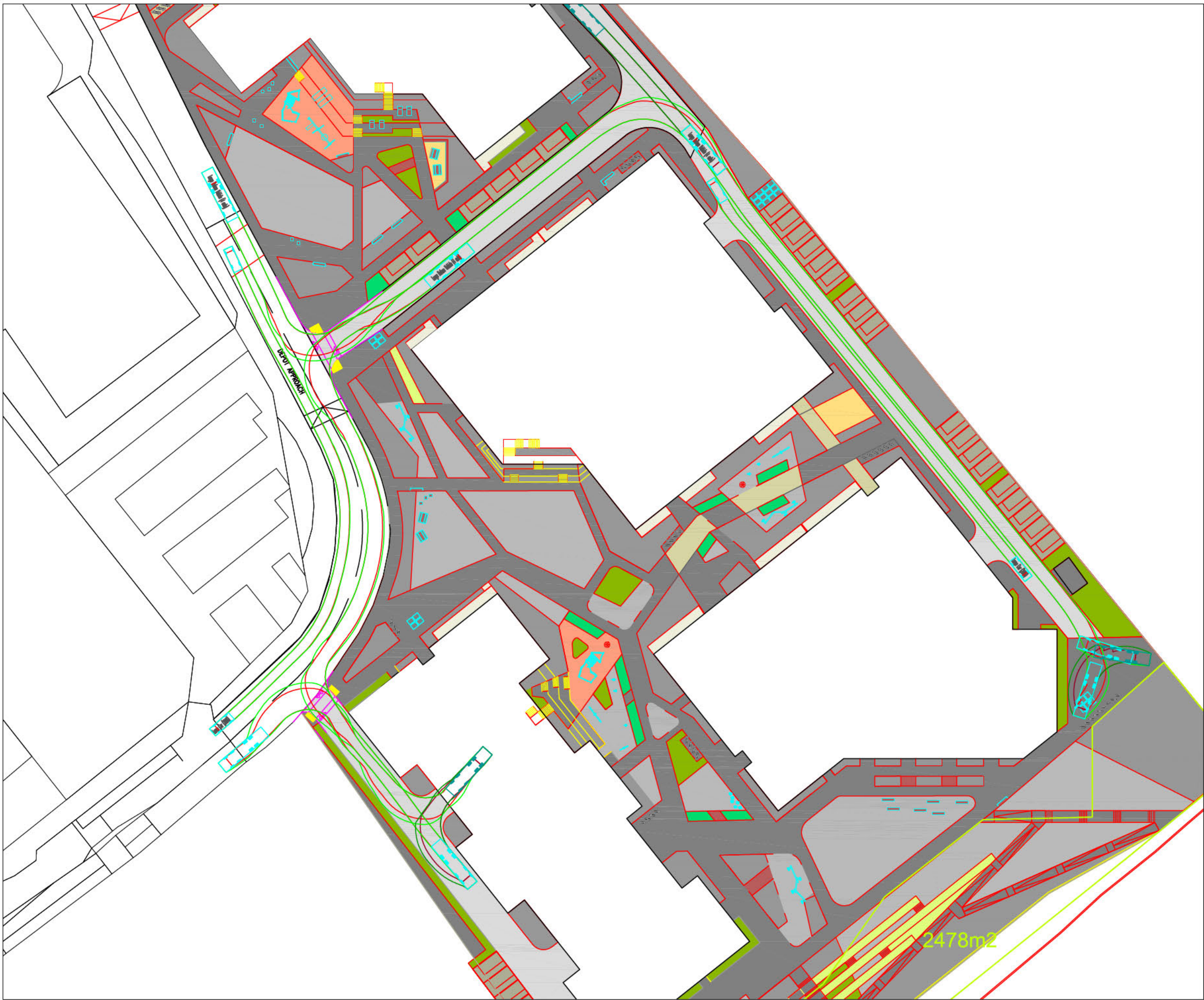
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REV

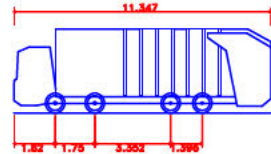
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KEY

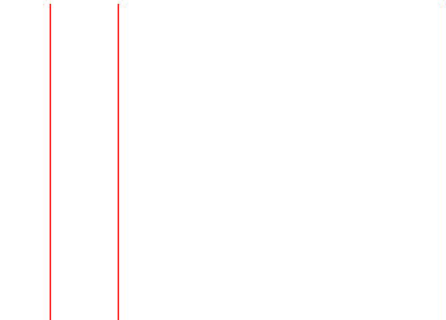
 **TACTILE PAVING**



Large Car (2006)  
Overall Length 5.079m  
Overall Width 1.872m  
Overall Body Height 1.525m  
Min Body Ground Clearance 0.310m  
Max Track Width 1.831m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 5.900m



Large Refuse Vehicle (4 axle)  
Overall Length 11.347m  
Overall Width 2.500m  
Overall Body Height 3.751m  
Min Body Ground Clearance 0.304m  
Track Width 2.500m  
Lock to lock time 6.00s  
Wall to Wall Turning Radius 11.330m



A MAY21 PROPOSED SRET JPB

REV	DATE	REVISION DETAILS	BY



2<sup>nd</sup> & 3<sup>rd</sup> Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG  
TELEPHONE : 0117 937 4077

PROJECT TITLE  
CRICKLEWOOD GREEN

DRAWING TITLE  
LARGE CAR INTERACTION WITH  
4-AXLE REFUSE VEHICLE

CLIENT / ARCHITECT

STATUS

SCALE	AT A3	DRAWN
1:750		JPB
CHECKED		APPROVED
RF		RF

DRG SIZE	DATE	DRAWING NUMBER	REV
A3	MAY 21	SK306	A

## Broadway Retail Park, Cricklewood [20/3564/OUT]

# TECHNICAL NOTE 5

## Traffic Impact Assessment

### 1. Introduction

- 1.1. This technical note (TN5) has been prepared by Entran in response to a consultation response from LBB Highways and a subsequent meeting on 14<sup>th</sup> May 2021, in respect of a planning application for a mixed-use development on land at Broadway Retail Park, Cricklewood.
- 1.2. A Transport Assessment (TA) was submitted in support of the planning application and, following an initial consultation response, a revised TA was submitted in March 2021, together with a cover letter dated 12/3/2021 explaining the revisions and responding to the officer's comments.
- 1.3. At the meeting it was agreed that the assessment of vehicle trips associated with the proposed residential uses was likely to be an over-estimate of traffic generation as the TRICS survey sites all had more parking per dwelling than the Cricklewood proposals. As a result, the net effects on the highway network were likely to be an over-estimation.
- 1.4. It should be noted that the net effects set out in the March 2021 TA showed a reduction in traffic across the day and a reduction in peak hour traffic compared to the lawful use of the site; however, due to the removal of an existing access onto Cricklewood Lane some movements on some arms of two junctions would experience an increase in vehicle trips (whereas other arms would see a reduction). Notwithstanding the overall reduction in traffic flows that would result from the redevelopment of Broadway Retail Park, the vehicle trips have been re-visited to ensure an accurate forecast is used to assess the likely effects of the development. This is presented here as a Traffic Impact Assessment (TIA).

### 2. TRICS selection criteria

- 2.1. The TA included a multi-modal TRICS assessment for the proposed residential and commercial uses. In each case, the TRICS selection related to sites in London only, in Town Centre locations. Where possible, the selection criteria included sites with a PTAL rating +/- 1 compared to the Site, and for a GFA or unit numbers +/- 50% compared to the proposed development. These criteria best represent the Site and proposed development, but can result in limited, or no available TRICS data. Where that is the case then the criteria are relaxed to ensure a suitable number of survey sites; those sites are then reviewed to ensure they will not produce unrepresentative outlying data.
- 2.2. The same site selection criteria have been used for the TIA vehicle trips. In order to maximise the number of survey sites, the TRICS database has been re-interrogated for the TIA using *trip rates for vehicles* rather than *multi-modal trip rates*. This increases the number of survey sites, but it is noted that the only available survey sites have unit numbers which are significantly lower than the proposed development.
- 2.3. This re-assessment produced three survey sites for 'Flats Privately Owned' and two sites for 'Affordable Flats'. Details are contained in **Appendix A**. As with the original assessment, these sites all have parking ratios significantly higher than the 10% proposed at the Cricklewood site. The parking ratios from the TRICS survey sites are listed below:
  - Brent (Private) – 0.320 spaces per dwelling
  - Haringey (Private) – 0.431 spaces per dwelling
  - Chelsea (Private) – 0.986 spaces per dwelling
  - Islington (Affordable) – 0.288 spaces per dwelling
  - Haringey (Affordable) – 0.811 spaces per dwelling



- 2.4. It is therefore clear that vehicle trips per dwelling would be much higher at the survey sites than at the proposed development. For this reason, the vehicle trips per parking space were established for each site, from which an average 'trips per parking space' figure was derived for Private and Affordable flats. The calculation is included as **Appendix B**.

### 3. Predicted residential vehicle trips

- 3.1. It is important to note that 33 of the proposed residential parking spaces will be set out as accessible spaces for Blue Badge holders from the outset. The residual 77 spaces will be suitable for disabled drivers, thereby allowing up to 10% of all dwellings to have access to a Blue Badge parking space. Notwithstanding the above, the calculation of trips per parking spaces has been carried out as if all 110 were 'standard' spaces. This is therefore a robust assessment. The proposed 110 parking spaces have been divided in proportion to the Private and Affordable dwellings, resulting in 72 spaces for Private flats and 38 spaces for Affordable flats.

- 3.2. The trip rates and vehicle trips are set out in Table 3.1 and 3.2 below:

**Table 3.1 – Private flats (72 spaces) trip rates and trips**

	Trips per parking space			Vehicle trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM	0.046	0.164	0.210	3	12	15
PM	0.109	0.053	0.162	8	4	12
Daily	0.843	0.963	1.806	61	69	130

**Table 3.2 – Affordable flats (38 spaces) trip rates and trips**

	Trips per parking space			Vehicle trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM	0.062	0.214	0.276	4	15	20
PM	0.097	0.076	0.173	7	5	12
Daily	0.891	0.988	1.879	64	71	135

**Table 3.3 – Combined residential vehicle trips**

				Vehicle trips		
				Arrive	Depart	Total
AM				8	27	35
PM				15	9	24
Daily				125	140	265

- 3.3. This suggests that 22% to 32% of parking spaces would result in a vehicle trip during the highway peak hour. At a site with a PTAL rating of 4/5 such as Cricklewood, this is a reasonable assumption.



#### 4. Total development vehicle trips

- 4.1. The proposed development includes an element of commercial uses. For all practical purposes these are considered to be car-free; however, the TA explains that operational parking will be provided for those uses. The commercial uses are therefore expected to generate a low level of vehicle trips, as set out in the TA. The total development trip rates and trips are set out below.

**Table 4.1 – Café/restaurant use (former A3 Use Class) trip rates (per 100m<sup>2</sup>) and trips**

434m <sup>2</sup>	Trips per parking space			Vehicle trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM	0	0	0	0	0	0
PM	1.744	0.872	2.616	8	4	11

**Table 4.2 – Office/workspace use (former B1 Use Class) trip rates (per 100m<sup>2</sup>) and trips**

332m <sup>2</sup>	Trips per parking space			Vehicle trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM	0.195	0.049	0.244	1	0	1
PM	0.122	0.269	0.391	0	1	1

**Table 4.3 – Gym use (former D2 Use Class) trip rates (per 100m<sup>2</sup>) and trips**

434m <sup>2</sup>	Trips per parking space			Vehicle trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM	0.453	0.498	0.951	2	2	4
PM	0.815	0.294	1.109	4	1	5

- 4.2. The commercial uses vehicle trips have been taken from the TA and are based on floor area rather than parking spaces; however, the predicted peak hour trips for each use are representative of such uses with operational parking only.

**Table 4.4 – Residential vehicle trips (from Table 3.2)**

				Vehicle trips		
				Arrive	Depart	Total
AM				8	27	35
PM				15	9	24

**Table 4.5 – Total development vehicle trips**

				Vehicle trips		
				Arrive	Depart	Total
AM				10	30	40
PM				26	15	42

- 4.3. Table 4.5 shows the total peak hour vehicle trips associated with the proposed development. The transport effects of the proposed development are therefore derived by distributing these vehicle trips onto the highway network and comparing the proposed development with baseline conditions. This is set out in Section 5 below.



## 5. Traffic impact

- 5.1. In general terms, Tables 5.1 to 5.3 demonstrate the net change in peak hour traffic generation as a result of redeveloping the Broadway Retail Park for the proposed mixed-use scheme.

**Table 5.1 – Existing retail use (observed) peak hour traffic generation**

				Vehicle trips		
				Arrive	Depart	Total
AM				148	84	232
PM				118	160	278

**Table 5.2 – Proposed development peak hour vehicle trips (from Table 4.5)**

				Vehicle trips		
				Arrive	Depart	Total
AM				10	30	40
PM				26	15	42

**Table 5.3 – Net reduction in peak hour vehicle trips**

				Vehicle trips		
				Arrive	Depart	Total
AM				-138	-54	-192
PM				-92	-145	-236

- 5.2. Table 5.3 demonstrates that redeveloping the Broadway Retail Park for the proposed residential-led mixed-use scheme would result in a significant reduction in peak hour traffic on the local highway network.
- 5.3. As stated earlier, the development proposal includes the removal of the existing limited-movement junction onto Cricklewood Lane for the benefit of pedestrians, cyclists and public transport passengers, and to facilitate a significant improvement to the public realm in the form of landscape improvements to Cricklewood Green and the creation of a new public square. The closure of this vehicle access means that all proposed traffic will use Depot Approach whereas the existing site traffic uses Depot Approach and Cricklewood Lane.
- 5.4. The future year assessment of the local highway junctions, as set out in the TA, is based on a 2026 baseline, including committed development. This has been calculated by removing existing site traffic from the observed baseline, then applying growth to the residual background traffic to 2026. The Site traffic is then added back onto the background traffic as well as traffic associated with committed development. The resultant baseline represents a 'Do Nothing' scenario, as if the Site were not redeveloped.
- 5.5. The baseline is then compared to a future year 'Do Something' scenario. The same methodology is used as for the baseline, but applying the proposed development traffic and committed development traffic to the 2026 baseline. The traffic impact is then calculated by comparing the 'Do nothing' scenario with the 'Do something' scenario. Full details are included as **Appendix C**; the net change is shown below.

**Table 5.4 – Depot Approach /A5 Cricklewood Broadway, net change in turning movements**

0800 – 0900					1700 - 1800				
	A	B	C	D		A	B	C	D
A) A5 NW		-13	0	0	A) A5 NW		-3	0	0
B) Depot approach	-2		8	-11	B) Depot approach	-46		-17	-20
C) A5 SW	0	5		0	C) A5 SW	0	13		0
D) Ashford Road	0	-15	0		D) Ashford Road	0	-6	0	

- 5.6. Table 5.4 demonstrates that during the morning peak the Depot Approach junction with the A5 would see a net *reduction* of 30 turning movements. Of the 12 turning movements, six would see no change, four would see a small net reduction and two would see a small net increase. The maximum increase would be just 8 trips across the hour. This would have no material effect on the operational capacity of the signal-controlled junction.
- 5.7. During the evening peak the junction would see a net *reduction* of 79 turning movements. Of the 12 turning movements, six would see no change, four would see a net reduction of up to 46 fewer vehicles, and two would see a small net increase. The maximum increase would be just 13 trips across the hour. This would have no material effect on the operational capacity of the signal-controlled junction.

**Table 5.5 – A5 Cricklewood Broadway/Cricklewood Lane, net change in turning movements**

0800 – 0900					1700 - 1800				
	A	B	C	D		A	B	C	D
A) A5 NW		6	-1	2	A) A5 NW		3	-20	0
B) Depot approach	2		0	0	B) Depot approach	5		0	0
C) A5 SW	3	-9		0	C) A5 SW	8	-3		0
D) Ashford Road	0	-16	0		D) Ashford Road	0	-15	0	

- 5.8. Table 5.5 demonstrates that during the morning peak the Cricklewood Broadway/Cricklewood Lane signal-controlled junction would see a net *reduction* of 12 turning movements. Of the 12 turning movements, five would see no change, three would see a net reduction of up to 16 fewer vehicles, and three would see a small net increase. The maximum increase would be just 6 trips across the hour. This would have no material effect on the operational capacity of the signal-controlled junction.
- 5.9. During the evening peak the junction would see a net *reduction* of 22 turning movements. Of the 12 turning movements, six would see no change, three would see a net reduction of up to 20 fewer vehicles, and three would see a small net increase. The maximum increase would be just 8 trips across the hour. This would have no material effect on the operational capacity of the signal-controlled junction.
- 5.10. For ease of reference the baseline, proposed and net change figures are included as link flow diagrams in **Appendix D**.



## **6. Summary and conclusion**

- 6.1. This technical note (TN5) has been prepared by Entrant in response to a consultation response from LBB Highways and a subsequent meeting on 14<sup>th</sup> May 2021, in respect of a planning application for a mixed-use development on land at Broadway Retail Park, Cricklewood.
- 6.2. At the meeting it was agreed that the assessment of vehicle trips associated with the proposed residential uses as set out in the TA was likely to be an over-estimate of traffic generation as the TRICS survey sites all had more parking per dwelling than the Cricklewood proposals. As a result, the net effects on the highway network were likely to be an over-estimation.
- 6.3. The TRICS database has therefore been re-interrogated for residential vehicle trips to maximise the available survey sites and using robust selection criteria. The resultant vehicle trips have been added to the predicted commercial vehicle trips in order to derive an accurate forecast of traffic generation associated with the proposed development.
- 6.4. This Traffic Impact Assessment compares the 'Do nothing' scenario with the 'Do something' scenario. For clarity, 'Do nothing' comprises a future year of 2026 including existing site traffic and taking account of committed development. The 'Do something' scenario is also for 2026 with committed development but replaces the existing site traffic with the forecast development traffic.
- 6.5. The proposed development will result in a significant net reduction in peak hour traffic when compared to the existing retail park.
- 6.6. The proposed development will remove the existing access onto Cricklewood Lane for the benefit of pedestrians, cyclists and public transport passengers. As a result, all development traffic will use Depot Approach.
- 6.7. The development will result in a reduction in traffic using the Depot Approach / Cricklewood Broadway junction during the morning and evening peak hours. The net reduction comprises a small reduction in some turning movements and a negligible increase in some turning movements. The net change is negligible and will not have a material effect on the operational capacity of the junction.
- 6.8. The development will also result in a reduction in traffic using the Cricklewood Broadway / Cricklewood Lane junction during the morning and evening peak hours. Again, the net reduction comprises a small reduction in some turning movements and a negligible increase in some turning movements. The net change is negligible and will not have a material effect on the operational capacity of the junction.
- 6.9. The proposed development has been designed from the outset to encourage walking and cycling and to enable public transport journeys rather than single-occupancy car journeys. This is entirely in line with the Mayor's Transport Strategy and the London Plan 2021. A key factor of this strategy is a high level of parking restraint, coupled with a suite of measures and improvements to encourage sustainable travel behaviour from the outset. As a result, the proposed development will result in a reduction in vehicular traffic in Cricklewood and an overall improvement in local highway conditions.
- 6.10. This assessment demonstrates that the redevelopment of the Broadway Retail Park for a residential-led mixed-use development will have an overall beneficial effect on highway capacity and safety and will have no material adverse effects on any individual junction.



## Appendix A

### Residential uses, TRICS data

Calculation Reference: AUDIT-337901-210525-0504

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : C - FLATS PRIVATELY OWNED  
 TOTAL VEHICLES

Selected regions and areas:

01 GREATER LONDON  
 BT BRENT 1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

## Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: No of Dwellings  
 Actual Range: 233 to 472 (units: )  
 Range Selected by User: 204 to 493 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 14/11/19

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Wednesday 1 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count 1 days  
 Directional ATC Count 0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Development Zone 1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

## Secondary Filtering selection:

Use Class:

C3 1 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000

1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

500,001 or More

1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0

1 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No

1 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

5 Very Good

1 days

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	BT-03-C-02 ENGINEERS WAY WEMBLEY	BLOCKS OF FLATS	BRENT
---	----------------------------------------	-----------------	-------

Suburban Area (PPS6 Out of Centre)  
Development Zone

Total No of Dwellings: 472

Survey date: WEDNESDAY

30/11/16

Survey Type: MANUAL

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	472	0.002	1	472	0.011	1	472	0.013
08:00 - 09:00	1	472	0.011	1	472	0.019	1	472	0.030
09:00 - 10:00	1	472	0.008	1	472	0.011	1	472	0.019
10:00 - 11:00	1	472	0.013	1	472	0.015	1	472	0.028
11:00 - 12:00	1	472	0.006	1	472	0.004	1	472	0.010
12:00 - 13:00	1	472	0.002	1	472	0.008	1	472	0.010
13:00 - 14:00	1	472	0.015	1	472	0.015	1	472	0.030
14:00 - 15:00	1	472	0.015	1	472	0.008	1	472	0.023
15:00 - 16:00	1	472	0.002	1	472	0.004	1	472	0.006
16:00 - 17:00	1	472	0.011	1	472	0.013	1	472	0.024
17:00 - 18:00	1	472	0.030	1	472	0.013	1	472	0.043
18:00 - 19:00	1	472	0.013	1	472	0.002	1	472	0.015
19:00 - 20:00	1	472	0.002	1	472	0.008	1	472	0.010
20:00 - 21:00	1	472	0.006	1	472	0.013	1	472	0.019
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.136			0.144			0.280

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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#### Parameter summary

Trip rate parameter range selected: 233 - 472 (units: )  
 Survey date range: 01/01/09 - 14/11/19  
 Number of weekdays (Monday-Friday): 4  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 3  
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-337901-210525-0502

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : C - FLATS PRIVATELY OWNED  
 TOTAL VEHICLES

##### Selected regions and areas:

01 GREATER LONDON  
 HG HARINGEY 1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

#### Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: No of Dwellings  
 Actual Range: 233 to 472 (units: )  
 Range Selected by User: 204 to 493 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

##### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 14/11/19

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

##### Selected survey days:

Tuesday 1 days

*This data displays the number of selected surveys by day of the week.*

##### Selected survey types:

Manual count 1 days  
 Directional ATC Count 0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

##### Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

##### Selected Location Sub Categories:

Residential Zone 1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

#### Secondary Filtering selection:

##### Use Class:

C3 1 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

##### Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000

1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

500,001 or More

1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0

1 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No

1 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

5 Very Good

1 days

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	HG-03-C-01	BLOCKS OF FLATS	HARINGEY
	BREAM CLOSE		
	TOTTENHAM HALE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	255	
	Survey date: TUESDAY	18/06/19	Survey Type: MANUAL

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	255	0.004	1	255	0.090	1	255	0.094
08:00 - 09:00	1	255	0.016	1	255	0.114	1	255	0.130
09:00 - 10:00	1	255	0.035	1	255	0.047	1	255	0.082
10:00 - 11:00	1	255	0.051	1	255	0.047	1	255	0.098
11:00 - 12:00	1	255	0.067	1	255	0.075	1	255	0.142
12:00 - 13:00	1	255	0.059	1	255	0.059	1	255	0.118
13:00 - 14:00	1	255	0.035	1	255	0.031	1	255	0.066
14:00 - 15:00	1	255	0.047	1	255	0.027	1	255	0.074
15:00 - 16:00	1	255	0.051	1	255	0.059	1	255	0.110
16:00 - 17:00	1	255	0.063	1	255	0.051	1	255	0.114
17:00 - 18:00	1	255	0.067	1	255	0.027	1	255	0.094
18:00 - 19:00	1	255	0.071	1	255	0.035	1	255	0.106
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.566</b>			<b>0.662</b>			<b>1.228</b>

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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#### Parameter summary

Trip rate parameter range selected:	233 - 472 (units: )
Survey date range:	01/01/09 - 14/11/19
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-337901-210525-0503

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : C - FLATS PRIVATELY OWNED  
 TOTAL VEHICLES

##### Selected regions and areas:

01 GREATER LONDON  
 KN KENSINGTON AND CHELSEA 1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

#### Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: No of Dwellings  
 Actual Range: 233 to 472 (units: )  
 Range Selected by User: 204 to 493 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

##### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 14/11/19

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

##### Selected survey days:

Tuesday 1 days

*This data displays the number of selected surveys by day of the week.*

##### Selected survey types:

Manual count 1 days  
 Directional ATC Count 0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

##### Selected Locations:

Edge of Town Centre 1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

##### Selected Location Sub Categories:

Residential Zone 1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

#### Secondary Filtering selection:

##### Use Class:

C3 1 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

##### Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000

1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

500,001 or More

1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0

1 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No

1 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

6a Excellent

1 days

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	KN-03-C-02 BECKFORD CLOSE SOUTH KENSINGTON	BLOCK OF FLATS	KENSINGTON AND CHELSEA
---	--------------------------------------------------	----------------	------------------------

Edge of Town Centre  
Residential Zone

Total No of Dwellings: 294

Survey date: TUESDAY

15/06/10

Survey Type: MANUAL

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
TOTAL VEHICLES  
Calculation factor: 1 DWELLS  
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	294	0.020	1	294	0.058	1	294	0.078
08:00 - 09:00	1	294	0.065	1	294	0.167	1	294	0.232
09:00 - 10:00	1	294	0.075	1	294	0.078	1	294	0.153
10:00 - 11:00	1	294	0.037	1	294	0.058	1	294	0.095
11:00 - 12:00	1	294	0.065	1	294	0.048	1	294	0.113
12:00 - 13:00	1	294	0.048	1	294	0.061	1	294	0.109
13:00 - 14:00	1	294	0.041	1	294	0.044	1	294	0.085
14:00 - 15:00	1	294	0.037	1	294	0.051	1	294	0.088
15:00 - 16:00	1	294	0.051	1	294	0.058	1	294	0.109
16:00 - 17:00	1	294	0.051	1	294	0.037	1	294	0.088
17:00 - 18:00	1	294	0.078	1	294	0.054	1	294	0.132
18:00 - 19:00	1	294	0.088	1	294	0.085	1	294	0.173
19:00 - 20:00	1	294	0.071	1	294	0.058	1	294	0.129
20:00 - 21:00	1	294	0.054	1	294	0.034	1	294	0.088
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.781</b>			<b>0.891</b>			<b>1.672</b>

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

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#### Parameter summary

Trip rate parameter range selected:	233 - 472 (units: )
Survey date range:	01/01/09 - 14/11/19
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS  
 TOTAL VEHICLES

Selected regions and areas:

01 GREATER LONDON  
 IS ISLINGTON 1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

## Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: No of Dwellings  
 Actual Range: 247 to 250 (units: )  
 Range Selected by User: 100 to 339 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 27/06/16

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Thursday 1 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count 1 days  
 Directional ATC Count 0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Residential Zone 1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

## Secondary Filtering selection:

Use Class:

C3 1 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

100,001 or More

1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

500,001 or More

1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.5 or Less

1 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No

1 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

5 Very Good

1 days

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	IS-03-D-02	BLOCKS OF FLATS	ISLINGTON
	COPENHAGEN STREET		
	ISLINGTON		
	BARNARD PARK		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	250	
	Survey date: THURSDAY	28/11/13	Survey Type: MANUAL

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	250	0.016	1	250	0.016	1	250	0.032
08:00 - 09:00	1	250	0.032	1	250	0.080	1	250	0.112
09:00 - 10:00	1	250	0.028	1	250	0.032	1	250	0.060
10:00 - 11:00	1	250	0.020	1	250	0.020	1	250	0.040
11:00 - 12:00	1	250	0.020	1	250	0.044	1	250	0.064
12:00 - 13:00	1	250	0.024	1	250	0.020	1	250	0.044
13:00 - 14:00	1	250	0.024	1	250	0.024	1	250	0.048
14:00 - 15:00	1	250	0.012	1	250	0.012	1	250	0.024
15:00 - 16:00	1	250	0.036	1	250	0.016	1	250	0.052
16:00 - 17:00	1	250	0.044	1	250	0.040	1	250	0.084
17:00 - 18:00	1	250	0.040	1	250	0.040	1	250	0.080
18:00 - 19:00	1	250	0.036	1	250	0.032	1	250	0.068
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.332</b>			<b>0.376</b>			<b>0.708</b>

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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#### Parameter summary

Trip rate parameter range selected:	247 - 250 (units: )
Survey date range:	01/01/13 - 27/06/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-337901-210525-0550

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS  
 TOTAL VEHICLES

Selected regions and areas:

01 GREATER LONDON  
 HG HARINGEY 1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

## Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: No of Dwellings  
 Actual Range: 90 to 250 (units: )  
 Range Selected by User: 50 to 339 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 27/06/16

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Friday 1 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count 1 days  
 Directional ATC Count 0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Residential Zone 1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

## Secondary Filtering selection:

Use Class:

C3 1 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000

1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

500,001 or More

1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0

1 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No

1 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

4 Good

1 days

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	HG-03-D-03	BLOCKS OF FLATS	HARINGEY
	COMMERCE ROAD		
	WOOD GREEN		
	WOODSIDE PARK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	90	
	Survey date: FRIDAY	26/09/14	Survey Type: MANUAL

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	90	0.067	1	90	0.056	1	90	0.123
08:00 - 09:00	1	90	0.011	1	90	0.122	1	90	0.133
09:00 - 10:00	1	90	0.011	1	90	0.067	1	90	0.078
10:00 - 11:00	1	90	0.044	1	90	0.033	1	90	0.077
11:00 - 12:00	1	90	0.033	1	90	0.044	1	90	0.077
12:00 - 13:00	1	90	0.044	1	90	0.056	1	90	0.100
13:00 - 14:00	1	90	0.044	1	90	0.022	1	90	0.066
14:00 - 15:00	1	90	0.033	1	90	0.011	1	90	0.044
15:00 - 16:00	1	90	0.067	1	90	0.033	1	90	0.100
16:00 - 17:00	1	90	0.056	1	90	0.033	1	90	0.089
17:00 - 18:00	1	90	0.044	1	90	0.011	1	90	0.055
18:00 - 19:00	1	90	0.056	1	90	0.056	1	90	0.112
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.510</b>			<b>0.544</b>			<b>1.054</b>

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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#### Parameter summary

Trip rate parameter range selected:	90 - 250 (units: )
Survey date range:	01/01/13 - 27/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



## **Appendix B**

### Trips per parking spaces calculations

Appx. B Table 1 - Brent (Private) trips per parking space

			Dwellings			Spaces per dwelling 472 Parking spaces			32% 151
	Dwelling trip rates			Generated trips			Parking space trip rates		
	Arrivals	Departure	Total	Arrivals	Departure	Total	Arrivals	Departure	Total
AM	0.011	0.019	0.03	5	9	14	0.034	0.059	0.094
PM	0.03	0.013	0.043	14	6	20	0.094	0.041	0.134
Daily	0.136	0.144	0.28	64	68	132	0.425	0.450	0.875

Appx. B Table 2 - Haringey (Private) trips per parking space

			Dwellings			Spaces per dwelling 255 Parking spaces			43% 110
	Dwelling trip rates			Generated trips			Parking space trip rates		
	Arrivals	Departure	Total	Arrivals	Departure	Total	Arrivals	Departure	Total
AM	0.016	0.114	0.13	4	29	33	0.037	0.264	0.301
PM	0.067	0.027	0.094	17	7	24	0.155	0.063	0.218
Daily	0.566	0.662	1.228	144	169	313	1.312	1.535	2.847

Appx. B Table 3 - Kensington & Chelsea (Private) trips per parking space

			Dwellings			Spaces per dwelling 294 Parking spaces			99% 290
	Dwelling trip rates			Generated trips			Parking space trip rates		
	Arrivals	Departure	Total	Arrivals	Departure	Total	Arrivals	Departure	Total
AM	0.065	0.167	0.232	19	49	68	0.066	0.169	0.235
PM	0.078	0.054	0.132	23	16	39	0.079	0.055	0.134
Daily	0.781	0.891	1.672	230	262	492	0.792	0.903	1.695

Appx. B Table 4 - Average (Private) trips per parking space

	Dwelling trip rates			Generated trips			Parking space trip rates		
	Arrivals	Departure	Total	Arrivals	Departure	Total	Arrivals	Departure	Total
AM							0.046	0.164	0.210
PM							0.109	0.053	0.162
Daily							0.843	0.963	1.806

Appx. B Table 5 - Islington (Affordable) trips per parking space

			Dwellings			Spaces per dwelling 250 Parking spaces			29% 72
	Dwelling trip rates			Generated trips			Parking space trip rates		
	Arrivals	Departure	Total	Arrivals	Departure	Total	Arrivals	Departure	Total
AM	0.032	0.08	0.112	8	20	28	0.111	0.278	0.389
PM	0.04	0.04	0.08	10	10	20	0.139	0.139	0.278
Daily	0.332	0.376	0.708	83	94	177	1.153	1.306	2.458

Appx. B Table 6 - Haringey (Affordable) trips per parking space

			Dwellings			Spaces per dwelling 90 Parking spaces			81% 73
	Dwelling trip rates			Generated trips			Parking space trip rates		
	Arrivals	Departure	Total	Arrivals	Departure	Total	Arrivals	Departure	Total
AM	0.011	0.122	0.133	1	11	12	0.014	0.150	0.164
PM	0.044	0.011	0.055	4	1	5	0.054	0.014	0.068
Daily	0.51	0.544	1.054	46	49	95	0.629	0.671	1.299

Appx. B Table 7 - Average (Affordable) trips per parking space

	Dwelling trip rates			Generated trips			Parking space trip rates		
	Arrivals	Departure	Total	Arrivals	Departure	Total	Arrivals	Departure	Total
AM							0.062	0.214	0.276
PM							0.097	0.076	0.173
Daily							0.891	0.988	1.879



## Appendix C

### Origin and destination tables

Cricklewood Lane  
Do Nothing OD tables

0800-0900

Junction 3

	A	B	C	D
A		17		
B	13		12	11
C		2		
D		15		

1700-1800

Junction 3

	A	B	C	D
A		12		
B	51		27	20
C		4		
D		6		

A = A5 NW  
B = Depot approach  
C = A5 SW  
D = Ashford Road

Junction 4

	A	B	C	D
A			10	2
B				
C		9		
D	2	16		

Junction 4

	A	B	C	D
A			25	3
B				
C		3		
D	4	15		

A = A5 NW  
B = Cricklewood Lane  
C = A5 SW  
D = Chichele Road

Do Something OD tables

0800-0900

Junction 3

	A	B	C	D
A		4		
B	10		20	0
C		7		
D		0		

1700-1800

Junction 3

	A	B	C	D
A		9		
B	5		10	0
C		17		
D		0		

A = A5 NW  
B = Depot approach  
C = A5 SW  
D = Ashford Road

Junction 4

	A	B	C	D
A		6	9	5
B	2			
C	3			
D	2			

Junction 4

	A	B	C	D
A		3	5	2
B	5			
C	8			
D	4			

A = A5 NW  
B = Cricklewood Lane  
C = A5 SW  
D = Chichele Road

Do something - Do Nothing comparison OD tables

0800-0900

Junction 3

	A	B	C	D
A		-13	0	0
B	-2		8	-11
C		5		
D		-15		

-30

Junction 4

	A	B	C	D
A		6	-1	2
B	2		0	0
C	3	-9		0
D	0	-16	0	

-12

1700-1800

Junction 3

	A	B	C	D
A		-3	0	0
B	-46		-17	-20
C	0	13		0
D	0	-6	0	

-79

Junction 4

	A	B	C	D
A		3	-20	0
B	5		0	0
C	8	-3		0
D	0	-15	0	

-22

A = A5 NW  
B = Depot approach  
C = A5 SW  
D = Ashford Road

A = A5 NW  
B = Cricklewood Lane  
C = A5 SW  
D = Chichele Road



## Appendix D

### Link flow diagrams



SITE

J1

10 1

4 34

2 36

Depot  
Approach

-1  
899  
0

21 22 23

4  
700  
22

J3

33 39 29

2

25 458

44 530

J2

Cricklewood Lane

181  
609  
142

123 362 46

A5 Cricklewood Broadway

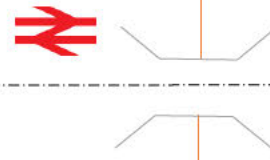
45 196 14

104  
587  
2

J4

A407

Cricklewood Lane  
2026 Baseline +  
Committed Development + Site  
0800-0900



SITE

J1

2 5

2 22

0 82

Depot Approach

-12  
773  
0

57 23 11

J3

32 15 21

11  
849  
34

A5 Cricklewood Broadway

157  
577  
63

115 333 12

31 380

J2

36

18 540

Cricklewood Lane

122 206 71

60  
684  
17

J4

A407

Cricklewood Lane  
2026 Baseline +  
Committed Development + Site  
1700 - 1800





SITE

J1

10 0

4 0

0 0

Depot Approach

-15  
899  
0

18 10 30

J3

33 23 29

9  
700  
22

A5 Cricklewood Broadway

187  
608  
145

45 180 14

0 532

Cricklewood Lane

125 362 46

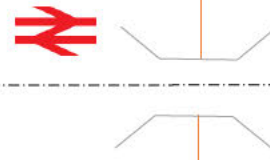
96  
590  
2

J4

A407

Cricklewood Lane  
2026 Baseline +  
Committed Development + Dev  
0800-0900





SITE

J1

2 0

2 0

0 0

Depot Approach

-15  
773  
0

11 3 -6

J3

32 9 21

24  
849  
34

A5 Cricklewood Broadway

160  
557  
63

115 318 12

0 385

Cricklewood Lane

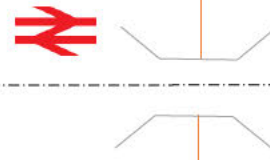
127 206 71

57  
692  
17

J4

Cricklewood Lane  
2026 Baseline +  
Committed Development + Dev  
1700 - 1800





SITE

J1

0 -1

0 -34

-2 -36

Depot Approach

-13  
0  
0

-2 -11 8

J3

0 -15 0

5  
0  
0

A5 Cricklewood Broadway

6  
-1  
2

0 -16 0

-44 2

J2

-2

-25 6

Cricklewood Lane

2 0 0

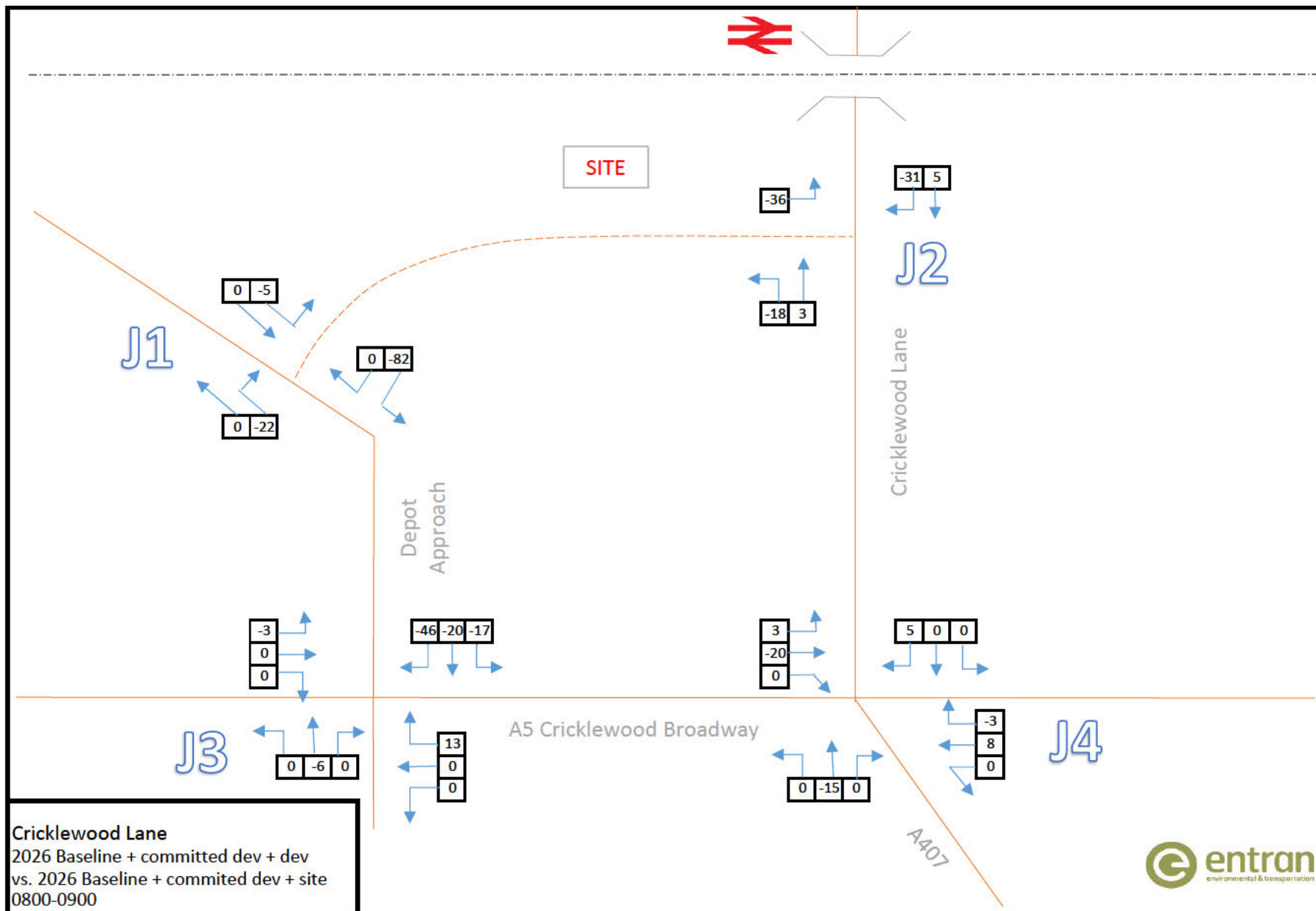
-9  
3  
0

J4

A407

Cricklewood Lane  
2026 Baseline + committed dev + dev  
vs. 2026 Baseline + committed dev + site  
0800-0900





## Carter, Richard

---

**From:** John Mumby <jmumby@iceniprojects.com>  
**Sent:** 02 June 2021 15:37  
**To:** Griffiths, Carl; Kumarasinghe, Devinda  
**Subject:** B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)  
**Attachments:** 20210526 Cricklewood\_L6\_RF.pdf; 20210524 Cricklewood\_TN5\_TIA\_RF\_V1.pdf

Good afternoon Carl / Devinda,

Following our call on the 14<sup>th</sup> May, please find attached additional information to address outstanding queries.

I trust it is self explanatory, however should you have any questions then please let me know.

Many thanks. John

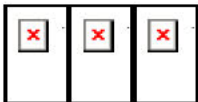
**John Mumby BA (Hons)**  
Director, Planning

telephone: [REDACTED]  
mobile: [REDACTED]  
email: jmumby@iceniprojects.com



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## Broadway Retail Park, Cricklewood [20/3564/OUT]

# TECHNICAL NOTE 5

## Traffic Impact Assessment

### 1. Introduction

- 1.1. This technical note (TN5) has been prepared by Entran in response to a consultation response from LBB Highways and a subsequent meeting on 14<sup>th</sup> May 2021, in respect of a planning application for a mixed-use development on land at Broadway Retail Park, Cricklewood.
- 1.2. A Transport Assessment (TA) was submitted in support of the planning application and, following an initial consultation response, a revised TA was submitted in March 2021, together with a cover letter dated 12/3/2021 explaining the revisions and responding to the officer's comments.
- 1.3. At the meeting it was agreed that the assessment of vehicle trips associated with the proposed residential uses was likely to be an over-estimate of traffic generation as the TRICS survey sites all had more parking per dwelling than the Cricklewood proposals. As a result, the net effects on the highway network were likely to be an over-estimation.
- 1.4. It should be noted that the net effects set out in the March 2021 TA showed a reduction in traffic across the day and a reduction in peak hour traffic compared to the lawful use of the site; however, due to the removal of an existing access onto Cricklewood Lane some movements on some arms of two junctions would experience an increase in vehicle trips (whereas other arms would see a reduction). Notwithstanding the overall reduction in traffic flows that would result from the redevelopment of Broadway Retail Park, the vehicle trips have been re-visited to ensure an accurate forecast is used to assess the likely effects of the development. This is presented here as a Traffic Impact Assessment (TIA).

### 2. TRICS selection criteria

- 2.1. The TA included a multi-modal TRICS assessment for the proposed residential and commercial uses. In each case, the TRICS selection related to sites in London only, in Town Centre locations. Where possible, the selection criteria included sites with a PTAL rating +/- 1 compared to the Site, and for a GFA or unit numbers +/- 50% compared to the proposed development. These criteria best represent the Site and proposed development, but can result in limited, or no available TRICS data. Where that is the case then the criteria are relaxed to ensure a suitable number of survey sites; those sites are then reviewed to ensure they will not produce unrepresentative outlying data.
- 2.2. The same site selection criteria have been used for the TIA vehicle trips. In order to maximise the number of survey sites, the TRICS database has been re-interrogated for the TIA using *trip rates for vehicles* rather than *multi-modal trip rates*. This increases the number of survey sites, but it is noted that the only available survey sites have unit numbers which are significantly lower than the proposed development.
- 2.3. This re-assessment produced three survey sites for 'Flats Privately Owned' and two sites for 'Affordable Flats'. Details are contained in **Appendix A**. As with the original assessment, these sites all have parking ratios significantly higher than the 10% proposed at the Cricklewood site. The parking ratios from the TRICS survey sites are listed below:
  - Brent (Private) – 0.320 spaces per dwelling
  - Haringey (Private) – 0.431 spaces per dwelling
  - Chelsea (Private) – 0.986 spaces per dwelling
  - Islington (Affordable) – 0.288 spaces per dwelling
  - Haringey (Affordable) – 0.811 spaces per dwelling



- 2.4. It is therefore clear that vehicle trips per dwelling would be much higher at the survey sites than at the proposed development. For this reason, the vehicle trips per parking space were established for each site, from which an average 'trips per parking space' figure was derived for Private and Affordable flats. The calculation is included as **Appendix B**.

### 3. Predicted residential vehicle trips

- 3.1. It is important to note that 33 of the proposed residential parking spaces will be set out as accessible spaces for Blue Badge holders from the outset. The residual 77 spaces will be suitable for disabled drivers, thereby allowing up to 10% of all dwellings to have access to a Blue Badge parking space. Notwithstanding the above, the calculation of trips per parking spaces has been carried out as if all 110 were 'standard' spaces. This is therefore a robust assessment. The proposed 110 parking spaces have been divided in proportion to the Private and Affordable dwellings, resulting in 72 spaces for Private flats and 38 spaces for Affordable flats.

- 3.2. The trip rates and vehicle trips are set out in Table 3.1 and 3.2 below:

**Table 3.1 – Private flats (72 spaces) trip rates and trips**

	Trips per parking space			Vehicle trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM	0.046	0.164	0.210	3	12	15
PM	0.109	0.053	0.162	8	4	12
Daily	0.843	0.963	1.806	61	69	130

**Table 3.2 – Affordable flats (38 spaces) trip rates and trips**

	Trips per parking space			Vehicle trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM	0.062	0.214	0.276	4	15	20
PM	0.097	0.076	0.173	7	5	12
Daily	0.891	0.988	1.879	64	71	135

**Table 3.3 – Combined residential vehicle trips**

				Vehicle trips		
				Arrive	Depart	Total
AM				8	27	35
PM				15	9	24
Daily				125	140	265

- 3.3. This suggests that 22% to 32% of parking spaces would result in a vehicle trip during the highway peak hour. At a site with a PTAL rating of 4/5 such as Cricklewood, this is a reasonable assumption.



#### 4. Total development vehicle trips

- 4.1. The proposed development includes an element of commercial uses. For all practical purposes these are considered to be car-free; however, the TA explains that operational parking will be provided for those uses. The commercial uses are therefore expected to generate a low level of vehicle trips, as set out in the TA. The total development trip rates and trips are set out below.

**Table 4.1 – Café/restaurant use (former A3 Use Class) trip rates (per 100m<sup>2</sup>) and trips**

434m <sup>2</sup>	Trips per parking space			Vehicle trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM	0	0	0	0	0	0
PM	1.744	0.872	2.616	8	4	11

**Table 4.2 – Office/workspace use (former B1 Use Class) trip rates (per 100m<sup>2</sup>) and trips**

332m <sup>2</sup>	Trips per parking space			Vehicle trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM	0.195	0.049	0.244	1	0	1
PM	0.122	0.269	0.391	0	1	1

**Table 4.3 – Gym use (former D2 Use Class) trip rates (per 100m<sup>2</sup>) and trips**

434m <sup>2</sup>	Trips per parking space			Vehicle trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM	0.453	0.498	0.951	2	2	4
PM	0.815	0.294	1.109	4	1	5

- 4.2. The commercial uses vehicle trips have been taken from the TA and are based on floor area rather than parking spaces; however, the predicted peak hour trips for each use are representative of such uses with operational parking only.

**Table 4.4 – Residential vehicle trips (from Table 3.2)**

				Vehicle trips		
				Arrive	Depart	Total
AM				8	27	35
PM				15	9	24

**Table 4.5 – Total development vehicle trips**

				Vehicle trips		
				Arrive	Depart	Total
AM				10	30	40
PM				26	15	42

- 4.3. Table 4.5 shows the total peak hour vehicle trips associated with the proposed development. The transport effects of the proposed development are therefore derived by distributing these vehicle trips onto the highway network and comparing the proposed development with baseline conditions. This is set out in Section 5 below.



## 5. Traffic impact

- 5.1. In general terms, Tables 5.1 to 5.3 demonstrate the net change in peak hour traffic generation as a result of redeveloping the Broadway Retail Park for the proposed mixed-use scheme.

**Table 5.1 – Existing retail use (observed) peak hour traffic generation**

				Vehicle trips		
				Arrive	Depart	Total
AM				148	84	232
PM				118	160	278

**Table 5.2 – Proposed development peak hour vehicle trips (from Table 4.5)**

				Vehicle trips		
				Arrive	Depart	Total
AM				10	30	40
PM				26	15	42

**Table 5.3 – Net reduction in peak hour vehicle trips**

				Vehicle trips		
				Arrive	Depart	Total
AM				-138	-54	-192
PM				-92	-145	-236

- 5.2. Table 5.3 demonstrates that redeveloping the Broadway Retail Park for the proposed residential-led mixed-use scheme would result in a significant reduction in peak hour traffic on the local highway network.
- 5.3. As stated earlier, the development proposal includes the removal of the existing limited-movement junction onto Cricklewood Lane for the benefit of pedestrians, cyclists and public transport passengers, and to facilitate a significant improvement to the public realm in the form of landscape improvements to Cricklewood Green and the creation of a new public square. The closure of this vehicle access means that all proposed traffic will use Depot Approach whereas the existing site traffic uses Depot Approach and Cricklewood Lane.
- 5.4. The future year assessment of the local highway junctions, as set out in the TA, is based on a 2026 baseline, including committed development. This has been calculated by removing existing site traffic from the observed baseline, then applying growth to the residual background traffic to 2026. The Site traffic is then added back onto the background traffic as well as traffic associated with committed development. The resultant baseline represents a 'Do Nothing' scenario, as if the Site were not redeveloped.
- 5.5. The baseline is then compared to a future year 'Do Something' scenario. The same methodology is used as for the baseline, but applying the proposed development traffic and committed development traffic to the 2026 baseline. The traffic impact is then calculated by comparing the 'Do nothing' scenario with the 'Do something' scenario. Full details are included as **Appendix C**; the net change is shown below.

**Table 5.4 – Depot Approach /A5 Cricklewood Broadway, net change in turning movements**

0800 – 0900					1700 - 1800				
	A	B	C	D		A	B	C	D
A) A5 NW		-13	0	0	A) A5 NW		-3	0	0
B) Depot approach	-2		8	-11	B) Depot approach	-46		-17	-20
C) A5 SW	0	5		0	C) A5 SW	0	13		0
D) Ashford Road	0	-15	0		D) Ashford Road	0	-6	0	

- 5.6. Table 5.4 demonstrates that during the morning peak the Depot Approach junction with the A5 would see a net *reduction* of 30 turning movements. Of the 12 turning movements, six would see no change, four would see a small net reduction and two would see a small net increase. The maximum increase would be just 8 trips across the hour. This would have no material effect on the operational capacity of the signal-controlled junction.
- 5.7. During the evening peak the junction would see a net *reduction* of 79 turning movements. Of the 12 turning movements, six would see no change, four would see a net reduction of up to 46 fewer vehicles, and two would see a small net increase. The maximum increase would be just 13 trips across the hour. This would have no material effect on the operational capacity of the signal-controlled junction.

**Table 5.5 – A5 Cricklewood Broadway/Cricklewood Lane, net change in turning movements**

0800 – 0900					1700 - 1800				
	A	B	C	D		A	B	C	D
A) A5 NW		6	-1	2	A) A5 NW		3	-20	0
B) Depot approach	2		0	0	B) Depot approach	5		0	0
C) A5 SW	3	-9		0	C) A5 SW	8	-3		0
D) Ashford Road	0	-16	0		D) Ashford Road	0	-15	0	

- 5.8. Table 5.5 demonstrates that during the morning peak the Cricklewood Broadway/Cricklewood Lane signal-controlled junction would see a net *reduction* of 12 turning movements. Of the 12 turning movements, five would see no change, three would see a net reduction of up to 16 fewer vehicles, and three would see a small net increase. The maximum increase would be just 6 trips across the hour. This would have no material effect on the operational capacity of the signal-controlled junction.
- 5.9. During the evening peak the junction would see a net *reduction* of 22 turning movements. Of the 12 turning movements, six would see no change, three would see a net reduction of up to 20 fewer vehicles, and three would see a small net increase. The maximum increase would be just 8 trips across the hour. This would have no material effect on the operational capacity of the signal-controlled junction.
- 5.10. For ease of reference the baseline, proposed and net change figures are included as link flow diagrams in **Appendix D**.



## **6. Summary and conclusion**

- 6.1. This technical note (TN5) has been prepared by Entran in response to a consultation response from LBB Highways and a subsequent meeting on 14<sup>th</sup> May 2021, in respect of a planning application for a mixed-use development on land at Broadway Retail Park, Cricklewood.
- 6.2. At the meeting it was agreed that the assessment of vehicle trips associated with the proposed residential uses as set out in the TA was likely to be an over-estimate of traffic generation as the TRICS survey sites all had more parking per dwelling than the Cricklewood proposals. As a result, the net effects on the highway network were likely to be an over-estimation.
- 6.3. The TRICS database has therefore been re-interrogated for residential vehicle trips to maximise the available survey sites and using robust selection criteria. The resultant vehicle trips have been added to the predicted commercial vehicle trips in order to derive an accurate forecast of traffic generation associated with the proposed development.
- 6.4. This Traffic Impact Assessment compares the 'Do nothing' scenario with the 'Do something' scenario. For clarity, 'Do nothing' comprises a future year of 2026 including existing site traffic and taking account of committed development. The 'Do something' scenario is also for 2026 with committed development but replaces the existing site traffic with the forecast development traffic.
- 6.5. The proposed development will result in a significant net reduction in peak hour traffic when compared to the existing retail park.
- 6.6. The proposed development will remove the existing access onto Cricklewood Lane for the benefit of pedestrians, cyclists and public transport passengers. As a result, all development traffic will use Depot Approach.
- 6.7. The development will result in a reduction in traffic using the Depot Approach / Cricklewood Broadway junction during the morning and evening peak hours. The net reduction comprises a small reduction in some turning movements and a negligible increase in some turning movements. The net change is negligible and will not have a material effect on the operational capacity of the junction.
- 6.8. The development will also result in a reduction in traffic using the Cricklewood Broadway / Cricklewood Lane junction during the morning and evening peak hours. Again, the net reduction comprises a small reduction in some turning movements and a negligible increase in some turning movements. The net change is negligible and will not have a material effect on the operational capacity of the junction.
- 6.9. The proposed development has been designed from the outset to encourage walking and cycling and to enable public transport journeys rather than single-occupancy car journeys. This is entirely in line with the Mayor's Transport Strategy and the London Plan 2021. A key factor of this strategy is a high level of parking restraint, coupled with a suite of measures and improvements to encourage sustainable travel behaviour from the outset. As a result, the proposed development will result in a reduction in vehicular traffic in Cricklewood and an overall improvement in local highway conditions.
- 6.10. This assessment demonstrates that the redevelopment of the Broadway Retail Park for a residential-led mixed-use development will have an overall beneficial effect on highway capacity and safety and will have no material adverse effects on any individual junction.



## Appendix A

### Residential uses, TRICS data

Calculation Reference: AUDIT-337901-210525-0504

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : C - FLATS PRIVATELY OWNED  
 TOTAL VEHICLES

Selected regions and areas:

01 GREATER LONDON  
 BT BRENT 1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

## Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: No of Dwellings  
 Actual Range: 233 to 472 (units: )  
 Range Selected by User: 204 to 493 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 14/11/19

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Wednesday 1 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count 1 days  
 Directional ATC Count 0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Development Zone 1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

## Secondary Filtering selection:

Use Class:

C3 1 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000

1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

500,001 or More

1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0

1 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No

1 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

5 Very Good

1 days

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	BT-03-C-02 ENGINEERS WAY WEMBLEY	BLOCKS OF FLATS	BRENT
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Suburban Area (PPS6 Out of Centre)  
Development Zone

Total No of Dwellings: 472

Survey date: WEDNESDAY

30/11/16

Survey Type: MANUAL

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	472	0.002	1	472	0.011	1	472	0.013
08:00 - 09:00	1	472	0.011	1	472	0.019	1	472	0.030
09:00 - 10:00	1	472	0.008	1	472	0.011	1	472	0.019
10:00 - 11:00	1	472	0.013	1	472	0.015	1	472	0.028
11:00 - 12:00	1	472	0.006	1	472	0.004	1	472	0.010
12:00 - 13:00	1	472	0.002	1	472	0.008	1	472	0.010
13:00 - 14:00	1	472	0.015	1	472	0.015	1	472	0.030
14:00 - 15:00	1	472	0.015	1	472	0.008	1	472	0.023
15:00 - 16:00	1	472	0.002	1	472	0.004	1	472	0.006
16:00 - 17:00	1	472	0.011	1	472	0.013	1	472	0.024
17:00 - 18:00	1	472	0.030	1	472	0.013	1	472	0.043
18:00 - 19:00	1	472	0.013	1	472	0.002	1	472	0.015
19:00 - 20:00	1	472	0.002	1	472	0.008	1	472	0.010
20:00 - 21:00	1	472	0.006	1	472	0.013	1	472	0.019
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.136</b>			<b>0.144</b>			<b>0.280</b>

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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#### Parameter summary

Trip rate parameter range selected: 233 - 472 (units: )  
 Survey date range: 01/01/09 - 14/11/19  
 Number of weekdays (Monday-Friday): 4  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 3  
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-337901-210525-0502

# TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : C - FLATS PRIVATELY OWNED  
 TOTAL VEHICLES

## Selected regions and areas:

01 GREATER LONDON  
 HG HARINGEY 1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

## Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: No of Dwellings  
 Actual Range: 233 to 472 (units: )  
 Range Selected by User: 204 to 493 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

## Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 14/11/19

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

## Selected survey days:

Tuesday 1 days

*This data displays the number of selected surveys by day of the week.*

## Selected survey types:

Manual count 1 days  
 Directional ATC Count 0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

## Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

## Selected Location Sub Categories:

Residential Zone 1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

## Secondary Filtering selection:

### Use Class:

C3 1 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

## Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000

1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

500,001 or More

1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0

1 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No

1 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

5 Very Good

1 days

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	HG-03-C-01	BLOCKS OF FLATS	HARINGEY
	BREAM CLOSE		
	TOTTENHAM HALE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	255	
	Survey date: TUESDAY	18/06/19	Survey Type: MANUAL

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
TOTAL VEHICLES  
Calculation factor: 1 DWELLS  
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	255	0.004	1	255	0.090	1	255	0.094
08:00 - 09:00	1	255	0.016	1	255	0.114	1	255	0.130
09:00 - 10:00	1	255	0.035	1	255	0.047	1	255	0.082
10:00 - 11:00	1	255	0.051	1	255	0.047	1	255	0.098
11:00 - 12:00	1	255	0.067	1	255	0.075	1	255	0.142
12:00 - 13:00	1	255	0.059	1	255	0.059	1	255	0.118
13:00 - 14:00	1	255	0.035	1	255	0.031	1	255	0.066
14:00 - 15:00	1	255	0.047	1	255	0.027	1	255	0.074
15:00 - 16:00	1	255	0.051	1	255	0.059	1	255	0.110
16:00 - 17:00	1	255	0.063	1	255	0.051	1	255	0.114
17:00 - 18:00	1	255	0.067	1	255	0.027	1	255	0.094
18:00 - 19:00	1	255	0.071	1	255	0.035	1	255	0.106
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.566</b>			<b>0.662</b>			<b>1.228</b>

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

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#### Parameter summary

Trip rate parameter range selected:	233 - 472 (units: )
Survey date range:	01/01/09 - 14/11/19
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

Calculation Reference: AUDIT-337901-210525-0503

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : C - FLATS PRIVATELY OWNED  
 TOTAL VEHICLES

##### Selected regions and areas:

01 GREATER LONDON  
 KN KENSINGTON AND CHELSEA 1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

#### Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: No of Dwellings  
 Actual Range: 233 to 472 (units: )  
 Range Selected by User: 204 to 493 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

##### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 14/11/19

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

##### Selected survey days:

Tuesday 1 days

*This data displays the number of selected surveys by day of the week.*

##### Selected survey types:

Manual count 1 days  
 Directional ATC Count 0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

##### Selected Locations:

Edge of Town Centre 1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

##### Selected Location Sub Categories:

Residential Zone 1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

#### Secondary Filtering selection:

##### Use Class:

C3 1 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

##### Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000

1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

500,001 or More

1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0

1 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No

1 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

6a Excellent

1 days

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	KN-03-C-02	BLOCK OF FLATS	KENSINGTON AND CHELSEA
	BECKFORD CLOSE		
	SOUTH KENSINGTON		

Edge of Town Centre  
Residential Zone

Total No of Dwellings:	294	
Survey date: TUESDAY	15/06/10	Survey Type: MANUAL

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
TOTAL VEHICLES  
Calculation factor: 1 DWELLS  
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	294	0.020	1	294	0.058	1	294	0.078
08:00 - 09:00	1	294	0.065	1	294	0.167	1	294	0.232
09:00 - 10:00	1	294	0.075	1	294	0.078	1	294	0.153
10:00 - 11:00	1	294	0.037	1	294	0.058	1	294	0.095
11:00 - 12:00	1	294	0.065	1	294	0.048	1	294	0.113
12:00 - 13:00	1	294	0.048	1	294	0.061	1	294	0.109
13:00 - 14:00	1	294	0.041	1	294	0.044	1	294	0.085
14:00 - 15:00	1	294	0.037	1	294	0.051	1	294	0.088
15:00 - 16:00	1	294	0.051	1	294	0.058	1	294	0.109
16:00 - 17:00	1	294	0.051	1	294	0.037	1	294	0.088
17:00 - 18:00	1	294	0.078	1	294	0.054	1	294	0.132
18:00 - 19:00	1	294	0.088	1	294	0.085	1	294	0.173
19:00 - 20:00	1	294	0.071	1	294	0.058	1	294	0.129
20:00 - 21:00	1	294	0.054	1	294	0.034	1	294	0.088
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.781</b>			<b>0.891</b>			<b>1.672</b>

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

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#### Parameter summary

Trip rate parameter range selected:	233 - 472 (units: )
Survey date range:	01/01/09 - 14/11/19
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS  
 TOTAL VEHICLES

Selected regions and areas:

01 GREATER LONDON  
 IS ISLINGTON 1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

## Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: No of Dwellings  
 Actual Range: 247 to 250 (units: )  
 Range Selected by User: 100 to 339 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 27/06/16

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Thursday 1 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count 1 days  
 Directional ATC Count 0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Residential Zone 1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

## Secondary Filtering selection:

Use Class:

C3 1 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

100,001 or More

1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

500,001 or More

1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.5 or Less

1 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No

1 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

5 Very Good

1 days

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	IS-03-D-02	BLOCKS OF FLATS	ISLINGTON
	COPENHAGEN STREET		
	ISLINGTON		
	BARNARD PARK		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	250	
	Survey date: THURSDAY	28/11/13	Survey Type: MANUAL

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	250	0.016	1	250	0.016	1	250	0.032
08:00 - 09:00	1	250	0.032	1	250	0.080	1	250	0.112
09:00 - 10:00	1	250	0.028	1	250	0.032	1	250	0.060
10:00 - 11:00	1	250	0.020	1	250	0.020	1	250	0.040
11:00 - 12:00	1	250	0.020	1	250	0.044	1	250	0.064
12:00 - 13:00	1	250	0.024	1	250	0.020	1	250	0.044
13:00 - 14:00	1	250	0.024	1	250	0.024	1	250	0.048
14:00 - 15:00	1	250	0.012	1	250	0.012	1	250	0.024
15:00 - 16:00	1	250	0.036	1	250	0.016	1	250	0.052
16:00 - 17:00	1	250	0.044	1	250	0.040	1	250	0.084
17:00 - 18:00	1	250	0.040	1	250	0.040	1	250	0.080
18:00 - 19:00	1	250	0.036	1	250	0.032	1	250	0.068
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.332</b>			<b>0.376</b>			<b>0.708</b>

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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#### Parameter summary

Trip rate parameter range selected: 247 - 250 (units: )  
 Survey date range: 01/01/13 - 27/06/16  
 Number of weekdays (Monday-Friday): 2  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 1  
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-337901-210525-0550

# TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS  
 TOTAL VEHICLES

## Selected regions and areas:

01 GREATER LONDON  
 HG HARINGEY 1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

## Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: No of Dwellings  
 Actual Range: 90 to 250 (units: )  
 Range Selected by User: 50 to 339 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

## Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 27/06/16

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

## Selected survey days:

Friday 1 days

*This data displays the number of selected surveys by day of the week.*

## Selected survey types:

Manual count 1 days  
 Directional ATC Count 0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

## Selected Locations:

Suburban Area (PPS6 Out of Centre) 1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

## Selected Location Sub Categories:

Residential Zone 1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

## Secondary Filtering selection:

### Use Class:

C3 1 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

### Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000

1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

500,001 or More

1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0

1 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No

1 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

4 Good

1 days

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	HG-03-D-03	BLOCKS OF FLATS	HARINGEY
	COMMERCE ROAD		
	WOOD GREEN		
	WOODSIDE PARK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	90	
	Survey date: FRIDAY	26/09/14	Survey Type: MANUAL

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS  
 TOTAL VEHICLES  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	90	0.067	1	90	0.056	1	90	0.123
08:00 - 09:00	1	90	0.011	1	90	0.122	1	90	0.133
09:00 - 10:00	1	90	0.011	1	90	0.067	1	90	0.078
10:00 - 11:00	1	90	0.044	1	90	0.033	1	90	0.077
11:00 - 12:00	1	90	0.033	1	90	0.044	1	90	0.077
12:00 - 13:00	1	90	0.044	1	90	0.056	1	90	0.100
13:00 - 14:00	1	90	0.044	1	90	0.022	1	90	0.066
14:00 - 15:00	1	90	0.033	1	90	0.011	1	90	0.044
15:00 - 16:00	1	90	0.067	1	90	0.033	1	90	0.100
16:00 - 17:00	1	90	0.056	1	90	0.033	1	90	0.089
17:00 - 18:00	1	90	0.044	1	90	0.011	1	90	0.055
18:00 - 19:00	1	90	0.056	1	90	0.056	1	90	0.112
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.510</b>			<b>0.544</b>			<b>1.054</b>

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

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#### Parameter summary

Trip rate parameter range selected:	90 - 250 (units: )
Survey date range:	01/01/13 - 27/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*



## **Appendix B**

### Trips per parking spaces calculations

Appx. B Table 1 - Brent (Private) trips per parking space

			Dwellings			Spaces per dwelling 472 Parking spaces			32% 151
	Dwelling trip rates			Generated trips			Parking space trip rates		
	Arrivals	Departure	Total	Arrivals	Departure	Total	Arrivals	Departure	Total
AM	0.011	0.019	0.03	5	9	14	0.034	0.059	0.094
PM	0.03	0.013	0.043	14	6	20	0.094	0.041	0.134
Daily	0.136	0.144	0.28	64	68	132	0.425	0.450	0.875

Appx. B Table 2 - Haringey (Private) trips per parking space

			Dwellings			Spaces per dwelling 255 Parking spaces			43% 110
	Dwelling trip rates			Generated trips			Parking space trip rates		
	Arrivals	Departure	Total	Arrivals	Departure	Total	Arrivals	Departure	Total
AM	0.016	0.114	0.13	4	29	33	0.037	0.264	0.301
PM	0.067	0.027	0.094	17	7	24	0.155	0.063	0.218
Daily	0.566	0.662	1.228	144	169	313	1.312	1.535	2.847

Appx. B Table 3 - Kensington & Chelsea (Private) trips per parking space

			Dwellings			Spaces per dwelling 294 Parking spaces			99% 290
	Dwelling trip rates			Generated trips			Parking space trip rates		
	Arrivals	Departure	Total	Arrivals	Departure	Total	Arrivals	Departure	Total
AM	0.065	0.167	0.232	19	49	68	0.066	0.169	0.235
PM	0.078	0.054	0.132	23	16	39	0.079	0.055	0.134
Daily	0.781	0.891	1.672	230	262	492	0.792	0.903	1.695

Appx. B Table 4 - Average (Private) trips per parking space

	Dwelling trip rates			Generated trips			Parking space trip rates		
	Arrivals	Departure	Total	Arrivals	Departure	Total	Arrivals	Departure	Total
AM							0.046	0.164	0.210
PM							0.109	0.053	0.162
Daily							0.843	0.963	1.806

Appx. B Table 5 - Islington (Affordable) trips per parking space

			Dwellings			Spaces per dwelling 250 Parking spaces			29% 72
	Dwelling trip rates			Generated trips			Parking space trip rates		
	Arrivals	Departure	Total	Arrivals	Departure	Total	Arrivals	Departure	Total
AM	0.032	0.08	0.112	8	20	28	0.111	0.278	0.389
PM	0.04	0.04	0.08	10	10	20	0.139	0.139	0.278
Daily	0.332	0.376	0.708	83	94	177	1.153	1.306	2.458

Appx. B Table 6 - Haringey (Affordable) trips per parking space

			Dwellings			Spaces per dwelling 90 Parking spaces			81% 73
	Dwelling trip rates			Generated trips			Parking space trip rates		
	Arrivals	Departure	Total	Arrivals	Departure	Total	Arrivals	Departure	Total
AM	0.011	0.122	0.133	1	11	12	0.014	0.150	0.164
PM	0.044	0.011	0.055	4	1	5	0.054	0.014	0.068
Daily	0.51	0.544	1.054	46	49	95	0.629	0.671	1.299

Appx. B Table 7 - Average (Affordable) trips per parking space

	Dwelling trip rates			Generated trips			Parking space trip rates		
	Arrivals	Departure	Total	Arrivals	Departure	Total	Arrivals	Departure	Total
AM							0.062	0.214	0.276
PM							0.097	0.076	0.173
Daily							0.891	0.988	1.879



## Appendix C

### Origin and destination tables

Cricklewood Lane  
Do Nothing OD tables

0800-0900

Junction 3

	A	B	C	D
A		17		
B	13		12	11
C		2		
D		15		

1700-1800

Junction 3

	A	B	C	D
A		12		
B	51		27	20
C		4		
D		6		

A = A5 NW  
B = Depot approach  
C = A5 SW  
D = Ashford Road

Junction 4

	A	B	C	D
A			10	2
B				
C		9		
D	2	16		

Junction 4

	A	B	C	D
A			25	3
B				
C		3		
D	4	15		

A = A5 NW  
B = Cricklewood Lane  
C = A5 SW  
D = Chichele Road

Do Something OD tables

0800-0900

Junction 3

	A	B	C	D
A		4		
B	10		20	0
C		7		
D		0		

1700-1800

Junction 3

	A	B	C	D
A		9		
B	5		10	0
C		17		
D		0		

A = A5 NW  
B = Depot approach  
C = A5 SW  
D = Ashford Road

Junction 4

	A	B	C	D
A		6	9	5
B	2			
C	3			
D	2			

Junction 4

	A	B	C	D
A		3	5	2
B	5			
C	8			
D	4			

A = A5 NW  
B = Cricklewood Lane  
C = A5 SW  
D = Chichele Road

Do something - Do Nothing comparison OD tables

0800-0900

Junction 3

	A	B	C	D
A		-13	0	0
B	-2		8	-11
C		5		
D		-15		

-30

Junction 4

	A	B	C	D
A		6	-1	2
B	2		0	0
C	3	-9		0
D	0	-16	0	

-12

1700-1800

Junction 3

	A	B	C	D
A		-3	0	0
B	-46		-17	-20
C	0	13		0
D	0	-6	0	

-79

Junction 4

	A	B	C	D
A		3	-20	0
B	5		0	0
C	8	-3		0
D	0	-15	0	

-22

A = A5 NW  
B = Depot approach  
C = A5 SW  
D = Ashford Road

A = A5 NW  
B = Cricklewood Lane  
C = A5 SW  
D = Chichele Road



## Appendix D

### Link flow diagrams



SITE

J1

10 1

4 34

2 36

Depot  
Approach

-1  
899  
0

21 22 23

4  
700  
22

J3

33 39 29

2

25 458

44 530

J2

Cricklewood Lane

181  
609  
142

123 362 46

A5 Cricklewood Broadway

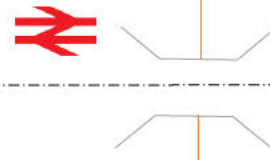
45 196 14

104  
587  
2

J4

A407

Cricklewood Lane  
2026 Baseline +  
Committed Development + Site  
0800-0900



SITE

J1

2 5

2 22

0 82

Depot Approach

-12  
773  
0

57 23 11

J3

32 15 21

11  
849  
34

A5 Cricklewood Broadway

157  
577  
63

115 333 12

31 380

J2

36

18 540

Cricklewood Lane

122 206 71

60  
684  
17

J4

A407

Cricklewood Lane  
2026 Baseline +  
Committed Development + Site  
1700 - 1800





SITE

J1

10 0

4 0

0 0

Depot Approach

-15  
899  
0

18 10 30

J3

33 23 29

9  
700  
22

A5 Cricklewood Broadway

187  
608  
145

45 180 14

0 532

Cricklewood Lane

125 362 46

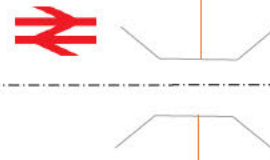
96  
590  
2

J4

A407

Cricklewood Lane  
2026 Baseline +  
Committed Development + Dev  
0800-0900





SITE

J1

2 0

2 0

0 0

Depot Approach

-15  
773  
0

11 3 -6

J3

32 9 21

24  
849  
34

A5 Cricklewood Broadway

160  
557  
63

115 318 12

0 385

Cricklewood Lane

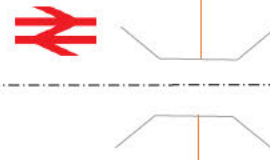
127 206 71

57  
692  
17

J4

Cricklewood Lane  
2026 Baseline +  
Committed Development + Dev  
1700 - 1800





SITE

J1

0 -1

0 -34

-2 -36

Depot Approach

-13  
0  
0

-2 -11 8

5  
0  
0

J3

0 -15 0

A5 Cricklewood Broadway

6  
-1  
2

0 -16 0

J2

-44 2

-2

-25 6

Cricklewood Lane

2 0 0

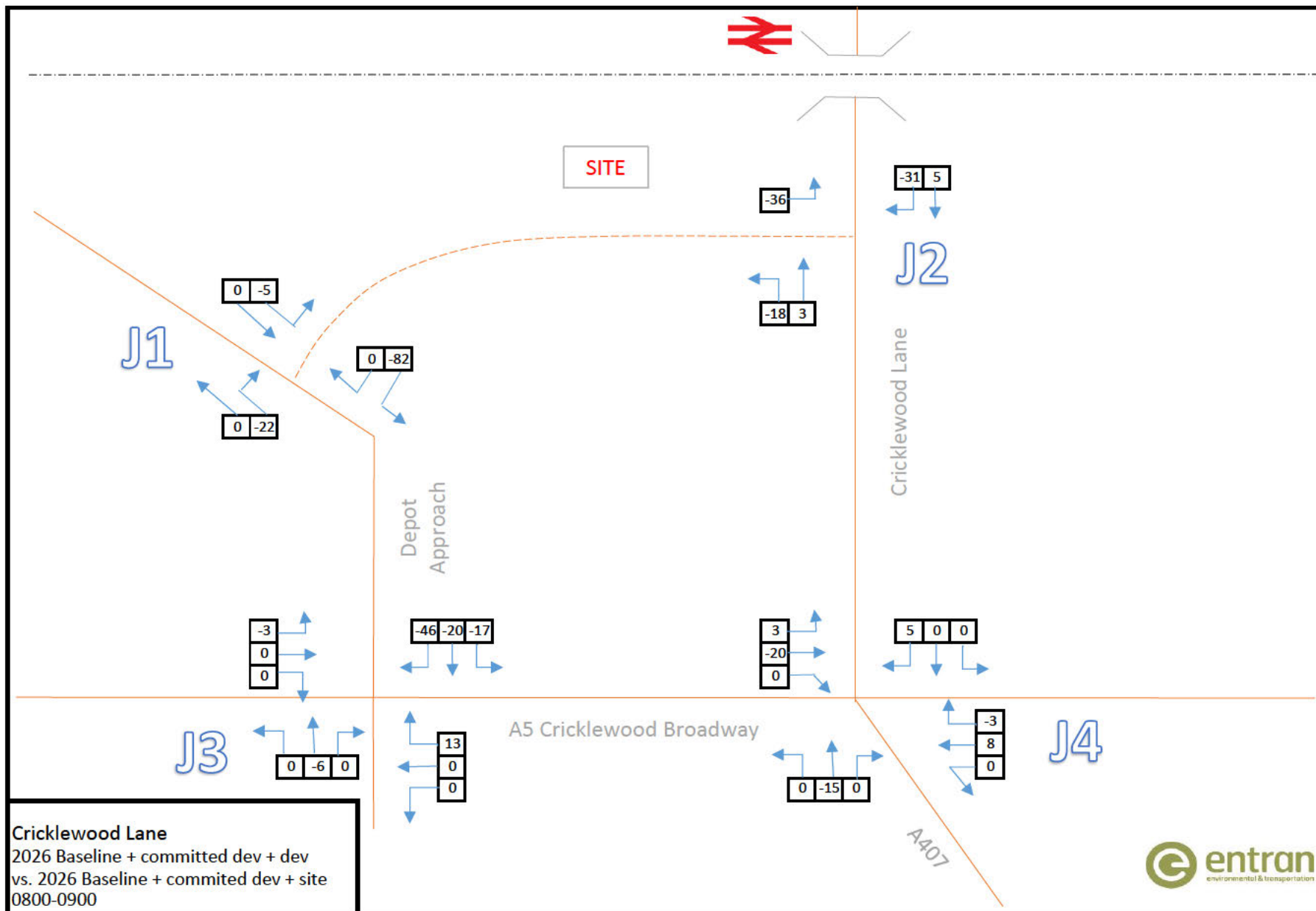
-9  
3  
0

J4

A407

Cricklewood Lane  
2026 Baseline + committed dev + dev  
vs. 2026 Baseline + committed dev + site  
0800-0900





Our Ref: TP53xx\_L6\_RF

Your Ref: 20/3564/OUT

Date: 26<sup>th</sup> May 2021

**Entran Ltd**  
78 York Street  
London  
W1H 1DP

Telephone: 0208 709 0991  
Email: richardfitter@entranltd.co.uk

John Mumby  
Iceni Projects  
Da Vinci House  
44 Saffron Hill  
London  
EC1N 8FH

Dear John,

### **Broadway Retail Park, Cricklewood – Revised Transport Assessment**

I am writing to you further to the latest the consultation response from LB Barnet Transport Team and our subsequent meeting with LBB on 14<sup>th</sup> May 2021.

At our meeting we discussed a series of exchanges of correspondence which followed the submission of our revised TA. In summary, we agreed a number of matters, requested further information from LBB on certain requests for contributions, and agreed to provide further information to support the findings of the TA. To that end, please find attached:

- Technical Note 5 – Traffic Impact Assessment (TIA)
- Dimensioned site access drawings showing Side Road Entry Treatment Features (SRET)
- Updated swept path analyses based on SRET means of access

#### Traffic Impact Assessment

Technical Note 5 includes a re-interrogation of the TRICS database to derive more accurate traffic forecasts for the residential element of the development. The TIA shows that the development as a whole would result in a net reduction in traffic in Cricklewood, particularly during the peak hours.

The development proposal includes the removal of the existing limited-movement junction onto Cricklewood Lane for the benefit of pedestrians, cyclists and public transport passengers, and to facilitate a significant improvement to the public realm in the form of landscape improvements to Cricklewood Green and the creation of a new public square. The closure of this vehicle access means that all proposed traffic will use Depot Approach whereas the existing site traffic uses Depot Approach and Cricklewood Lane. However, even taking account of the removal of the Cricklewood Lane junction, the redevelopment of the retail park will result in a net reduction in vehicle trips through the Depot Approach signal junction and the Cricklewood Broadway/Cricklewood Lane signal junction. There will be a small reduction in some individual turning movements and negligible increase in others. The net change will have no material effect on the operational capacity of either junction.



### Means of access

Due consideration was given to the provision of a pedestrian refuge at the main vehicle access point; however, the swept path assessment showed that this would require the site access carriageway to be widened and the junction radii increased to accommodate delivery and refuse vehicles. The proposed junction layout has therefore been reviewed and in accordance with TfL best practice, the carriageway width has been kept to a minimum with small radii to reduce vehicle turning speeds and minimise the crossing distance for pedestrians. Full details of both accesses have been provided showing carriageway width dimensions as well as radii and crossing distances. Both accesses now include a side road entry treatment (SRET) in accordance with TfL's standard design and specification. This reduces vehicle entry speeds and provides an at-grade crossing for pedestrians.

### Transport improvements

The proposed development has been designed from the outset to encourage walking and cycling and to enable public transport journeys rather than single-occupancy car journeys. This is entirely in line with the Mayor's Transport Strategy and the London Plan 2021. A key factor of this strategy is a high level of parking restraint, coupled with a suite of measures and improvements to encourage sustainable travel behaviour from the outset. As a result, the proposed development will result in a reduction in vehicular traffic in Cricklewood and an overall improvement in local highway conditions.

The new homes and businesses will be supported by a Framework Travel Plan which will include infrastructure, information and incentives to promote sustainable travel choices. The Proposed development will also deliver the following transport improvements which will benefit the new residents and visitors, as well as the local community.

- New pedestrian/cycle route between Depot Approach and Cricklewood Lane;
- Removal vehicle access from Cricklewood Lane;
- New public realm including a new public square, open space and play areas;
- Improvements to existing public realm, including Cricklewood Green enhancements to be secured by S106 agreement;
- New Car Club space(s) to provide for new residents and the wider local community;
- Land safeguarded so as not to preclude future southern access into Cricklewood Station;
- Potential S106 contribution towards improvements to the pedestrian route beneath the rail bridge; and
- Potential S106 contribution to upgrade one uncontrolled crossing on Cricklewood Lane to a Puffin.

Further details have been requested from the Council to justify the Council's request for a financial contribution towards extending the existing CPZ.

I trust this information is of use to you and would ask that you pass this letter, together with TN5 and the attached plans to the planning case officer so they can reconsult the highway authorities. Please let me know of you have any queries or require anything further at this stage. I would be grateful if you could pass this information to the planning case officer for consideration.

Yours sincerely

**Richard Fitter**


**Director** FCILT, FICE, FIHE

M.

# Appendix 1

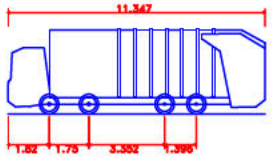
## Technical Note 5 – TIA

### (Stand-alone document)

<div> <div>DATE: May 2021</div> <div>  </div> </div>
<div> <div>Broadway Retail Park, Cricklewood [20/3564/OUT]</div> <div>TECHNICAL NOTE 5</div> <div>Traffic Impact Assessment</div> </div>
<div> <div>1. Introduction</div> <div> <p>1.1. This technical note (TNI) has been prepared by Entran in response to a consultation response from LEB Highways and a subsequent meeting on 14<sup>th</sup> May 2021, in respect of a planning application for a mixed-use development on land at Broadway Retail Park, Cricklewood.</p> <p>1.2. A Transport Assessment (TA) was submitted in support of the planning application and, following an initial consultation response, a revised TA was submitted in March 2021, together with a cover letter dated 12/3/2021 explaining the revisions and responding to the officer's comments.</p> <p>1.3. At the meeting it was agreed that the assessment of vehicle trips associated with the proposed residential uses was likely to be an over-estimate of traffic generation as the TRICS survey sites all had more parking per dwelling than the Cricklewood proposals. As a result, the net effects on the Highway network were likely to be an over-estimation.</p> <p>1.4. It should be noted that the net effects set out in the March 2021 TA showed a reduction in traffic across the day and a reduction in peak hour traffic compared to the lawful use of the site, however, due to the removal of an existing access onto Cricklewood Lane some movements on some arms of two junctions would experience an increase in vehicle trips (whereas other arms would see a reduction). Notwithstanding the overall reduction in traffic flows that would result from the redevelopment of Broadway Retail Park, the vehicle trips have been re-visited to ensure an accurate forecast is used to assess the likely effects of the development. This is presented here as a Traffic Impact Assessment (TIA).</p> </div> <div> <div>2. TRICS selection criteria</div> <div> <p>2.1. The TA included a multi-modal TRICS assessment for the proposed residential and commercial uses. In each case, the TRICS selection related to sites in London only, in Town Centre locations. Where possible, the selection criteria included sites with a FTAL rating 7+ compared to the Site, and for a GFA or unit numbers 7+ 50% compared to the proposed development. These criteria best represent the Site and proposed development, but can result in limited or no available TRICS data. Where that is the case then the efforts are relaxed to ensure a suitable number of survey sites; those sites are then reviewed to ensure they will not produce unrepresentative outlying data.</p> <p>2.2. The same site selection criteria have been used for the TIA vehicle trips. In order to maximise the number of survey sites, the TRICS database has been re-interpreted for the TIA using trip rates for vehicles rather than multi-modal trip rates. This increases the number of survey sites, but it is noted that the only available survey sites have unit numbers which are significantly lower than the proposed development.</p> <p>2.3. This re-assessment produced three survey sites for 'Flats Privately Owned' and two sites for 'Affordable Flats'. Details are contained in Appendix A. As with the original assessment, these sites all have parking ratios significantly higher than the 10% proposed at the Cricklewood site. The parking ratios from the TRICS survey sites are listed below:</p> <ul style="list-style-type: none"> <li>o Brent (Private) – 0.520 spaces per dwelling</li> <li>o Haringey (Private) – 0.431 spaces per dwelling</li> <li>o Chislehurst (Private) – 0.980 spaces per dwelling</li> <li>o Winton (Affordable) – 0.285 spaces per dwelling</li> <li>o Haringey (Affordable) – 0.811 spaces per dwelling</li> </ul> </div> </div> </div>

## **Appendix 2**

### **Site access details**



Large Refuse Vehicle (4 axle)	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

C	MAY21	Proposed SRET	JPB
B	APR21	Proposed SRET	JPB
A	JUL20	Additional annotations	LL

REV	DATE	REVISION DETAILS	BY
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2<sup>nd</sup> & 3<sup>rd</sup> Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG  
TELEPHONE : 0117 937 4077

PROJECT TITLE  
LAND AT CRICKLEWOOD LANE  
NW2 1ES

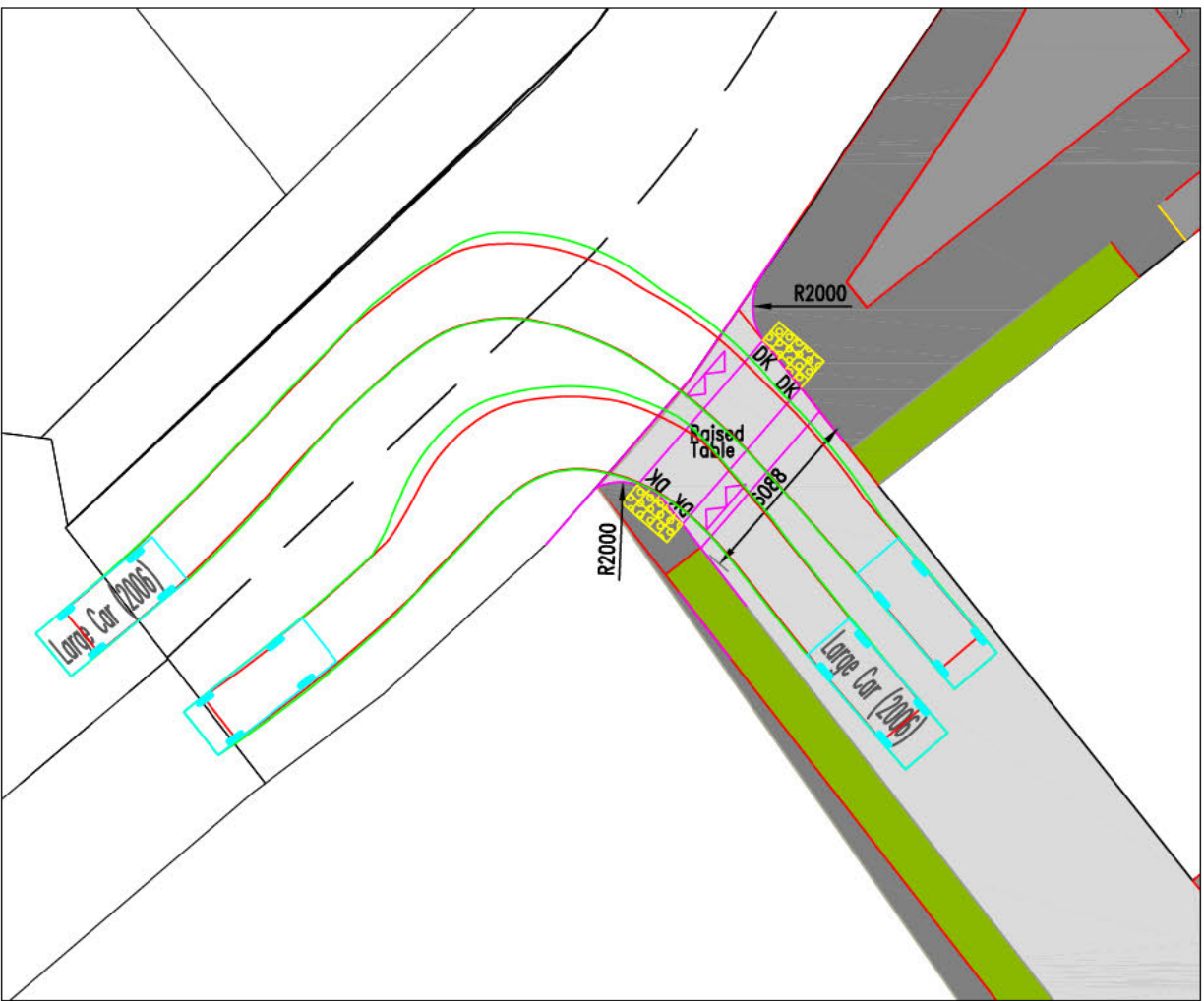
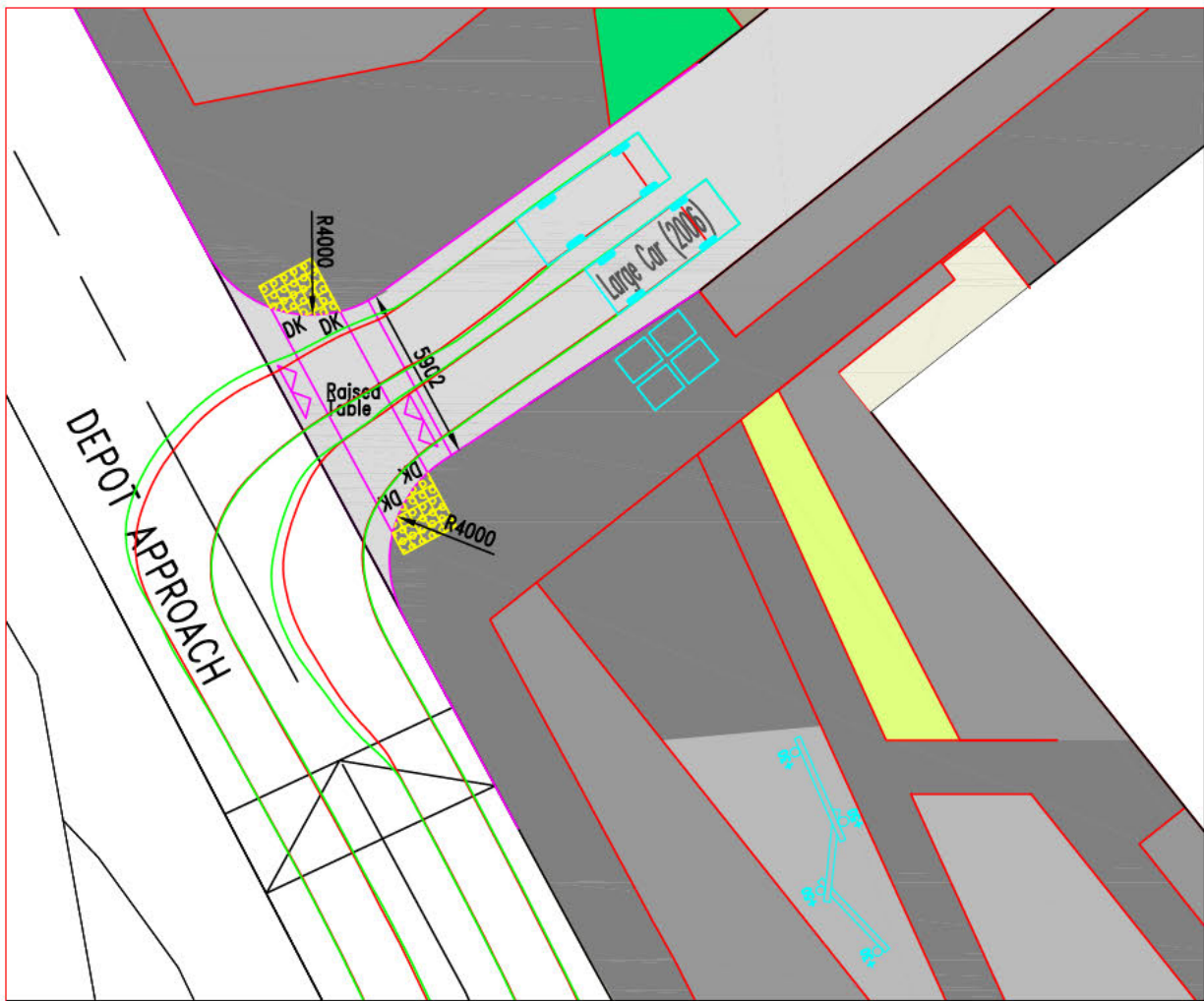
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REFUSE COLLECTION  
STRATEGY SPA LARGE REFUSE

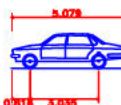
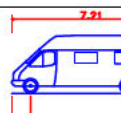
CLIENT / ARCHITECT  
MONTREAUX

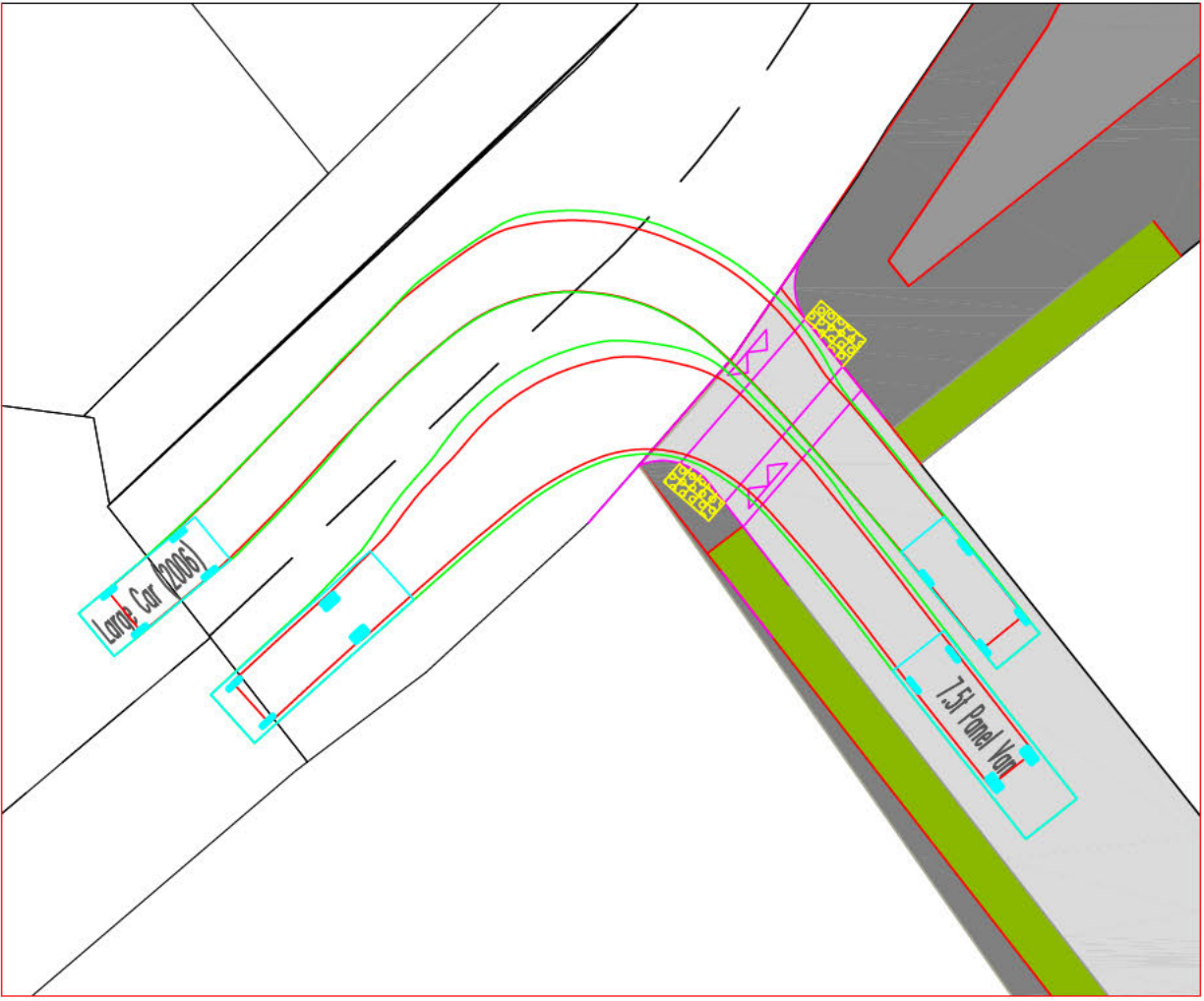
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CHECKED RF		APPROVED RF

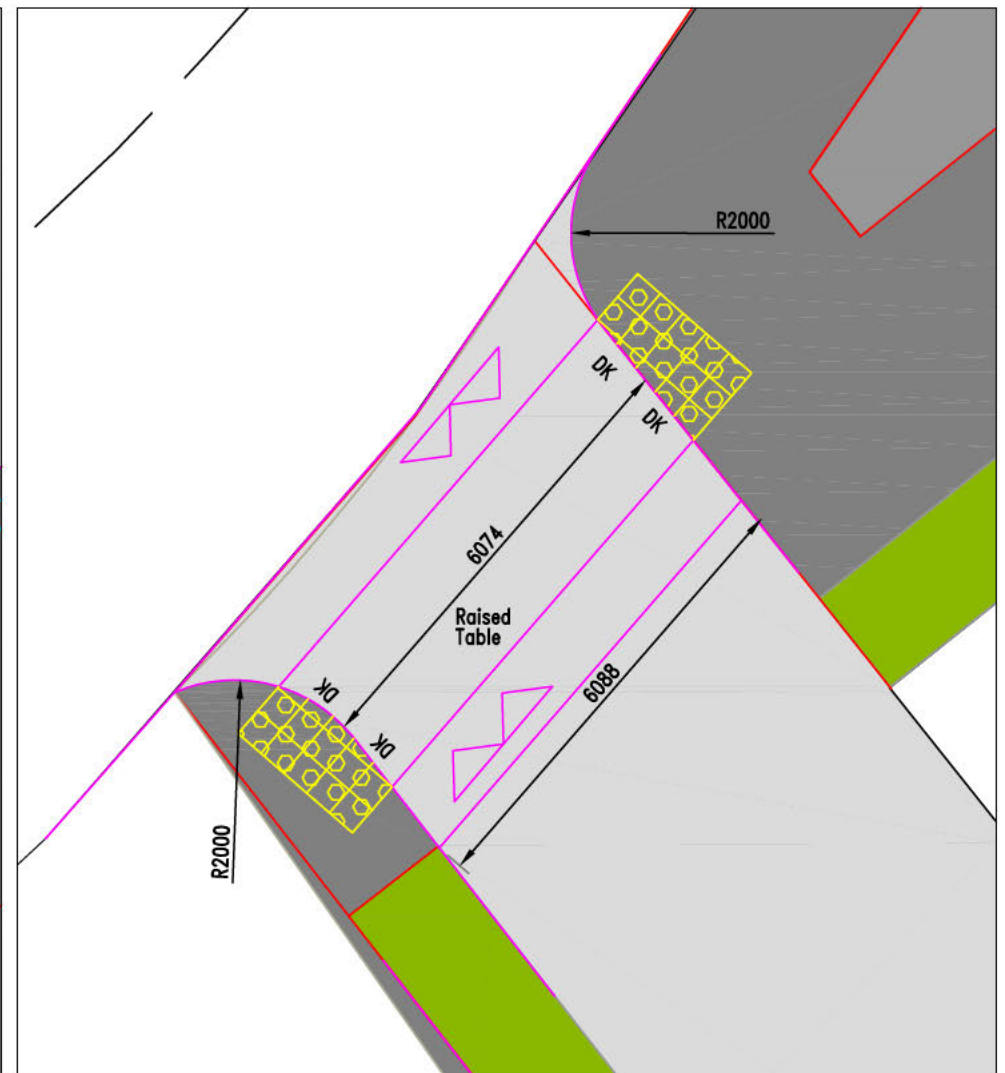
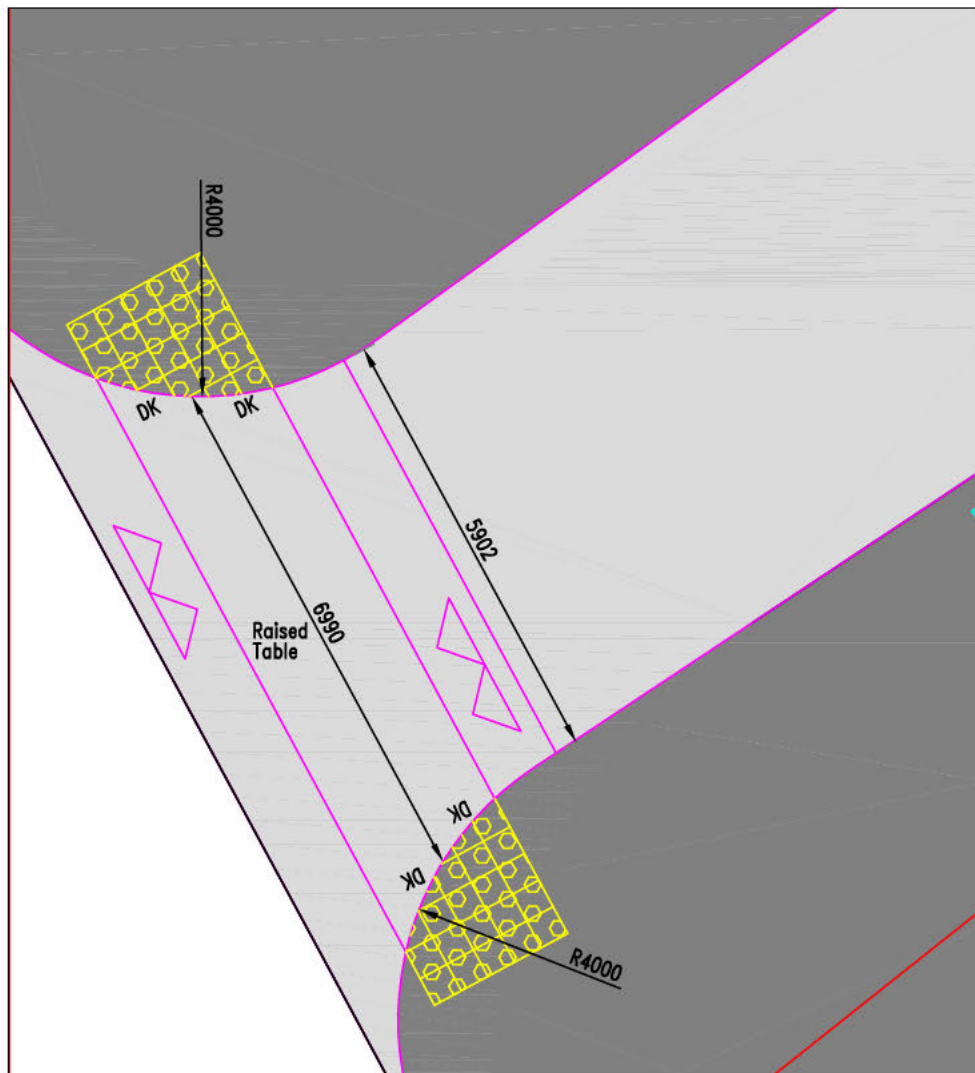
DRG SIZE A3	DATE MAY 21	DRAWING NUMBER SK201	REV C
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Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m
	
7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.885m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m



A	MAY21	PROPOSED SRET		JPB
REV	DATE	REVISION DETAILS		BY
<div><div>entran</div><div>environmental &amp; transportation</div></div> <div>2<sup>nd</sup> &amp; 3<sup>rd</sup> Floors   Northgate House   Upper Borough Walls   Bath   BA1 1RG TELEPHONE : 0117 937 4077</div>				
PROJECT TITLE				
CRICKLEWOOD GREEN				
DRAWING TITLE				
VEHICLE INTERACTION AT PROPOSED SITE ACCESSES				
CLIENT / ARCHITECT				
STATUS				
SCALE		DRAWN		
1:250		JPB		
CHECKED		APPROVED		
RF		RF		
DRG SIZE	DATE	DRAWING NUMBER		REV
A3	MAY 21	SK303		A



2<sup>nd</sup> & 3<sup>rd</sup> Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG  
TELEPHONE : 0117 937 4077

PROJECT TITLE **CRICKLEWOOD GREEN**

DRAWING TITLE **PROPOSED SIDE ROAD ENTRY TREATMENT**

DATE **MAY 21**

SCALE **1:100 AT A4**

STATUS

DRAWN **JPB**

CHECKED **RF**

APPROVED **RF**

DRG SIZE

**A4**

DRAWING NUMBER

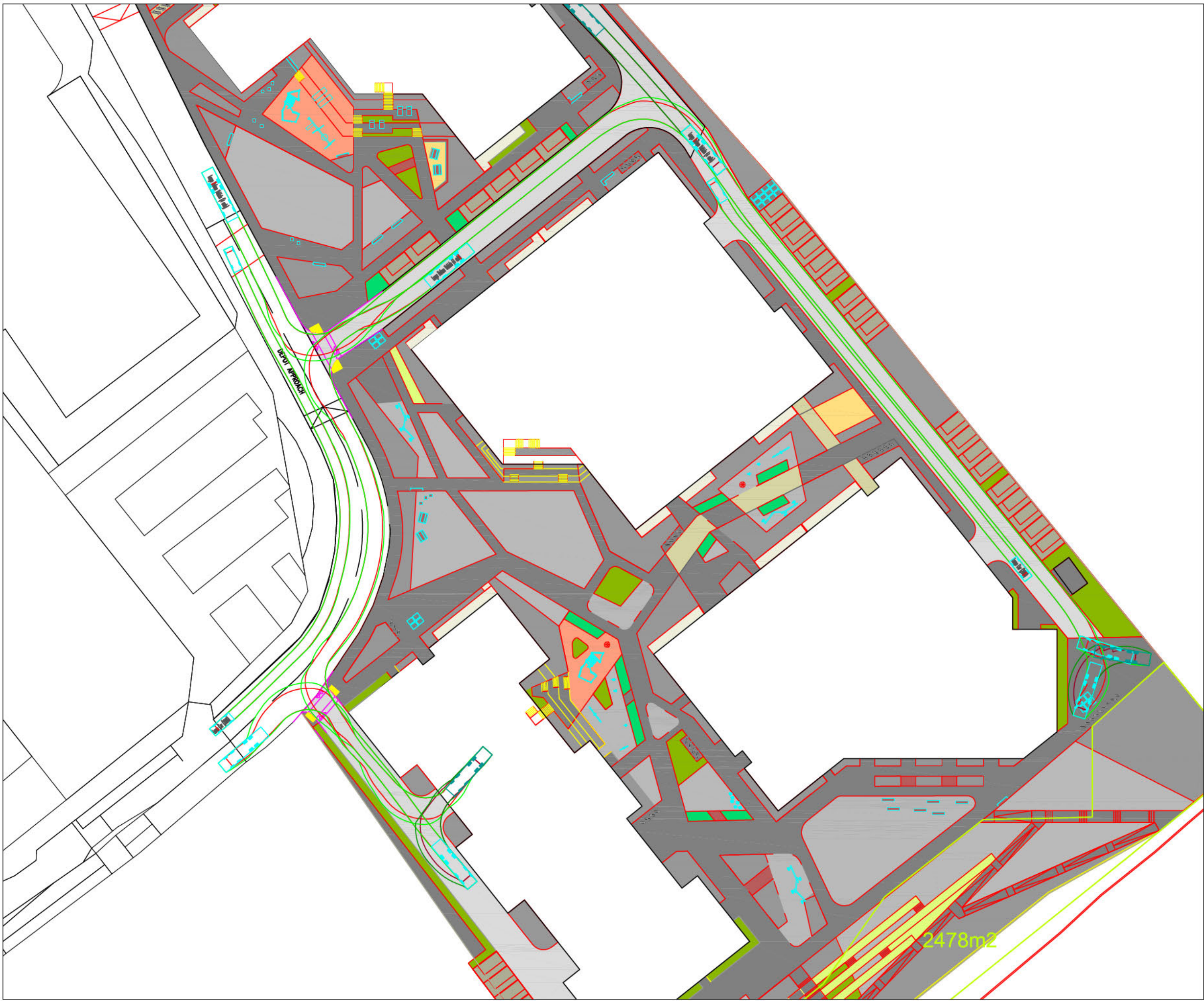
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REV

**A**

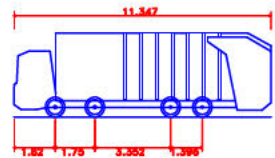
KEY

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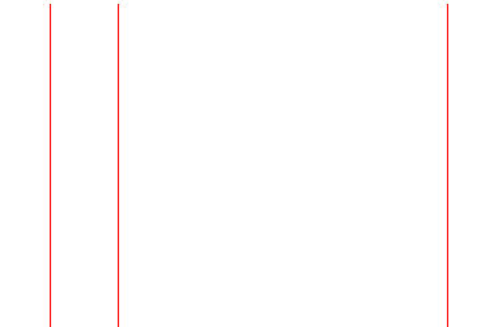




**Large Car (2006)**  
Overall Length 5.079m  
Overall Width 1.872m  
Overall Body Height 1.525m  
Min Body Ground Clearance 0.310m  
Max Track Width 1.831m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 5.900m



**Large Refuse Vehicle (4 axle)**  
Overall Length 11.347m  
Overall Width 2.500m  
Overall Body Height 3.751m  
Min Body Ground Clearance 0.304m  
Track Width 2.500m  
Lock to lock time 6.00s  
Wall to Wall Turning Radius 11.330m



A	MAY21	PROPOSED SRET	JPB
REV	DATE	REVISION DETAILS	BY



2<sup>nd</sup> & 3<sup>rd</sup> Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG  
TELEPHONE : 0117 937 4077

PROJECT TITLE  
**CRICKLEWOOD GREEN**

DRAWING TITLE  
**LARGE CAR INTERACTION WITH  
4-AXLE REFUSE VEHICLE**

CLIENT / ARCHITECT

STATUS

SCALE 1:750	AT A3	DRAWN JPB
CHECKED RF		APPROVED RF

DRG SIZE A3	DATE MAY 21	DRAWING NUMBER SK306	REV A
----------------	----------------	-------------------------	----------

## Carter, Richard

---

**From:** Mike Faulkner [REDACTED]  
**Sent:** 03 June 2021 11:04  
**To:** Griffiths, Carl  
**Subject:** FW: Comments for Planning Application 20/3564/OUT

Dear Mr. Griffiths,

Can you please confirm receipt of this.

Many thanks,

Mike Faulkner

Sent from my Galaxy

----- Original message -----

**From:** donotreply.publicaccess@barnet.gov.uk  
**Date:** 03/06/2021 10:45 (GMT+00:00)  
**To:** [REDACTED]  
**Subject:** Comments for Planning Application 20/3564/OUT

Mr Michael Faulkner,

You have been sent this email because you or somebody else has submitted a comment on a Planning Application to your local authority using your email address. A summary of your comments is provided below.

Comments were submitted at 10:18 AM on 02 Jun 2021 from Mr Michael Faulkner.

### Application Summary

**Address:** B And Q Broadway Retail Park Cricklewood Lane  
London NW2 1ES

**Proposal:** Outline planning application (including means of access with all other matters reserved) for the demolition of existing buildings and the comprehensive phased redevelopment of the site for a mix of uses including up to 1100 residential units (Use Class C3), and up to 1200 sqm of flexible commercial and community floorspace (Use Classes A3/B1/D1 and D2) in buildings ranging from 3 to 25 storeys along with car and cycle parking landscaping and associated works (this application is accompanied by an Environmental Statement) (ADDITIONAL INFORMATION RECEIVED - URBAN DESIGN STUDY).

**Case Officer:** Carl Griffiths

[Click for further information](#)

## Customer Details

**Name:** Mr Michael Faulkner  
**Email:** [REDACTED]  
**Address:** Gratton Terrace Gratton Terrace London NW2

## Comments Details

**Commenter Type:** Member of the Public

**Stance:** Customer objects to the Planning Application

### Reasons for comment:

**Comments:** I submitted a detailed and closely argued objection to this planning application on October 5th 2020. I wish every word of that to stand and want it to be taken into account. Therefore I shall limit this to briefly reiterating some of the main points I made then. I stress that the London Borough of Barnet's 2019 update on what is considered the appropriate height for new high-rise buildings in Cricklewood ranges from 6 to 14 storeys. It follows therefore that according to the LBB's calculation, anything in excess of 14 is INAPPROPRIATE! Accordingly, it is obvious that the application for a tower block rising to the ludicrous height of 25 storeys is totally unacceptable and should be thrown out forthwith. NOTHING higher than fourteen storeys is acceptable.

There are no very tall buildings in Cricklewood. The character of the largely late Victorian and Edwardian residential and commercial buildings in the surrounding neighbourhood must be respected. Nothing should be constructed that so blatantly ignores these communities and conflicts with the architectural aesthetic.

I am not opposed to the construction of new housing units. The country is faced with a huge housing crisis. But certain criteria must be observed:

1. The application envisaged represents a huge over-development of the site This can only be achieved by the construction of monolithic tower blocks of unacceptable height.
2. It will result in an unsustainable level of traffic on the limited road capacity available, already destined by other local developments to add to the volume of HGVs using all adjacent roads, and hugely adding to pollution levels on the overused A5, one of the most polluted major roads in London.
3. The 1,100 units envisaged will add 3000+ new residents to a heavily populated neighbourhood, putting an impossible burden on local services and medical provision. It will impact very detrimentally on the Railway Terraces Conservation Area, where I live. Please reject the application.

## Carter, Richard

---

**From:** Clarke, Cllr Anne  
**Sent:** 03 June 2021 14:06  
**To:** Zinkin, Cllr Peter; Ryde, Cllr Shimon; anne.clarke@LONDON.GOV.UK  
**Cc:** Griffiths, Carl  
**Subject:** RE: 20/3564/OUT B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Dear Peter,

I am surprised and very disappointed by this reply. This application is far too important for political games, but I will respond to the points you have made:

1. As you will know, the Mayor doesn't have final say. The Secretary of State, Robert Jenrick, does and you will know he called in the massive overdevelopment at the North London Business Park after Barnet's Planning Committee refused it and the mayor agreed with Barnet. Mr Jenrick ignored residents, the council and the Mayor of London to approve a clearly unacceptable scheme. He has a history of doing this in other areas too.

2. You say I have not been successful in persuading the Mayor or the planning team at the GLA. I take this very seriously and it is wholly unfair. It has been said to me by other residents that you have said as much behind my back. How precisely have I failed? It would be absurd for the GLA to reissue Stage 1 guidance at this point and it would be highly inappropriate for me to raise with the mayor personally ahead of a decision by Barnet's Planning Committee. My objections as a councillor and as an Assembly Member have been made strongly and publicly and will continue to be made. As you know having "quiet words" with the Mayor or the planning office would be unethical and could be counter-productive if challenged.

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I have always been fair with the both of you, often when I could get a really good jab in, and I would certainly not email a resident saying this about you.

I expect you will clarify this with the resident. It's in no one's interest to have an acrimonious final year to the most unusual term in Childs Hill. This application has been very stressful locally, and statements like this pitting me against residents is deeply unhelpful.

---

**From:** Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>  
**Sent:** 01 June 2021 21:10  
**To:** Joseph Bryan [REDACTED]; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; anne.clarke@LONDON.GOV.UK  
**Cc:** Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>  
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I completely agree with you as do both my ward colleagues. Unfortunately the Mayor of London Sadiq Khan has the last say and to date Cllr Clarke as the GLA assembly member for Barnet and Camden has not persuaded him and his officers Not to support the scheme. I suggest you lobby her in her AM role.

Regards

---

**From:** Joseph Bryan [REDACTED]  
**Sent:** Tuesday, June 1, 2021 4:11 pm  
**To:** Ryde, Cllr Shimon; Zinkin, Cllr Peter; Clarke, Cllr Anne

Cc: Griffiths, Carl

Subject: Fw: 20/3564/OUT B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Dear Councillors,

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You will be aware of the proposed development of the B&Q site which has attracted a great deal of criticism from local people. I object to the proposal, but I would support a smaller residential redevelopment of the site. The heart of the matter is that the size of the proposed development (1,100 new flats, with 25-storey buildings) will totally overwhelm all local infrastructure: roads, transport, parking, shops, schools, surgeries and so on. It will also be out of keeping with the look of the area.

I understand you are three Councillors of different political affiliations, but this is a non-political matter and I encourage you to combine on a cross-party basis to strongly oppose the current development.

Please see below my email just sent now to the Case Officer (who I also copy here).

Yours sincerely,

Joseph Bryan  
21 Midland Terrace, NW2 6QH

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From: Joseph Bryan [REDACTED] >

To: [Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk) <[carl.griffiths@barnet.gov.uk](mailto:carl.griffiths@barnet.gov.uk)>

Sent: Tuesday, 1 June 2021, 16:08:11 BST

Subject: 20/3564/OUT B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Dear Mr Griffiths,

**20/3564/OUT B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES**

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As I said in my original comment, I am in favour of improving the housing stock in this area and, indeed, across London and the country. The housing crisis is dire, but it will not be solved by

proposals such as this, which will so obviously overwhelm local infrastructure and everyone's quality of life.

Like most people, I don't have time to read complicated and lengthy planning documents, but even a cursory look at the revised application reveals several untenable conclusions. For example, the Transport Assessment (paras. 12.11-12.12) finds that there will be an extra 133 passengers at Cricklewood station in the morning peak. That feels like an underestimate for 1,100 new households. It also assumes only two-thirds of them will travel southbound; the fact that that is a wrong assumption will be plain to anyone who has ever travelled from Cricklewood in the morning.

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I encourage the Council to think again: yes, redevelop the site and create more housing – but please do it in a manageable way.

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Joseph Bryan

## Carter, Richard

**From:** Griffiths, Carl  
**Sent:** 03 June 2021 14:20  
**To:** Gaudin, Fabien  
**Cc:** Dillon, Andrew  
**Subject:** FW: 20/3564/OUT B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

FYI...

**Carl Griffiths**  
**Principal Planner**  
**Major Projects**

**Strategic Planning and Regeneration**  
**Regional Enterprise**

2 Bristol Avenue, Colindale, NW9 4EW  
T: 0208 359 5400

Barnet Online: [www.barnet.gov.uk](http://www.barnet.gov.uk)

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---

**From:** Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>  
**Sent:** 03 June 2021 14:06  
**To:** Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; anne.clarke@LONDON.GOV.UK  
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To: [Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk) <[carl.griffiths@barnet.gov.uk](mailto:carl.griffiths@barnet.gov.uk)>

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Yours sincerely,

Joseph Bryan

## Carter, Richard

---

**From:** donotreply.publicaccess@barnet.gov.uk  
**Sent:** 03 June 2021 15:17  
**To:** Griffiths, Carl  
**Subject:** Comments for Planning Application 20/3564/OUT

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 3:17 PM on 03 Jun 2021 from Miss kathryn stratton.

### Application Summary

**Address:** B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES

**Proposal:** Outline planning application (including means of access with all other matters reserved) for the demolition of existing buildings and the comprehensive phased redevelopment of the site for a mix of uses including up to 1100 residential units (Use Class C3), and up to 1200 sqm of flexible commercial and community floorspace (Use Classes A3/B1/D1 and D2) in buildings ranging from 3 to 25 storeys along with car and cycle parking landscaping and associated works (this application is accompanied by an Environmental Statement) (ADDITIONAL INFORMATION RECEIVED - URBAN DESIGN STUDY).

**Case Officer:** Carl Griffiths

[Click for further information](#)

### Customer Details

**Name:** Miss kathryn stratton  
**Email:** [REDACTED]  
**Address:** flat 47 coleby house Cricklewood

### Comments Details

**Commenter Type:** Neighbour  
**Stance:** Customer objects to the Planning Application

#### Reasons for comment:

**Comments:** The size of the proposed development is far too large, it would be out of character for the area and would be aesthetically unappealing. A 25 storey block is so large it would effect a huge amount of neighbours. Many properties will have view of the building and some will be overshadowed.

My other main concern is the sheer increase in people, the area is already running at maximum with GPs, dentists, schools, transport, parking and traffic. A development of this size will just stress this further.



## Carter, Richard

---

**From:** donotreply.publicaccess@barnet.gov.uk  
**Sent:** 03 June 2021 15:27  
**To:** Griffiths, Carl  
**Subject:** Comments for Planning Application 20/3564/OUT

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 3:27 PM on 03 Jun 2021 from Mrs Gill Abbott.

### Application Summary

**Address:** B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES

**Proposal:** Outline planning application (including means of access with all other matters reserved) for the demolition of existing buildings and the comprehensive phased redevelopment of the site for a mix of uses including up to 1100 residential units (Use Class C3), and up to 1200 sqm of flexible commercial and community floorspace (Use Classes A3/B1/D1 and D2) in buildings ranging from 3 to 25 storeys along with car and cycle parking landscaping and associated works (this application is accompanied by an Environmental Statement) (ADDITIONAL INFORMATION RECEIVED - URBAN DESIGN STUDY).

**Case Officer:** Carl Griffiths

[Click for further information](#)

### Customer Details

**Name:** Mrs Gill Abbott  
**Email:** [REDACTED]  
**Address:** 79 Cumbrian Gardens London

### Comments Details

**Commenter Type:** Member of the Public

**Stance:** Customer objects to the Planning Application

**Reasons for comment:**

**Comments:** I strongly object to the proposed tower blocks to be built on the B & Q land. These are not in keeping with the local buildings and will look hideous as they will look out of character for Cricklewood. This project will have a massive impact on yet more traffic causing more air pollution. GP surgeries, Dentists in Cricklewood are already struggling to cope with patients. What about our local schools: these tower blocks will reduce catchment areas for schools. What about recreational areas for these extra people, Cricklewood doesn't have enough for current families!



## Carter, Richard

---

**From:** John Mumby <jmumby@iceniprojects.com>  
**Sent:** 03 June 2021 16:46  
**To:** Griffiths, Carl; Dillon, Andrew  
**Cc:** Gaudin, Fabien; [REDACTED]  
**Subject:** Catch Up - B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Good afternoon Carl / Andrew,

I would be grateful if we could please organise a call for early next week regarding this application. I'm very keen to get an update on any outstanding matters, alongside a discussion about a potential Committee date.

Montreaux have made contact with Cllr Greenspan and she is happy to have a meet, but we need a target Committee date to put the meet in the diary.

Look forward to hearing back from you.

Many thanks  
John

**John Mumby BA (Hons)**  
Director, Planning

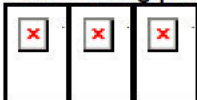
telephone: [REDACTED]  
mobile: [REDACTED]  
email: jmumby@iceniprojects.com



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## Carter, Richard

---

**From:** Zinkin, Cllr Peter  
**Sent:** 03 June 2021 16:52  
**To:** Clarke, Cllr Anne; Ryde, Cllr Shimon; anne.clarke@LONDON.GOV.UK  
**Cc:** Griffiths, Carl  
**Subject:** Re: 20/3564/OUT B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Anne

It is not a game it is very serious. There is an understandable but fundamental difference of approach between Barnet and the Mayor.

We are subject to his automatic oversight on applications of this scale whereas the SoS has to decide to call in which is done very sparingly.  
Having watched the Mayor examine our officers on other applications it is clear what his priorities are.

I know they are not mine and in this particular case I hope they are not yours. In your new role you have more opportunity than us to put your and our concerns directly to relevant officers and what I was asking was for that representation to take place.

Regards  
Peter

---

**From:** Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>  
**Sent:** Thursday, June 3, 2021 2:06:28 PM  
**To:** Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; anne.clarke@LONDON.GOV.UK <anne.clarke@LONDON.GOV.UK>  
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**Cc:** Griffiths, Carl

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passengers at Cricklewood station in the morning peak. That feels like an underestimate for 1,100 new households. It also assumes only two-thirds of them will travel southbound; the fact that that is a wrong assumption will be plain to anyone who has ever travelled from Cricklewood in the morning.

There is real potential for a smaller-scale residential development of the B&Q site. If the number of flats being built is reduced to something manageable, I would support it. A smaller development would also make life more pleasant for its future residents.

I encourage the Council to think again: yes, redevelop the site and create more housing – but please do it in a manageable way.

**Please would you kindly acknowledge receipt of this email before the deadline for comments on the application expires** so that I am reassured it has been received and read.

Yours sincerely,  
Joseph Bryan

## **Carter, Richard**

---

**From:** Anne Clarke <Anne.Clarke@london.gov.uk>  
**Sent:** 03 June 2021 16:55  
**To:** Zinkin, Cllr Peter; Clarke, Cllr Anne; Ryde, Cllr Shimon  
**Cc:** Griffiths, Carl  
**Subject:** Re: 20/3564/OUT B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

You sent this to a resident.

“Unfortunately the Mayor of London Sadiq Khan has the last say and to date Cllr Clarke as the GLA assembly member for Barnet and Camden has not persuaded him and his officers Not to support the scheme“

I’m really not happy and will set this straight with the resident.

### **Anne Clarke AM**

#### **London Assembly Member for Barnet and Camden**

#### **London Assembly Labour**

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City Hall, The Queen’s Walk, London SE1 2AA

[020 7983 5529](tel:02079835529)

[london.gov.uk](https://www.london.gov.uk)

[Anne.Clarke@london.gov.uk](mailto:Anne.Clarke@london.gov.uk)

twitter @anne\_clarke

facebook @anne4barnetandcamden

Instagram annebclarke

---

**From:** Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>  
**Sent:** Thursday, June 3, 2021 4:51:30 PM  
**To:** Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; Anne Clarke <Anne.Clarke@london.gov.uk>  
**Cc:** Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>  
**Subject:** Re: 20/3564/OUT B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Anne

It is not a game it is very serious. There is an understandable but fundamental difference of approach between Barnet and the Mayor.

We are subject to his automatic oversight on applications of this scale whereas the SoS has to decide to call in which is done very sparingly.

Having watched the Mayor examine our officers on other applications it is clear what his priorities are.

I know they are not mine and in this particular case I hope they are not yours. In your new role you have more opportunity than us to put your and our concerns directly to relevant officers and what I was asking was for that representation to take place.

Regards

Peter

## Carter, Richard

---

**From:** Gaudin, Fabien  
**Sent:** 03 June 2021 17:55  
**To:** Griffiths, Carl  
**Subject:** RE: 20/3564/OUT B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Not sure why they feel the need to copy you in.....

**Fabien Gaudin MRTPI**

**Service Director**

**Planning and Building Control**

London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW

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**Advance notice of leave: I will be on annual leave between 3<sup>rd</sup> and 8<sup>th</sup> June 2021.**

---

**From:** Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>  
**Sent:** 03 June 2021 17:09  
**To:** Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>  
**Subject:** FW: 20/3564/OUT B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

More responses...

**Carl Griffiths**

**Principal Planner**

**Major Projects**

**Strategic Planning and Regeneration**

**Regional Enterprise**

2 Bristol Avenue, Colindale, NW9 4EW

T: 0208 359 5400

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From: Zinkin, Cllr Peter <[Cllr.P.Zinkin@Barnet.gov.uk](mailto:Cllr.P.Zinkin@Barnet.gov.uk)>

Sent: 03 June 2021 17:02

To: Anne Clarke <[Anne.Clarke@london.gov.uk](mailto:Anne.Clarke@london.gov.uk)>; Zinkin, Cllr Peter <[Cllr.P.Zinkin@Barnet.gov.uk](mailto:Cllr.P.Zinkin@Barnet.gov.uk)>; Clarke, Cllr Anne <[Cllr.A.Clarke@Barnet.gov.uk](mailto:Cllr.A.Clarke@Barnet.gov.uk)>; Ryde, Cllr Shimon <[Cllr.S.Ryde@Barnet.gov.uk](mailto:Cllr.S.Ryde@Barnet.gov.uk)>

Cc: Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>

Subject: Re: 20/3564/OUT B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

In 99% of cases this is exactly correct and is the major dilemma for the planning committee when considering such applications. I accept the SoS does have the power to call in but as I said this is almost never used.

So as a practical matter in relation to this application I stand by my comment with that gloss. The only chance we have to influence the thinking of the GLA on this is your good self. Their officers view will I understand be part of any planning report from Barnet officers.

Regards

---

From: Anne Clarke <[Anne.Clarke@london.gov.uk](mailto:Anne.Clarke@london.gov.uk)>

Sent: Thursday, June 3, 2021 4:55 pm

To: Zinkin, Cllr Peter; Clarke, Cllr Anne; Ryde, Cllr Shimon

Cc: Griffiths, Carl

Subject: Re: 20/3564/OUT B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

You sent this to a resident.

"Unfortunately the Mayor of London Sadiq Khan has the last say and to date Cllr Clarke as the GLA assembly member for Barnet and Camden has not persuaded him and his officers Not to support the scheme"

I'm really not happy and will set this straight with the resident.

**Anne Clarke AM**

**London Assembly Member for Barnet and Camden**

**London Assembly Labour**

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City Hall, The Queen's Walk, London SE1 2AA

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[Anne.Clarke@london.gov.uk](mailto:Anne.Clarke@london.gov.uk)

twitter @anne\_clarke

facebook @anne4barnetandcamden

Instagram annebclarke

---

**From:** Zinkin, Cllr Peter <[Cllr.P.Zinkin@Barnet.gov.uk](mailto:Cllr.P.Zinkin@Barnet.gov.uk)>

**Sent:** Thursday, June 3, 2021 4:51:30 PM

**To:** Clarke, Cllr Anne <[Cllr.A.Clarke@Barnet.gov.uk](mailto:Cllr.A.Clarke@Barnet.gov.uk)>; Ryde, Cllr Shimon <[Cllr.S.Ryde@Barnet.gov.uk](mailto:Cllr.S.Ryde@Barnet.gov.uk)>; Anne Clarke <[Anne.Clarke@london.gov.uk](mailto:Anne.Clarke@london.gov.uk)>

**Cc:** Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>

**Subject:** Re: 20/3564/OUT B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Anne

It is not a game it is very serious. There is an understandable but fundamental difference of approach between Barnet and the Mayor.

We are subject to his automatic oversight on applications of this scale whereas the SoS has to decide to call in which is done very sparingly.

Having watched the Mayor examine our officers on other applications it is clear what his priorities are.

I know they are not mine and in this particular case I hope they are not yours. In your new role you have more opportunity than us to put your and our concerns directly to relevant officers and what I was asking was for that representation to take place.

Regards

Peter

---

**From:** Clarke, Cllr Anne <[Cllr.A.Clarke@Barnet.gov.uk](mailto:Cllr.A.Clarke@Barnet.gov.uk)>

**Sent:** Thursday, June 3, 2021 2:06:28 PM

**To:** Zinkin, Cllr Peter <[Cllr.P.Zinkin@Barnet.gov.uk](mailto:Cllr.P.Zinkin@Barnet.gov.uk)>; Ryde, Cllr Shimon <[Cllr.S.Ryde@Barnet.gov.uk](mailto:Cllr.S.Ryde@Barnet.gov.uk)>; [anne.clarke@LONDON.GOV.UK](mailto:anne.clarke@LONDON.GOV.UK) <[anne.clarke@LONDON.GOV.UK](mailto:anne.clarke@LONDON.GOV.UK)>

**Cc:** Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>

**Subject:** RE: 20/3564/OUT B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Dear Peter,

I am surprised and very disappointed by this reply. This application is far too important for political games, but I will respond to the points you have made:

1. As you will know, the Mayor doesn't have final say. The Secretary of State, Robert Jenrick, does and you will know he called in the massive overdevelopment at the North London Business Park after Barnet's Planning Committee

refused it and the mayor agreed with Barnet. Mr Jenrick ignored residents, the council and the Mayor of London to approve a clearly unacceptable scheme. He has a history of doing this in other areas too.

2. You say I have not been successful in persuading the Mayor or the planning team at the GLA. I take this very seriously and it is wholly unfair. It has been said to me by other residents that you have said as much behind my back. How precisely have I failed? It would be absurd for the GLA to reissue Stage 1 guidance at this point and it would be highly inappropriate for me to raise with the mayor personally ahead of a decision by Barnet's Planning Committee. My objections as a councillor and as an Assembly Member have been made strongly and publicly and will continue to be made. As you know having "quiet words" with the Mayor or the planning office would be unethical and could be counter-productive if challenged.

3. Your email seems to suggest that Barnet officers have already made a determination- if so, what is it, and when did they communicate this to you?

I have always been fair with the both of you, often when I could get a really good jab in, and I would certainly not email a resident saying this about you.

I expect you will clarify this with the resident. It's in no one's interest to have an acrimonious final year to the most unusual term in Childs Hill. This application has been very stressful locally, and statements like this pitting me against residents is deeply unhelpful.

---

**From:** Zinkin, Cllr Peter <[Cllr.P.Zinkin@Barnet.gov.uk](mailto:Cllr.P.Zinkin@Barnet.gov.uk)>

**Sent:** 01 June 2021 21:10

**To:** Joseph Bryan [REDACTED]; Ryde, Cllr Shimon <[Cllr.S.Ryde@Barnet.gov.uk](mailto:Cllr.S.Ryde@Barnet.gov.uk)>; Clarke, Cllr Anne <[Cllr.A.Clarke@Barnet.gov.uk](mailto:Cllr.A.Clarke@Barnet.gov.uk)>; [anne.clarke@LONDON.GOV.UK](mailto:anne.clarke@LONDON.GOV.UK)

**Cc:** Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>

**Subject:** Re: 20/3564/OUT B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

I completely agree with you as do both my ward colleagues. Unfortunately the Mayor of London Sadiq Khan has the last say and to date Cllr Clarke as the GLA assembly member for Barnet and Camden has not persuaded him and his officers Not to support the scheme. I suggest you lobby her in her AM role.

Regards

---

**From:** Joseph Bryan [REDACTED] >

**Sent:** Tuesday, June 1, 2021 4:11 pm

**To:** Ryde, Cllr Shimon; Zinkin, Cllr Peter; Clarke, Cllr Anne

**Cc:** Griffiths, Carl

**Subject:** Fw: 20/3564/OUT B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Dear Councillors,

I am writing to you as a resident of Childs Hill ward.

You will be aware of the proposed development of the B&Q site which has attracted a great deal of criticism from local people. I object to the proposal, but I would support a smaller residential redevelopment of the site. The heart of the matter is that the size of the proposed development (1,100 new flats, with 25-storey buildings) will totally overwhelm all local infrastructure: roads, transport, parking, shops, schools, surgeries and so on. It will also be out of keeping with the look of the area.

I understand you are three Councillors of different political affiliations, but this is a non-political matter and I encourage you to combine on a cross-party basis to strongly oppose the current development.

Please see below my email just sent now to the Case Officer (who I also copy here).

Yours sincerely,

Joseph Bryan  
21 Midland Terrace, NW2 6QH

----- Forwarded message -----

**From:** Joseph Bryan <[joebryan6@yahoo.co.uk](mailto:joebryan6@yahoo.co.uk)>

**To:** [Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk) <[carl.griffiths@barnet.gov.uk](mailto:carl.griffiths@barnet.gov.uk)>

**Sent:** Tuesday, 1 June 2021, 16:08:11 BST

**Subject:** 20/3564/OUT B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Dear Mr Griffiths,

**20/3564/OUT B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES**

I am a local resident (21 Midland Terrace, NW2 6QH) and I wish to inform you of my objection to the above application. Please see below the comments I have made on the Planning Portal.

Unfortunately, I have been unable to locate my original comment from 2020 (submitted under my same name, but a different address: 14B Chichele Mansions, Chichele Road, NW2 3DG) because it seems to be missing from the Planning Portal - **please would you kindly obtain and copy, read it and forward it to me for my records.**

I object to the proposal for the reasons set out in my original comment in 2020, which I request that the Council reads again.

Those original reasons remain valid because there has been no material change to the application. This is disappointing because the developers and Council have missed an opportunity to take into account the strength of local opposition to the proposal. Many people will feel the revised application ignores their reasonably expressed views.

As I said in my original comment, I am in favour of improving the housing stock in this area and, indeed, across London and the country. The housing crisis is dire, but it will not be solved by proposals such as this, which will so obviously overwhelm local infrastructure and everyone's quality of life.

Like most people, I don't have time to read complicated and lengthy planning documents, but even a cursory look at the revised application reveals several untenable conclusions. For example, the Transport Assessment (paras. 12.11-12.12) finds that there will be an extra 133 passengers at Cricklewood station in the morning peak. That feels like an underestimate for 1,100 new households. It also assumes only two-thirds of them will travel southbound; the fact that that is a wrong assumption will be plain to anyone who has ever travelled from Cricklewood in the morning.

There is real potential for a smaller-scale residential development of the B&Q site. If the number of flats being built is reduced to something manageable, I would support it. A smaller development would also make life more pleasant for its future residents.

I encourage the Council to think again: yes, redevelop the site and create more housing – but please do it in a manageable way.

**Please would you kindly acknowledge receipt of this email before the deadline for comments on the application expires** so that I am reassured it has been received and read.

Yours sincerely,

Joseph Bryan

This email and any attachments to it are intended solely for the individual to whom it is addressed. It may contain sensitive or confidential material and should be handled accordingly. However, it is recognised that, as an intended recipient of this email, you may wish to share it with those who have a legitimate interest in the contents.

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## Carter, Richard

---

**From:** Re-MembersEnquiries  
**Sent:** 07 June 2021 10:03  
**To:** Griffiths, Carl  
**Cc:** Dillon, Andrew  
**Subject:** DAY 4 REMINDER : Comments on task "20/3564/OUT - B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES - Your Ref: 101002188287"  
**Attachments:** DAY 3 REMINDER : Comments on task "20/3564/OUT - B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES - Your Ref: 101002188287"  
**Importance:** High

Hi Carl,

Could you please arrange for a response to Mr George Smith confirming the process being taken, as this was logged as a members enquiry. Even if it is just acknowledgement of receipt, a response is required.

Kind regards,

  
**Members Case Officer for Re (Planning and Building Control)**

London Borough of Barnet, 2 Bristol Avenue, Colindale London NW9 4EW

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**From:** Griffiths, Carl  
**Sent:** 04 June 2021 13:09  
**To:** Re-MembersEnquiries <Re-MembersEnquiries@Barnet.gov.uk>  
**Cc:** Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>  
**Subject:** RE: DAY 3 REMINDER : Comments on task "20/3564/OUT - B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES - Your Ref: 101002188287"

Hi 

This is a planning objection to a live application which has been formally recorded and does not require a formal response so please can this request be closed down.

Many Thanks

Carl

**Carl Griffiths**  
**Principal Planner**  
**Major Projects**

**Strategic Planning and Regeneration**  
**Regional Enterprise**

2 Bristol Avenue, Colindale, NW9 4EW

T: 0208 359 5400

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From: Re-MembersEnquiries <[Re-MembersEnquiries@Barnet.gov.uk](mailto:Re-MembersEnquiries@Barnet.gov.uk)>

Sent: 04 June 2021 11:54

To: Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>

Cc: Dillon, Andrew <[Andrew.Dillon@Barnet.gov.uk](mailto:Andrew.Dillon@Barnet.gov.uk)>

Subject: DAY 3 REMINDER : Comments on task "20/3564/OUT - B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES - Your Ref: 101002188287"

Hi Carl,

Day 2 Reminder: response is due by 8 June 21

Kind regards,

**Members Case Officer for Re (Planning and Building Control)**

London Borough of Barnet, 2 Bristol Avenue, Colindale London NW9 4EW

Tel: [REDACTED]

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[www.capitallocalgovernment.co.uk](http://www.capitallocalgovernment.co.uk)

---

**From:** Re-MembersEnquiries  
**Sent:** 01 June 2021 10:19  
**To:** Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>  
**Cc:** Dillon, Andrew <[Andrew.Dillon@Barnet.gov.uk](mailto:Andrew.Dillon@Barnet.gov.uk)>  
**Subject:** Comments on task "20/3564/OUT - B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES -  
Your Ref: 101002188287"

Hi Carl – this is assigned to you for response

  
**Members Case Officer for Re (Planning and Building Control)**  
London Borough of Barnet, 2 Bristol Avenue, Colindale London NW9 4EW  
Tel:   
Barnet Online: [www.barnet.gov.uk](http://www.barnet.gov.uk)  
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[www.capitallocalgovernment.co.uk](http://www.capitallocalgovernment.co.uk)

---

**From:** Mustafa, Seral [<mailto:seral@barnet.gov.uk>]  
**Sent:** 01 June 2021 10:06  
**To:** Members Enquiries and Complaints <[MembersEnquiriesandComplaints@barnet.gov.uk](mailto:MembersEnquiriesandComplaints@barnet.gov.uk)>  
**Subject:** Comments on task "20/3564/OUT - B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES -  
Your Ref: 101002188287"

Andrew - please assign this to Carl as he is not on the list on Teams

Reply in Microsoft Planner

You can also reply to this email to add a task comment.

This task is in the [Members Enquiries and Complaints tasks](#) plan.

## Carter, Richard

---

**From:** donotreply.publicaccess@barnet.gov.uk  
**Sent:** 08 June 2021 08:26  
**To:** Griffiths, Carl  
**Subject:** Comments for Planning Application 20/3564/OUT

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 8:26 AM on 08 Jun 2021 from Mrs Kate Brookfield .

### Application Summary

**Address:** B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES

**Proposal:** Outline planning application (including means of access with all other matters reserved) for the demolition of existing buildings and the comprehensive phased redevelopment of the site for a mix of uses including up to 1100 residential units (Use Class C3), and up to 1200 sqm of flexible commercial and community floorspace (Use Classes A3/B1/D1 and D2) in buildings ranging from 3 to 25 storeys along with car and cycle parking landscaping and associated works (this application is accompanied by an Environmental Statement) (ADDITIONAL INFORMATION RECEIVED - URBAN DESIGN STUDY).

**Case Officer:** Carl Griffiths

[Click for further information](#)

### Customer Details

**Name:** Mrs Kate Brookfield  
**Email:** [REDACTED]  
**Address:** 34 Crewys road London

### Comments Details

**Commenter Type:** Member of the Public  
**Stance:** Customer objects to the Planning Application

#### Reasons for comment:

**Comments:** This proposed development is hideous. It will completely dwarf local conservation roads and irreversibly change the feel of cricklewood, not to mention the horrendous implications on local traffic which is already unbearable. And where are the community based amenities and useable, valuable retail? This site appears to represent maximum profit only with little to zero consideration for the community.

**Carter, Richard**

---

**From:** [REDACTED]  
**Sent:** 08 June 2021 09:55  
**To:** Griffiths, Carl  
**Subject:** FW: Scanned Documents

Morning Carl,

Hope your well. Please find attached an objection letter for your attention that was received by the Postroom yesterday. I have uploaded this onto DMS under reference number 20/3564/OUT Just to let you know.

Kind Regards,

[REDACTED]  
**Technician – Planning**

London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW

Tel: 020 8359 3000 | Web: [barnet.gov.uk](http://barnet.gov.uk)



---

**From:** [REDACTED]@Barnet.gov.uk>  
**Sent:** 07 June 2021 18:30  
**To:** [REDACTED]@Barnet.gov.uk>  
**Subject:** RE: Scanned Documents

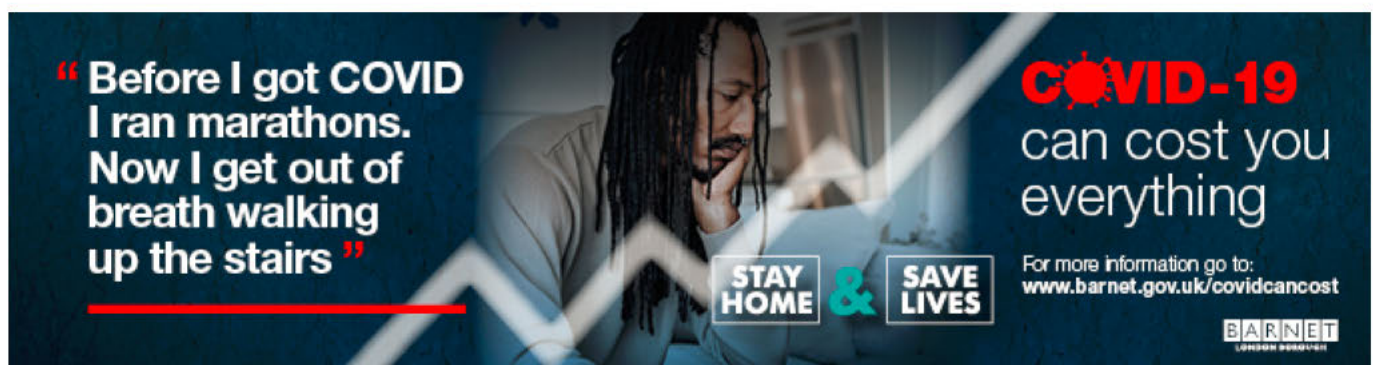
See attached.

Regards,

[REDACTED]  
**Senior Technician  
Planning**

London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW

Tel: 020 8359 [REDACTED] | Web: [barnet.gov.uk](http://barnet.gov.uk)



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---

From: [REDACTED] <[REDACTED]@Barnet.gov.uk>

Sent: 07 June 2021 16:05

To: [REDACTED] <[REDACTED]@Barnet.gov.uk>

Subject: FW: Scanned Documents

Hi [REDACTED]

Hope your well. Please see below email I sent to Dan this morning. Are you able to assist perhaps if possible?

Kind Regards,

[REDACTED]

**Technician – Planning**

London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW

Tel: 020 8359 3000 | Web: [barnet.gov.uk](http://barnet.gov.uk)



---

From: Planning Vetting

Sent: 07 June 2021 10:46

To: [REDACTED] <[REDACTED]@Barnet.gov.uk>

Cc: [REDACTED] <[REDACTED]@Barnet.gov.uk>

Subject: FW: Scanned Documents

Morning [REDACTED],

Hope your well. Please find attached documents that need splitting up if possible, are you able to assist perhaps?

Kind Regards,

[REDACTED]

**Technician – Planning**

London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW

Tel: 020 8359 3000 | Web: [barnet.gov.uk](http://barnet.gov.uk)



---

From: [REDACTED] <[REDACTED]@barnet.gov.uk>

Sent: 07 June 2021 10:42

**To:** Planning Vetting <[planning.vetting@barnet.gov.uk](mailto:planning.vetting@barnet.gov.uk)>

**Cc:** Postroom <[Postroom@barnet.gov.uk](mailto:Postroom@barnet.gov.uk)>

**Subject:** Scanned Documents

Please find the above attached.

Have a good day

Regards

[REDACTED]

Unit 25

Capitol Industrial Park

Capitol Way

NW9 0EQ

[REDACTED]

Your Ref. 20/3564/OUT

34a Oak Grove  
London NW2 3LP

1st June 2021

Dear Mr Griffiths,

Re: B & Q, Broadway Retail Park

I write to protest against the above proposed development.

As someone who would be faced by the development every time I walk up my road to Cricklewood Lane, I am filled with horror at the prospect of a hideous eyesore of up to 25 storeys, 1100 residential units and associated buildings.

The proposed development is completely out of keeping with the local area, known as 'The Groves', which mainly comprises of terraced flats and houses and local shops. The area has a local "neighbourhood feel" to it.

As a resident of over 30 years, I wish it to stay that way, rather

than be dominated by this proposed monstrosity.

The area is already fairly busy with traffic at certain times of day, and this would undoubtedly make it considerably worse.

The infrastructure of the area would be unable to cope with thousands of extra residents.

Whatever promises are made now, the development would be most unlikely to contain more than a few "affordable" homes. Developers normally dodge the question when I have attended presentations on other proposed developments.

I like living in Oak Grove and I hope to spend the rest of my days here. I hate the thought of our neighbourhood being blighted by this hideous proposal.

I earnestly hope that it will be rejected by the Council,

Yours sincerely,

Diana Reynolds

DIANA L. REYNOLDS

## Carter, Richard

---

**From:** Re-MembersEnquiries  
**Sent:** 08 June 2021 10:40  
**To:** Griffiths, Carl  
**Cc:** Dillon, Andrew  
**Subject:** DUE TODAY : Comments on task "20/3564/OUT - B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES - Your Ref: 101002188287"  
**Attachments:** DAY 3 REMINDER : Comments on task "20/3564/OUT - B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES - Your Ref: 101002188287"  
**Importance:** High

Hi Carl,

Reminder: response is due today

Kind regards,

[REDACTED]

### Members Case Officer for Re (Planning and Building Control)

London Borough of Barnet, 2 Bristol Avenue, Colindale London NW9 4EW

Tel: [REDACTED]

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[www.re-limited.co.uk](http://www.re-limited.co.uk)

[www.capitallocalgovernment.co.uk](http://www.capitallocalgovernment.co.uk)

---

**From:** Re-MembersEnquiries  
**Sent:** 07 June 2021 10:03  
**To:** Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>  
**Cc:** Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>  
**Subject:** DAY 4 REMINDER : Comments on task "20/3564/OUT - B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES - Your Ref: 101002188287"  
**Importance:** High

Hi Carl,

Could you please arrange for a response to [REDACTED] confirming the process being taken, as this was logged as a members enquiry. Even if it is just acknowledgement of receipt, a response is required.

Kind regards,

[REDACTED]

### Members Case Officer for Re (Planning and Building Control)

London Borough of Barnet, 2 Bristol Avenue, Colindale London NW9 4EW

Tel: [REDACTED]

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---

**From:** Griffiths, Carl  
**Sent:** 04 June 2021 13:09

To: Re-MembersEnquiries <[Re-MembersEnquiries@Barnet.gov.uk](mailto:Re-MembersEnquiries@Barnet.gov.uk)>

Cc: Dillon, Andrew <[Andrew.Dillon@Barnet.gov.uk](mailto:Andrew.Dillon@Barnet.gov.uk)>

Subject: RE: DAY 3 REMINDER : Comments on task "20/3564/OUT - B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES - Your Ref: 101002188287"

Hi [REDACTED]

This is a planning objection to a live application which has been formally recorded and does not require a formal response so please can this request be closed down.

Many Thanks

Carl

**Carl Griffiths**  
**Principal Planner**  
**Major Projects**

**Strategic Planning and Regeneration**  
**Regional Enterprise**

2 Bristol Avenue, Colindale, NW9 4EW

T: 0208 359 5400

Barnet Online: [www.barnet.gov.uk](http://www.barnet.gov.uk)

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From: Re-MembersEnquiries <[Re-MembersEnquiries@Barnet.gov.uk](mailto:Re-MembersEnquiries@Barnet.gov.uk)>

Sent: 04 June 2021 11:54

To: Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>

Cc: Dillon, Andrew <[Andrew.Dillon@Barnet.gov.uk](mailto:Andrew.Dillon@Barnet.gov.uk)>

Subject: DAY 3 REMINDER : Comments on task "20/3564/OUT - B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES - Your Ref: 101002188287"

Hi Carl,

Day 2 Reminder: response is due by 8 June 21

Kind regards,

[REDACTED]  
**Members Case Officer for Re (Planning and Building Control)**

London Borough of Barnet, 2 Bristol Avenue, Colindale London NW9 4EW

Tel: [REDACTED]

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[www.capitallocalgovernment.co.uk](http://www.capitallocalgovernment.co.uk)

---

From: Re-MembersEnquiries

Sent: 01 June 2021 10:19

To: Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>

Cc: Dillon, Andrew <[Andrew.Dillon@Barnet.gov.uk](mailto:Andrew.Dillon@Barnet.gov.uk)>

Subject: Comments on task "20/3564/OUT - B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES - Your Ref: 101002188287"

Hi Carl – this is assigned to you for response

[REDACTED]  
**Members Case Officer for Re (Planning and Building Control)**

London Borough of Barnet, 2 Bristol Avenue, Colindale London NW9 4EW

Tel: [REDACTED]

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[www.capitallocalgovernment.co.uk](http://www.capitallocalgovernment.co.uk)

---

From: Mustafa, Seral [[mailto:\[REDACTED\]@barnet.gov.uk](mailto:[REDACTED]@barnet.gov.uk)]

Sent: 01 June 2021 10:06

**To:** Members Enquiries and Complaints <[MembersEnquiriesandComplaints@barnet.gov.uk](mailto:MembersEnquiriesandComplaints@barnet.gov.uk)>

**Subject:** Comments on task "20/3564/OUT - B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES -

**Your Ref:** 101002188287"

Andrew - please assign this to Carl as he is not on the list on Teams

Reply in Microsoft Planner

You can also reply to this email to add a task comment.

This task is in the [Members Enquiries and Complaints tasks](#) plan.

**Carter, Richard**

---

**From:** Griffiths, Carl  
**Sent:** 08 June 2021 11:20  
**To:** Members Enquiries; [REDACTED]  
**Cc:** Re-MembersEnquiries; [REDACTED]  
**Subject:** RE: 20/3564/OUT - B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES - Your Ref: 101002188287

Dear [REDACTED]

I can confirm receipt of the objection from Mike Freer MP and can confirm that it will be taken into consideration in the determination of the application.

Kind Regards

Carl

Carl Griffiths  
Principal Planner  
Major Projects

Strategic Planning and Regeneration  
Regional Enterprise  
2 Bristol Avenue, Colindale, NW9 4EW  
T: 0208 359 5400  
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-----Original Message-----

**From:** Members Enquiries <[members.enquiries@Barnet.gov.uk](mailto:members.enquiries@Barnet.gov.uk)>  
**Sent:** 01 June 2021 09:17  
**To:** [REDACTED] <[REDACTED]@parliament.uk>  
**Cc:** Re-MembersEnquiries <[Re-MembersEnquiries@Barnet.gov.uk](mailto:Re-MembersEnquiries@Barnet.gov.uk)>; [REDACTED] <[REDACTED]@barnet.gov.uk>  
**Subject:** 20/3564/OUT - B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES - Your Ref: 101002188287

Dear [REDACTED]

Thank you for your email regarding 20/3564/OUT.

Your enquiry has been passed to the Planning department and the Link Officer for this service area is [REDACTED].

This has been logged under reference number 101002188287; which you will need to quote in any future correspondence. We will respond to your enquiry by 8th June at the latest.

Should you require any further assistance, please do not hesitate to contact us on [REDACTED].

Kind Regards,

[REDACTED]  
Members Enquiries

Customer Support Group

London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW

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[https://websurveys.govmetric.com/theme/gm/1565?Q\\_RATINGID=>](https://websurveys.govmetric.com/theme/gm/1565?Q_RATINGID=>)    Good    Average    Poor

From: [REDACTED]@parliament.uk

Sent: 27 May 2021 17:04

To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Cc: Members Enquiries <members.enquiries@Barnet.gov.uk>

Subject: From the Office of Mike Freer MP

Dear Mr Griffiths,

Re: 20/3564/OUT - B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES

I am writing with regards to the above planning application. I would be grateful if Mike's comments could be included as part of the ongoing consultation:

As MP for Finchley & Golders Green, I have received many objections from residents regarding the proposals to redevelop the old B&Q site. I am writing to provide my personal objections based on the scope and scale of the proposed development that would push our local services to breaking point. The size of the proposed development is entirely out of keeping with the local area in design and scale, given that this area is predominantly low-density suburban housing. The visual impact will be detrimental to the local area. Adding 1100 residential units in buildings ranging from 3 to 25 storeys would add significantly to the congestion that already exists on Cricklewood Lane and surrounding road network. There is also insufficient parking which would place further pressure on parking capacity in the nearby residential roads. On that basis, I strongly encourage the Planning Committee to reject this proposal.

I would be grateful if you could confirm receipt of this email.

Best wishes,

[REDACTED]  
Constituency Caseworker to Mike Freer MP Member of Parliament for Finchley & Golders Green

Tel: [REDACTED] | Email: [REDACTED]@parliament.uk [www.mikefreer.com](http://www.mikefreer.com)

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## Carter, Richard

---

**From:** Kumarasinghe, Devinda  
**Sent:** 09 June 2021 13:27  
**To:** Griffiths, Carl  
**Subject:** RE: B&Q Broadway Retail Park Cricklewood Lane, London NW2 1ES (Planning Ref: 20/3564/OUT) – Near Cricklewood Station

That would be a no! I can try my best to chase up tmrw but not sure I'd be successful.

Regards

Devinda Kumarasinghe

**Transport Manager**



Email [Devinda.Kumarasinghe@Barnet.gov.uk](mailto:Devinda.Kumarasinghe@Barnet.gov.uk)

Mobile 07849628576

Web [www.re-ltd.co.uk](http://www.re-ltd.co.uk)

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**From:** Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

**Sent:** 09 June 2021 13:25

**To:** Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>

**Subject:** RE: B&Q Broadway Retail Park Cricklewood Lane, London NW2 1ES (Planning Ref: 20/3564/OUT) – Near Cricklewood Station

Don't suppose NR ever got back to you on B&Q did they mate?

Thanks

**Carl Griffiths**

**Principal Planner**

**Major Projects**

**Strategic Planning and Regeneration**

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2 Bristol Avenue, Colindale, NW9 4EW

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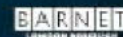
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[www.barnet.gov.uk/covidcancost](http://www.barnet.gov.uk/covidcancost)



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From: Kumarasinghe, Devinda <[Devinda.Kumarasinghe@Barnet.gov.uk](mailto:Devinda.Kumarasinghe@Barnet.gov.uk)>

Sent: 27 April 2021 15:15

To: Daniel Chaney <[Daniel.Chaney@networkrail.co.uk](mailto:Daniel.Chaney@networkrail.co.uk)>

Cc: Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>

Subject: B&Q Broadway Retail Park Cricklewood Lane, London NW2 1ES (Planning Ref: 20/3564/OUT) – Near Cricklewood Station

Hello Daniel – Just following up on my email below and wondering if Network Rail have issued any comments on the above application? I note that the applicant submitted a revised Transport Assessment earlier this month but unsure if you had received this (if not I can forward the link to you). Thanks.

Regards

Devinda Kumarasinghe

Transport Manager



Email [Devinda.Kumarasinghe@Barnet.gov.uk](mailto:Devinda.Kumarasinghe@Barnet.gov.uk)

Mobile 07849628576

Web [www.re-ltd.co.uk](http://www.re-ltd.co.uk)

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From: Daniel Chaney <[Daniel.Chaney@networkrail.co.uk](mailto:Daniel.Chaney@networkrail.co.uk)>

Sent: 18 March 2021 09:40

To: Kumarasinghe, Devinda <[Devinda.Kumarasinghe@Barnet.gov.uk](mailto:Devinda.Kumarasinghe@Barnet.gov.uk)>

Cc: Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>; Bowker, Paul <[Paul.Bowker@Barnet.gov.uk](mailto:Paul.Bowker@Barnet.gov.uk)>

Subject: RE: London Borough of Barnet - Consultation of Planning Applications (Hendon and Cricklewood Rail Stations)

Hi Devinda,

Just to advise, I have forwarded this to our town planning team for review. The team have a process for responding to these applications including feedback from all teams in the business and they should be in touch soon. As part of this I will be asked for a response and this will be issued out (though I have begun looking at what data is held in readiness).

Thanks for consulting with us and if you do not hear anything from Town Planning please let me know.

Thanks,

Daniel

Daniel Chaney

Senior Station Capacity Planner | London Eversholt St

*For urgent queries, please contact me via Microsoft Teams due to poor mobile coverage.*

From: Kumarasinghe, Devinda <[Devinda.Kumarasinghe@Barnet.gov.uk](mailto:Devinda.Kumarasinghe@Barnet.gov.uk)>

Sent: 09 March 2021 09:58

To: Daniel Chaney <[Daniel.Chaney@networkrail.co.uk](mailto:Daniel.Chaney@networkrail.co.uk)>

Cc: Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>; Bowker, Paul <[Paul.Bowker@Barnet.gov.uk](mailto:Paul.Bowker@Barnet.gov.uk)>

Subject: London Borough of Barnet - Consultation of Planning Applications (Hendon and Cricklewood Rail Stations)

Hello Daniel,

I was given your contact details by my colleague Paul Bowker and was wanting to know if you are aware of the following planning applications that are listed below and which we are currently considering:

2. **B&Q Broadway Retail Park Cricklewood Lane, London NW2 1ES (Planning Ref: 20/3564/OUT) – Near Cricklewood Station**

*Outline planning application (including means of access with all other matters reserved) for the demolition of existing buildings and the comprehensive phased redevelopment of the site for a mix of uses including up to 1100 residential units (Use Class C3), and up to 1200 sqm of flexible commercial and community floorspace (Use Classes A3/B1/D1 and D2) in buildings ranging from 3 to 25 storeys along with car and cycle parking landscaping and associated works.* The above applications are both in vicinity of railway stations (Hendon and Cricklewood) and would potentially result in additional demands on services. Further information of the schemes can be obtained from the Council's Planning Portal if required, but please feel free to call me should you have any further queries.

I would appreciate if you could please let us know if you have any comments which we should take into consideration whilst assessing the applications. Please note that the Crown Honda site application is soon to be heard at our April Committee so a quick response would be much appreciated.

Regards

Devinda Kumarasinghe

Transport Manager



Email [Devinda.Kumarasinghe@Barnet.gov.uk](mailto:Devinda.Kumarasinghe@Barnet.gov.uk)

Mobile 07849628576

Web [www.re-ltd.co.uk](http://www.re-ltd.co.uk)

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\*\*\*\*\*  
\*\*\*\*\*

## Carter, Richard

---

**From:** Griffiths, Carl  
**Sent:** 09 June 2021 13:25  
**To:** Kumarasinghe, Devinda  
**Subject:** RE: B&Q Broadway Retail Park Cricklewood Lane, London NW2 1ES (Planning Ref: 20/3564/OUT)  
– Near Cricklewood Station

Don't suppose NR ever got back to you on B&Q did they mate?

Thanks

**Carl Griffiths**  
**Principal Planner**  
**Major Projects**

### Strategic Planning and Regeneration Regional Enterprise

2 Bristol Avenue, Colindale, NW9 4EW

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From: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>

Sent: 27 April 2021 15:15

To: Daniel Chaney <Daniel.Chaney@networkrail.co.uk>

Cc: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Subject: B&Q Broadway Retail Park Cricklewood Lane, London NW2 1ES (Planning Ref: 20/3564/OUT) – Near Cricklewood Station

Hello Daniel – Just following up on my email below and wondering if Network Rail have issued any comments on the above application? I note that the applicant submitted a revised Transport Assessment earlier this month but unsure if you had received this (if not I can forward the link to you). Thanks.

Regards

Devinda Kumarasinghe

Transport Manager

**Re**

Email [Devinda.Kumarasinghe@Barnet.gov.uk](mailto:Devinda.Kumarasinghe@Barnet.gov.uk)

Mobile 07849628576

Web [www.re-ltd.co.uk](http://www.re-ltd.co.uk)

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From: Daniel Chaney <[Daniel.Chaney@networkrail.co.uk](mailto:Daniel.Chaney@networkrail.co.uk)>

Sent: 18 March 2021 09:40

To: Kumarasinghe, Devinda <[Devinda.Kumarasinghe@Barnet.gov.uk](mailto:Devinda.Kumarasinghe@Barnet.gov.uk)>

Cc: Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>; Bowker, Paul <[Paul.Bowker@Barnet.gov.uk](mailto:Paul.Bowker@Barnet.gov.uk)>

Subject: RE: London Borough of Barnet - Consultation of Planning Applications (Hendon and Cricklewood Rail Stations)

Hi Devinda,

Just to advise, I have forwarded this to our town planning team for review. The team have a process for responding to these applications including feedback from all teams in the business and they should be in touch soon. As part of this I will be asked for a response and this will be issued out (though I have begun looking at what data is held in readiness).

Thanks for consulting with us and if you do not hear anything from Town Planning please let me know.

Thanks,  
Daniel

Daniel Chaney

Senior Station Capacity Planner | London Eversholt St

*For urgent queries, please contact me via Microsoft Teams due to poor mobile coverage.*

---

From: Kumarasinghe, Devinda <[Devinda.Kumarasinghe@Barnet.gov.uk](mailto:Devinda.Kumarasinghe@Barnet.gov.uk)>

Sent: 09 March 2021 09:58

To: Daniel Chaney <[Daniel.Chaney@networkrail.co.uk](mailto:Daniel.Chaney@networkrail.co.uk)>

Cc: Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>; Bowker, Paul <[Paul.Bowker@Barnet.gov.uk](mailto:Paul.Bowker@Barnet.gov.uk)>

Subject: London Borough of Barnet - Consultation of Planning Applications (Hendon and Cricklewood Rail Stations)

Hello Daniel,

I was given your contact details by my colleague Paul Bowker and was wanting to know if you are aware of the following planning applications that are listed below and which we are currently considering:



2. **B&Q Broadway Retail Park Cricklewood Lane, London NW2 1ES (Planning Ref: 20/3564/OUT) – Near Cricklewood Station**

*Outline planning application (including means of access with all other matters reserved) for the demolition of existing buildings and the comprehensive phased redevelopment of the site for a mix of uses including up to 1100 residential units (Use Class C3), and up to 1200 sqm of flexible commercial and community floorspace (Use Classes A3/B1/D1 and D2) in buildings ranging from 3 to 25 storeys along with car and cycle parking landscaping and associated works.*

The above applications are both in vicinity of railway stations (Hendon and Cricklewood) and would potentially result in additional demands on services. Further information of the schemes can be obtained from the Council's Planning Portal if required, but please feel free to call me should you have any further queries.

I would appreciate if you could please let us know if you have any comments which we should take into consideration whilst assessing the applications. Please note that the Crown Honda site application is soon to be heard at our April Committee so a quick response would be much appreciated.

Regards

Devinda Kumarasinghe

Transport Manager



Email [Devinda.Kumarasinghe@Barnet.gov.uk](mailto:Devinda.Kumarasinghe@Barnet.gov.uk)

Mobile 07849628576

Web [www.re-ltd.co.uk](http://www.re-ltd.co.uk)

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\*\*\*\*\*  
\*\*\*\*\*

## Carter, Richard

---

**From:** Griffiths, Carl  
**Sent:** 09 June 2021 17:00  
**To:** John Mumby  
**Subject:** RE: Catch Up - B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Hi John

Apologies I was expecting that we might have opportunity to update on the call this morning with Cllr Greenspan (I didn't get the cancellation notification until Fabien told me it was off at 10.01am).

We are programmed for the committee meeting on 13/07 and Cllr Greenspan and Fabien have agreed this date. Sorry the report has been delayed but had June publication deadline today and I have a couple of items going. As indicated I will get the report across to you as soon as its done and allow plenty of time for comments and redrafting as necessary. For info, the publication of the reports will be on July 5<sup>th</sup>.

I had a briefing with Cllr Greenspan late last week to take her through a couple of my live schemes and on ours, she mentioned that she thinks a CGI video fly through would be very beneficial for members to understand how the development would be experienced from ground level rather than the birds eye/axonometric drawings. I did advise that fly throughs are not always feasible due to cost, time and practicality but she is likely to mention it when you do get to brief her so if it isn't possible to do one I would advise you just briefly explain why.

In terms of the reconsultation, as you will have no doubt seen on our website, we have had a fresh batch of objections (I think the total is 1787 currently across the two consultation exercises). It is largely the same substantive objections raised within the objections. The Railway Terraces group have been in touch again raising objection that the UD document from Richard Colman omits adequate assessment from Needham Terrace. At this point, I think its best to just address these points in my report and on the night.

In terms of the objection from Tepbrook, have you had a chance to consider how this is addressed? Not in terms of the objection itself but in terms of how the works to Depot Approach are secured.

Finally, on the matter of BNPP – I have chased Vicki again and she has *again* promised to have the response over ASAP. I am proceeding with my report on the basis that the AH position is agreed.

Kind Regards

Carl

**Carl Griffiths**  
**Principal Planner**  
**Major Projects**

**Strategic Planning and Regeneration**  
**Regional Enterprise**

2 Bristol Avenue, Colindale, NW9 4EW

T: 0208 359 5400

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From: John Mumby <jmumby@iceniprojects.com>

Sent: 09 June 2021 13:43

To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Subject: FW: Catch Up - B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Afternoon Carl – any update on this one? Feeling a little lost in terms of what it going on.

Thanks  
John

John Mumby BA (Hons)  
Director, Planning

telephone: [REDACTED]  
mobile: [REDACTED]  
email: [jmumby@iceniprojects.com](mailto:jmumby@iceniprojects.com)



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**From:** John Mumby

**Sent:** Thursday, June 3, 2021 4:46 PM

**To:** Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>; Dillon, Andrew <[Andrew.Dillon@Barnet.gov.uk](mailto:Andrew.Dillon@Barnet.gov.uk)>

**Cc:** Gaudin, Fabien <[fabien.gaudin@barnet.gov.uk](mailto:fabien.gaudin@barnet.gov.uk)>; [REDACTED] <[\[REDACTED\]@montreaux.co.uk](mailto:[REDACTED]@montreaux.co.uk)>; [REDACTED] <[\[REDACTED\]@montreaux.co.uk](mailto:[REDACTED]@montreaux.co.uk)>

**Subject:** Catch Up - B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Good afternoon Carl / Andrew,

I would be grateful if we could please organise a call for early next week regarding this application. I'm very keen to get an update on any outstanding matters, alongside a discussion about a potential Committee date.

Montreaux have made contact with Cllr Greenspan and she is happy to have a meet, but we need a target Committee date to put the meet in the diary.

Look forward to hearing back from you.

Many thanks  
John

## Carter, Richard

---

**From:** John Mumby <jmumby@iceniprojects.com>  
**Sent:** 10 June 2021 16:43  
**To:** Griffiths, Carl  
**Subject:** Cricklewood - Further Objection to Planning Application 20/3564/OUT  
**Attachments:** Tepbrook Objection to 20\_3564\_OUT\_280521-merged.pdf; 2020-11-26\_Response\_Tepbrook\_IS05\_15075.pdf; 20210312 Cricklewood\_L5\_RF .pdf; Town Legal - Response Letter.pdf; 20210609\_Cricklewood\_SK401\_(SRET\_plan).pdf

Good afternoon Carl,

Thank you for sending over the 2<sup>nd</sup> objection letter, sent by Williams Gallagher on behalf of Tepbrook, who own Depot Approach and associated land to the west & north of the Montreaux site. I have reviewed its content and can make the following comments.

Page 1 of the letter refers to the additional material that Tepbrook seek to make commentary on (Urban Design Study & Retail Transport Assessment), followed by four bullet points. Upon reading the bullet points it is however clear that they are just re-iteration of the previously raised objections by Tepbrook's representatives in November 2020. These matters have already been commented on by Montreaux's team, but for clarity I have attached documentation produced by Town Legal, Entran and GIA which address Tepbrook's objection(s). You have already been sent these. Nothing in Tepbrook's 2nd objection raises further queries or challenges that require additional input from Town Legal, Entran or GIA on these matters, however the position regarding Montreaux's use of Depot Approach for access to the site is discussed further below.

Tepbrook's representatives do however raise two new matters on page 2 of the letter.

- 1. The Urban Design Study has undertaken an assessment with a park / pond placed on our client's development site. The land is not within the ownership of Montreaux Cricklewood Developments Ltd and is currently under construction for a new Asda foodstore and 96 homes. Please refer to Fig 1 and Fig 2 below to see the erroneous placing of the pond / park on our client's land. This is wholly misleading and gives the impression that development to the northern boundary of our client's land is at a much greater distance than it will be in reality.*
- 2. Our client's site is implemented and under construction. The Urban Design Study should therefore include this development and assess the impacts it would have on it. By failing to do so the document is incomplete.*

In terms of the first point, the Townscape Overview (incorrectly referred to as the Urban Design Study by Williams Gallacher) provides in its introduction a clear description of what is assessed and considers. It looks at views to the site from a number of agreed and / or additional viewpoints in the locality and further afield. The relevance of the Tepbrook objection to its content is therefore unclear or indeed why they are claiming it to be an Urban Design Study. The Townscape Overview makes no reference to the pond / park on the Tepbrook land or implies Tepbrook's land includes these features. In any event the full suite of documentation to support the Montreaux application provides a cumulative assessment of proposals / permissions in the surrounding area in which includes Tepbrook's. In addition, given the Montreaux site is to the south and east of the Tepbrook ownership, the impact on the northern boundary of their land is questioned.

Similarly, the Montreaux application in its current form covers Williams Gallagher's second point given its supporting documentation assess implications of the proposed B&Q site redevelopment on their scheme (granted under permission LPA ref 17/0233/FUL). The Townscape Overview assesses the position of the surrounding context as it currently exists, which it correctly should do. The Tepbrook scheme may be implemented, but it is not complete, nor substantially so, and including it in the Overview would be misleading, especially to the lay person.

Turning back to the matter of ownership of Depot Approach and Montreaux' proposed access to the site, Town Legal have already provided commentary on the potential for a condition to be attached to any grant of outline planning permission in January of this year. The question here is not whether any commercial rights can or cannot be secured, but whether planning permission can lawfully be granted, subject to securing delivery of the required infrastructure / access. In this case it is merely a re-located access / egress point off Depot Approach (it is worth noting that were the existing B&Q access point be proposed to be used the status quo would remain). Should Officers require a condition to be attached to address this matter, I suggest wording along the lines of the below satisfies any question over deliverability of the proposal based upon commercial matters.

*'Prior to first occupation of any of the residential, commercial or community uses within the scheme, the access / egress point from Depot Approach must be provided in accordance with Entran drawing ref SK401. Any variation required to the detail(s) of the access shall be submitted to and agreed in writing by the Local Planning Authority'.*

*Reason: 'To ensure that neighbouring interests are protected'.*

Such a condition ensures any permission is implemented in a specific way without prejudicing the Council's ability to grant said permission. The condition meets the relevant NPPF / NPPG tests (NPPG 003 Reference ID: 21a-003-20190723).

I trust the above is of use, however should you have any questions please do not hesitate to contact me.

Many thanks  
John

**John Mumby BA (Hons)**  
Director, Planning

telephone: [REDACTED]  
mobile: [REDACTED]  
email: [jmumby@iceniprojects.com](mailto:jmumby@iceniprojects.com)



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**From:** Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>  
**Sent:** Tuesday, June 1, 2021 9:32 AM  
**To:** John Mumby <[jmumby@iceniprojects.com](mailto:jmumby@iceniprojects.com)>  
**Subject:** FW: Further Objection to Planning Application 20/3564/OUT [Filed 02 Jun 2021 08:22]

Hi John

Please see attached and below.

In respect of your points from previous email, I have not received further response from BNPP though I have chased again today. I will get the report over to you in the next week or so if that's OK, Andrew and Fabien need to review and sign off on it first and they are both on leave for half term next week.

Kind Regards

Carl

**Carl Griffiths**  
Principal Planner

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From: Matthew Williams [REDACTED]

Sent: 28 May 2021 12:53

To: Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>

Cc: Zinkin, Peter [REDACTED]; Ryde, Cllr Shimon <[Cllr.S.Ryde@Barnet.gov.uk](mailto:Cllr.S.Ryde@Barnet.gov.uk)>; Clarke, Cllr Anne <[Cllr.A.Clarke@Barnet.gov.uk](mailto:Cllr.A.Clarke@Barnet.gov.uk)>; [planning@barnet.gov.uk](mailto:planning@barnet.gov.uk); Gaudin, Fabien <[fabien.gaudin@barnet.gov.uk](mailto:fabien.gaudin@barnet.gov.uk)>

Subject: Further Objection to Planning Application 20/3564/OUT

Dear Carl,

Please find attached an updated objection to the above application.

I would be grateful if this could be shared with the applicant and taken fully into account in the determination of the application.

Kind regards

Matthew



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28<sup>th</sup> May 2021

Carl Griffiths  
London Borough of Barnet  
Planning Services  
2 Bristol Avenue  
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London  
NW9 4EW

**WILLIAMS  
GALLAGHER.**

**Williams Gallagher**  
Portman House  
5-7 Temple Row West  
Birmingham  
B2 5NY

williams-gallagher.com

Sent by Email

Dear Carl

**FURTHER OBJECTION TO PLANNING APPLICATION REFERENCE 20/3564/OUT  
REDEVELOPMENT OF B&Q, CRICKLEWOOD LANE, LONDON, NW2 1ES**

Williams Gallagher has been instructed by Tepbrook Properties Ltd to review the additional planning application material submitted on 8<sup>th</sup> April 2021 by Montreaux Cricklewood Developments Ltd for the redevelopment of the B&Q and adjacent land at Cricklewood Lane, London, NW2 1ES. This additional submission material comprises

- The Urban Design Study; and
- Revised Transport Assessment

We submitted a detailed objection to the planning application on 10<sup>th</sup> November 2020. This is attached for ease of reference. The additional planning application material does not address or respond to any of the fundamental points raised in the objection material, namely:

- There is no reasonable likelihood of the scheme being implemented due to the inability of the applicant to deliver the new access and new footpaths which are fundamental to its delivery (please refer to the submissions of Pinsent Mason at Enclosure 1 of our 10<sup>th</sup> November 2020 objection and also the submission of Paul Mew Associates at Enclosure 2 of the same submission).
- The applicant has failed to fully consider the impact of the increase in non-vehicular trips on Depot Approach in terms of pedestrian and cyclists safety, footpath and cycling capacity, and the resultant adverse effects on highway safety and therefore mitigation required (please refer to the submissions of Paul Mew Associates at Enclosure 2 of our 10<sup>th</sup> November 2020 objection).
- The proposed development on the B&Q site, given its bulk, massing, overbearing nature is considered to result in unacceptable levels of overshadowing in comparison to a scheme of lower height and density commensurate with other schemes that have been granted consent in recent years. For, example the Asda site and the Co-op site which in turn faces onto Cricklewood Lane (please refer to the submissions of Joel Michaels Reynolds at Enclosure 3 of our 10<sup>th</sup> November 2020 objection).
- The redline boundary for the Montreaux application should include a connection to the adopted highway for motorised vehicles. This would therefore need to include Depot Approach which is owned by Tepbrook Properties Ltd.

The above matters, amongst others raised in our previous objection, have been ignored by the applicant to date. The applicant will need to address these points to ensure they are covered within the committee report because if they are not, an approval would be challengeable,

## Urban Design Study

Our client has appointed a specialist third party to review the Urban Design Study and will provide detailed comments within the next 2 weeks. However, at this stage we would immediately raise the following:

- The Urban Design Study has undertaken an assessment with a park / pond placed on our client's development site. The land is not within the ownership of Montreaux Cricklewood Developments Ltd and is currently under construction for a new Asda foodstore and 96 homes. Please refer to Fig 1 and Fig 2 below to see the erroneous placing of the pond / park on our client's land. This is wholly misleading and gives the impression that development to the northern boundary of our client's land is at a much greater distance than it will be in reality.
- Our client's site is implemented and under construction. The Urban Design Study should therefore include this development and assess the impacts it would have on it. By failing to do so the document is incomplete.



Fig 1 – Urban Design Study showing a pond / park on Tepbrook Properties Land and not incorporating planning permission 17/0233/FUL which is under construction



Fig 2 – The extent of the redline for planning permission 17/0233/FUL which is under construction

We have already requested that we wish to speak at planning committee in objection to the application. This request is upheld and we would ask that you formally acknowledge receipt of this letter, that our request to speak at planning committee is recorded and that we will be informed of the registration process at the appropriate time.

Yours sincerely

A solid black rectangular box used to redact the signature of Matthew Williams.

**Matthew Williams**  
**WILLIAMS GALLAGHER**

Cc: Fabien Gaudin  
Cllr Peter Zinkin  
Cllr Anne Clarke  
Cllr Shimon Ryde  
Enc: Tepbrook Properties Objection of 10<sup>th</sup> November 2020



Carl Griffiths 10<sup>th</sup> November 2020

London Borough of Barnet  
Planning Services  
2 Bristol Avenue  
Colindale  
London  
NW9 4EW

Sent by Email

Dear Carl

**OBJECTION TO PLANNING APPLICATION REFERENCE: 20/3564/OUT  
REDEVELOPMENT OF B&Q, CRICKLEWOOD LANE, LONDON, NW2 1ES**

Williams Gallagher has been instructed by Tepbrook Properties Ltd to review the planning application by Montreaux Cricklewood Developments Ltd for redevelopment of the B&Q and adjacent land at Cricklewood Lane, London, NW2 1ES.

We submitted an interim objection on 5<sup>th</sup> October 2020 which confirmed that we would be submitting a full objection within approximately 4 weeks of that date and that our objection would address key grounds for refusal of the application including:

- Tepbrook Properties Ltd are the owners of Depot Approach which is a private road.
- Depot Approach is not constructed to adoptable standards.
- the right of access that the applicant has suggested they benefit from across this private road is currently the subject of legal review.
- There are additional planning matters including, but not limited to, scale, massing, daylighting, air quality and drainage that we will make comments on.

As stated in my direct email to you, we had tried to submit the interim objection via the council's online system, but this was not allowing registrations at the time therefore the objection was emailed to you directly as case officer for the application. Although no response confirming receipt and registration of that email was returned as requested, a read receipt was received on Monday 12<sup>th</sup> October 2020.

Within the interim email it was requested that we wish to speak at planning committee in objection to the application. This request is upheld and we would ask that you formally acknowledge receipt of this letter, that our request to speak at planning committee is recorded and that we will be informed of the registration process at the appropriate time.

**Grounds for objection**

Enclosed with this covering letter are three documents which set out the full grounds of our objection in respect of the site not being deliverable due to unassailable ownership constraints, highways safety concerns and daylight and sunlight matters:

- **Enclosure 1:** Legal review of access rights related to Depot Approach – Pinsent Masons Dated 6<sup>th</sup> November 2020
- **Enclosure 2:** Review of Highways and Transportation matters – Paul Mew Associates 4<sup>th</sup> November 2020
- **Enclosure 3:** Sunlight, Daylight and Overshadowing Assessment – Joel Michaels Reynolds 30<sup>th</sup> October 2020

Each of the enclosed documents raises detailed policy grounds which the application does not accord with, along with legal precedent in respect of there being no reasonable likelihood of the scheme being implemented due to access constraints.

We do not repeat the detail of these enclosures here. They are to be read in full as a composite objection and will need to be considered and addressed in the assessment and determination of the planning application.

If the matters raised are not dealt with appropriately, our client will pursue all routes open to them.

Please also note the following:

- there are a substantial number of objections made by third parties in respect of the scale, massing, height and quantum of development proposed. These points are well made by others, therefore in speaking at planning committee we would want the opportunity to cover the key matters raised within this objection.
- Our client has secured all pre-commencement conditions in respect of planning permission 17/0233/FUL and will be making a lawful start on site imminently. This planning permission will deliver 96 new homes and a 3,457 Sqm food-store.

#### **Next Steps**

If you have any queries or would like to discuss the content of this representation please do contact me.

Yours sincerely



**Matthew Williams**  
**WILLIAMS GALLAGHER**

Cc: Fabien Gaudin  
Cllr Peter Zinkin  
Cllr Anne Clarke  
Cllr Shimon Ryde

Enc: **Enclosure 1:** Legal review of access rights related to Depot Approach – Pinsent Masons Dated 6<sup>th</sup> November 2020  
**Enclosure 2:** Review of Highways and Transportation matters – Paul Mew Associates 4<sup>th</sup> November 2020  
**Enclosure 3:** Sunlight, Daylight and Overshadowing Assessment – Joel Michaels Reynolds 30<sup>th</sup> October 2020

OBJECTION TO APPLICATION 20/3564/OUT  
ENCLOSURE 1

WILLIAMS.  
GALLAGHER.

BY E-MAIL

Tepbrook Properties Limited  
124 Finchley Road  
London  
NW3 5JS

Our Ref 118086548.2\JO09\PRP001.000100

6 November 2020

Dear Sirs

**B&Q, BROADWAY RETAIL PARK, CRICKLEWOOD LANE, LONDON, NW2 1ES (THE "PROPERTY")**  
**PLANNING APPLICATION REF: 20/3564/OUT (THE "APPLICATION")**

We are instructed by Tepbrook Properties Limited ("**Tepbrook**") to provide advice in relation to the Application, which has been submitted by Montreaux Cricklewood Developments Limited (the "**Applicant**") for outline planning consent to the demolition of existing buildings on the Property and a redevelopment of the Property for a mix of uses up to 1100 residential units and up to 1200 sqm of flexible commercial and community floorspace in buildings ranging from 3 to 25 storeys along with car and cycle parking, landscaping and associated works (the "**Scheme**").

1. **BACKGROUND**

1.1 Tepbrook is the registered proprietor of land known as Cricklewood Dance Hall and Skating Ring, 194 Cricklewood Broadway, Beacon Bingo Hall, 200 Cricklewood Broadway, 214 to 220 (even) Cricklewood Broadway and Broadway Retail Park, Depot Approach, Hendon, registered at the Land Registry with title number NGL721616 (the "**Tepbrook Property**"). A copy of the registered title plan to the Tepbrook Property is attached and marked "Plan 1".

1.2 By a transfer of part dated 29 May 2001 and made between (1) Tepbrook and (2) B&Q Plc (the "**2001 Transfer**"), part of the Tepbrook Property, (the Property, shown edged red on the plan attached to the 2001 Transfer and now registered with Land Registry title number AGL93472) was sold to B&Q Plc. A copy of the 2001 Transfer plan is attached and marked "Plan 2". The Property is the subject of the Application.

1.3 The 2001 Transfer contains various rights in favour of the Property and reservations for the benefit of the Tepbrook Property, including the following right of way for the benefit of the Property over the sole access route to the Property, Depot Approach:

*"a right of way for all persons at all times and for the purpose of access to and egress from the Property:-*

*(a) with or without motor vehicles over those parts of the Estate Road [Depot Approach] shown hatched black on the Plan [Plan 2] and*

Pinsent Masons LLP

55 Colmore Row Birmingham B3 2FG United Kingdom

T +44 (0)121 200 1050 F +44 (0)121 626 1040 DX 703167 Birmingham 12

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For a full list of the jurisdictions where we operate, see [www.pinsentmasons.com](http://www.pinsentmasons.com)



*(b) on foot only over those parts of the Estate Road [Depot Approach] (other than any such which from time to time are landscaped) not shown hatched black on the Plan [Plan 2].*

**2. UNDELIVERABLE PROPOSED POINT OF ACCESS IN PLANNING APPLICATION**

- 2.1 The Scheme proposes that a new point of access and egress is created to the Property, rather than the current point of access (as shown on Plan 2) being utilised (the "**New Access**"). The New Access is shown on the attached Plan 3.
- 2.2 The New Access bisects and interferes with a long established parking bay on Depot Approach, which Tepbrook has maintained and used for a number of years.
- 2.3 No rights to relocate the access and egress points to the Property were granted by the 2001 Transfer. Thus, there are no rights for the applicant to create the New Access which is therefore not deliverable. Tepbrook requires the use of the parking bay in connection with the use of its neighbouring land.

**3. UNDELIVERABLE PROPOSED FOOTPATHS IN PLANNING APPLICATION**

- 3.1 The Scheme proposes to create new footpaths running along the boundary of the Property, parallel to Depot Approach, as shown on Plan 3 (the "**New Footpaths**").
- 3.2 As set out in paragraph 1.3 above, the 2001 Transfer includes a right of way on foot in favour of the Property over those areas of Depot Approach, other than those parts, "*which are from time to time landscaped*".
- 3.3 The areas of land which will be utilised to create the New Footpaths have been maintained by Tepbrook for a number of years as hard landscaped areas. As such, these areas cannot be used to provide the New Footpaths as part of the Scheme as to do so would interfere with Tepbrook's landscaping rights, pursuant to the 2001 Transfer.
- 3.4 Thus, there are no rights to create the New Footpaths which are therefore not deliverable. Tepbrook requires the use of the hard landscaped areas in connection with the use of its neighbouring land.

**4. NON-DELIVERABILITY OF FUNDAMENTAL COMPONENTS OF THE APPLICATION AS A MATERIAL PLANNING CONSIDERATION AND INABILITY TO IMPOSE A CONDITION IN RELATION TO THESE COMPONENTS**

- 4.1 Pursuant to section 70(2) of the Town and Country Planning Act 1990, the local planning authority must have regard to all material considerations when determining a planning application.
- 4.2 The inability of the applicant to deliver its proposals, including the New Access and the New Footpaths which are fundamental to the delivery of the Application is a highly material planning consideration given the nature of the application and the reliance placed on the New Access and the New Footpaths to enable and serve the development. This was reflected in the case of *British Railways Board v SoSE* [1993] 3 P.L.R. 125.
- 4.3 In this case, there is no reasonable likelihood of implementation of any permission for the Scheme and the fundamental issue cannot be avoided by imposition of a planning condition, given there is no prospect of such condition being satisfied either, see NPPG Paragraph: 009 Reference ID: 21a-009-20140306:



*"Conditions requiring works on land that is not controlled by the applicant, or that requires the consent or authorisation of another person or body often fail the tests of reasonableness and enforceability. It may be possible to achieve a similar result using a condition worded in a negative form (a Grampian condition) – ie prohibiting development authorised by the planning permission or other aspects linked to the planning permission (eg occupation of premises) until a specified action has been taken (such as the provision of supporting infrastructure). Such conditions should not be used where there are no prospects at all of the action in question being performed within the time-limit imposed by the permission."*


For the reasons set out in this letter, the Application should be refused.

Yours faithfully

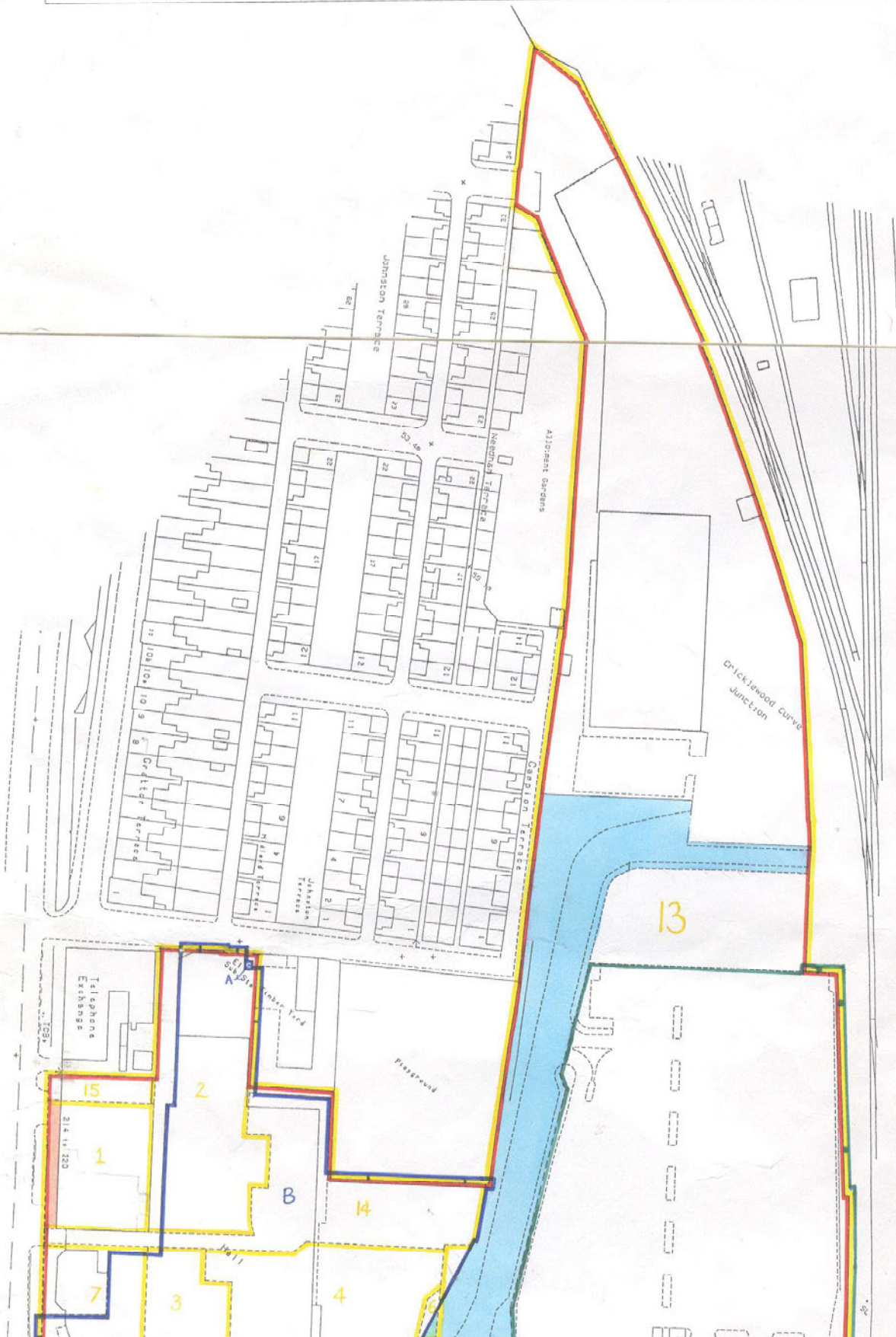
*Pinsent Masons LLP*

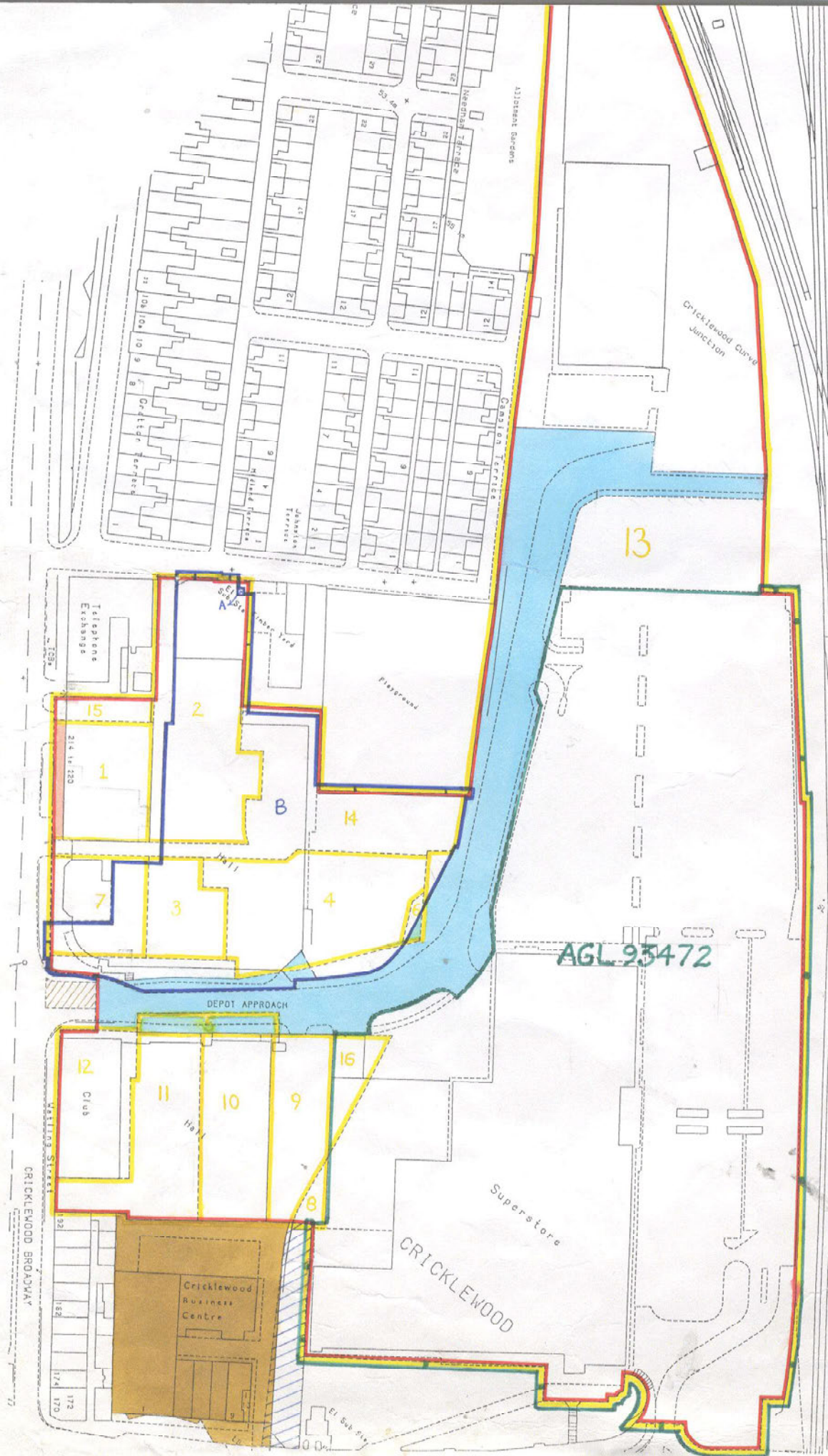
**Pinsent Masons LLP**

Enc Plans 1, 2 and 3

H.M. LAND REGISTRY		TITLE NUMBER		
		NGL 721616		
ORDNANCE SURVEY PLAN REFERENCE	TQ2385	SECTION	M EXTRACT	Scale 1/1250
GREATER LONDON		BOROUGH OF BARNET		© Crown Copyright 1995

PLAN 1



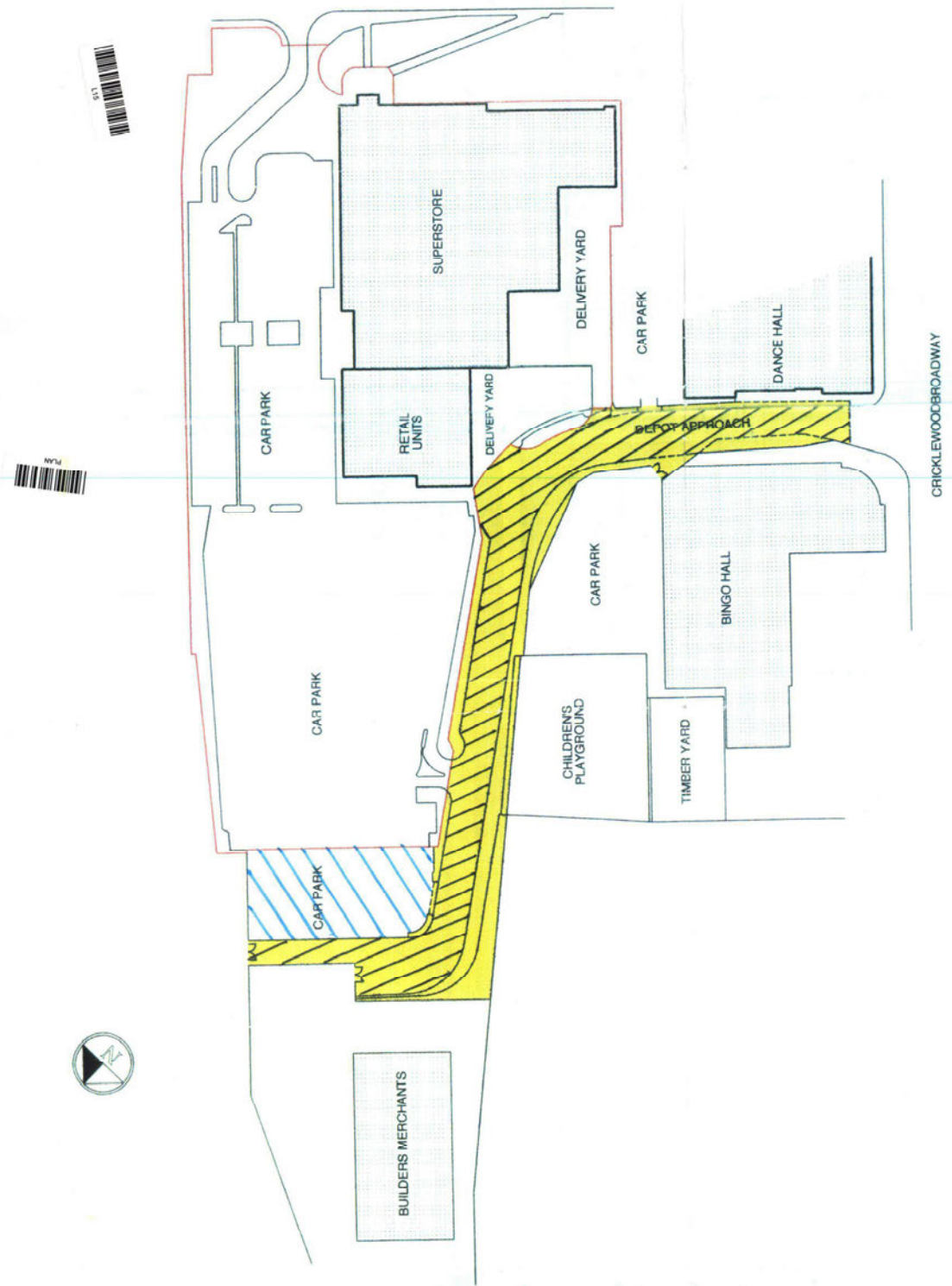


*[Signature]*  
Director  
For and on behalf of  
Chartered Surveyors Company  
*[Signature]* Director

**KEY TO SYMBOLS**  
EXTENT OF ROADWAY  
LIMIT OF LAND TO BE SOLD

*[Handwritten notes and signatures]*

All dimensions are to the centre line of the road and are subject to the usual variations in the width of the road and the position of the centre line. Any discrepancy between the dimensions shown on this plan and the actual dimensions of the land shall be taken as evidence in favour of the dimensions shown on this plan.	
This drawing is copyright © and may not be reproduced without permission.	
DRAWING TITLE	
LEASE PLAN	
CLIENT	TEPPOCK PROPERTIES LTD C/O 178 GREAT PORTLAND ST LONDON W1N 6LS
DRAWING NUMBER	
CRICKLEWOOD RETAIL PARK DEVELOPMENT CRICKLEWOOD LONDON NW2	
DATE	1/10/00
BY	MDJ/CD
CHECKED BY	
APPROVED BY	
ARCHITECTS	
CTT Cottrell Thomas and Thomas CHARTERED ARCHITECTS AND SURVEYORS Vernon House 45, Long Lane, Strand, LONDON WC2R 2EE Tel: 020 7836 1111 Fax: 020 7836 1112	
DRAWING NUMBER	00/305/01A





**LEGEND**

APPLICATION BOUNDARY

**HARD SURFACES**

- SURFACE TYPE 01 TYPICAL PAV NG - SITE-WIDE
- SURFACE TYPE 02 TYPICAL PAV NG - ACCENTED
- SURFACE TYPE 03 PERMEABLE PAV NG
- SURFACE TYPE 04 SELF-HEALING NO GRAVEL
- SURFACE TYPE 05 WET POUR PLAY SURFACE
- SURFACE TYPE 06 CARTRIDGEWAY PAVING
- SURFACE TYPE 07 TIMBER BRIDGING
- SURFACE TYPE 08 RESIDENTIAL TERRACES

**SOFT LANDSCAPE**

- SPECIES RICH LAWN
- BIO-DIVERSITY: IN-GROUND PLANT NG
- BIO-DIVERSITY: RAISED GARDEN PLANTING
- PROPOSED SPECIMEN TREE
- EXISTING TREE TO BE RETAINED

**INDICATIVE FURNITURE**

- TIMBER SEAT
- RECLINER SEAT
- PICNIC TABLE
- CYCLE STAND
- SHEFFIELD CYCLE STAND
- SUPPLIER CYCLEHOOP

PLAY MATERIALS AND STRUCTURES ARE SHOWN AS INDICATIVE ONLY

AREA FOR BURNING PRESENTATION

**EXTERIOR ARCHITECTURE**

**LONDON**  
Unit 17.1, The Leather Market, 11-13 Weston Street, London, SE1 3ER

**MANCHESTER**  
Studio 537, The Royal Exchange, St Anns Square, Manchester, M2 7DH

E-MAIL office@exteriorarchitecture.com  
WEB www.exteriorarchitecture.com

Client  
**MONTREAUX**

No dimensions are to be scaled from this drawing.  
All dimensions are to be checked on site.  
Area measurements for indicative purposes only.

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Rev	Description	Date
D	FOR INFORMATION	30.07.2020
C	FOR INFORMATION	15.07.2020
B	FOR INFORMATION	08.07.2020
A	FOR INFORMATION	11.06.2020
-	DRAFT - FOR INFORMATION	13.12.2019

Project title  
**Cricklewood Lane**

Drawing title  
**GENERAL ARRANGEMENT PLAN - GROUND FLOOR**

Issued By  
Scale  
Status  
Date

London  
1:500 @ A1  
FOR INFORMATION  
13.12.2019

T: 020 7978 2101  
Drawn  
Checked  
Approved

ExA  
HS  
SM

Drawing number  
**ExA\_1939\_100**

Revision  
**D**

OBJECTION TO APPLICATION 20/3564/OUT  
ENCLOSURE 2

WILLIAMS.  
GALLAGHER.



PAUL MEW ASSOCIATES  
TRAFFIC CONSULTANTS 020 8780 0426

Matthew Williams (MRTPI AIEMA)  
Director  
Williams Gallagher  
Portman House  
5-7 Temple Row West  
Birmingham  
B2 5NY

By email only

Barnet Council Planning Ref: 20/3564/OUT  
Our Ref: P2389.6492/PC/NPF.pjm  
4<sup>th</sup> November 2020

Dear Matthew,

**B&Q BROADWAY RETAIL PARK, CRICKLEWOOD LANE, LONDON NW2;  
FORMAL LETTER OF OBJECTION ON BEHALF OF TEPBROOK PROPERTIES LTD**

I am writing on behalf of our mutual client Tepbrook Properties Limited to set out our principal objections on transport/highways matters in relation to the outline planning application made by Montreaux Cricklewood Development Limited at B&Q Broadway Retail Park, Cricklewood Lane, London, NW2 1ES.

By way of a brief background, we are extremely familiar with this part of Cricklewood having been instructed by Tepbrook Properties Limited in 2009 to support a planning application at 214-218 Cricklewood Broadway for the construction of a five-storey hotel providing 96 rooms including a first floor restaurant for guest use, and a 402 sqm ground floor retail unit (planning reference F/04245/09). This application was granted planning permission by Barnet Council in March 2010, and the scheme has since been fully implemented.

More recently we were instructed by Tepbrook Properties Limited to support a planning application at 194-196 Cricklewood Broadway for the construction of a six-storey building comprising 3,457sqm of Class A1 use (food-store) at ground floor level and 96 self-contained flats at first to fifth floor levels including basement car

parking, and a single storey car parking deck (planning reference 17/0233/FUL). This application was granted planning permission by Barnet Council in January 2018. At the time of writing it is understood that all pre-commencement conditions have been discharged and works are due to start on-site.

#### **PLANNING APPLICATION SUMMARY**

*“20/3564/OUT | Outline planning application (including means of access with all other matters reserved) for the demolition of existing buildings and the comprehensive phased redevelopment of the site for a mix of uses including up to 1100 residential units (Use Class C3), and up to 1200 sqm of flexible commercial and community floorspace (Use Classes A3/B1/D1 and D2) in buildings ranging from 3 to 25 storeys along with car and cycle parking landscaping and associated works (this application is accompanied by an Environmental Statement). | B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES”*

This letter of objection relates to the above outline planning application by Montreaux Cricklewood Development Limited for the construction of up to 1,100 residential units and up to 1,200 sqm of flexible commercial/community floor space. It is noted that means of access is included in the outline planning application and is not a reserved matter. We have fully reviewed the Transport Assessment and Framework Travel Plan submitted with the outline application, which includes an assessment of the highways impacts of the proposal and detailed aspects of the development including the site access provisions, non-vehicle access arrangements, the planned parking provision, and servicing requirements.

It is noted that the Transport Assessment predicts a net decrease in vehicle activity on the adjoining highway resulting from this development.

The site currently comprises of a combined 7,900 sqm floor space in retail warehouse use and is split into three units occupied by B&Q, Poundstretcher, and Tile Depot. The site has around 470 car parking spaces which are accessed from the main access to the site from Cricklewood Lane. The car park can also be accessed from Depot Approach, as is the servicing yard at the rear of the site.

The proposal provides disabled parking spaces only for the residential and commercial/community uses, and the development amounts to a reduction in parking on the site of around 75%. On this basis, despite the development proposing sole means of vehicle access from Depot Approach, we are content that there will likely be a reduction in vehicles accessing the site and therefore the vehicle traffic impact of this development will not be significant.

However, this proposal has the potential to generate a significant amount of additional non-vehicular trips to and from the site many of which will use Depot Approach. The proposal also includes a new pedestrian/cycle route between Depot Approach and Cricklewood Lane which will further increase the number of existing

pedestrian and cycle trips on the local highway network to divert through the site between Cricklewood Lane and Cricklewood Broadway via Depot Approach. In our professional view the applicant has failed to fully consider the impact of the increase in non-vehicular trips on Depot Approach in terms of pedestrian and cyclists safety, footpath and cycling capacity, and the resultant adverse effects on highway safety.

The applicant has not proposed to carry out any mitigation or improvement works on Depot Approach between the development site and Cricklewood Broadway, which will become a key pedestrian and cycle route because of this development.

Furthermore, the Transport Assessment states that “the proposed development will take vehicle access from Depot Approach, a private access road over which the Site has full vehicular rights.” This statement is misleading. The Site has full vehicular rights over Depot Approach to the extent that the current layout of the road permits, however those rights do not extend beyond the existing access arrangements. What the applicant is proposing is to make substantial changes to the Site’s frontage to Depot Approach including the following items, most of which fall outside of the red line boundary of the ‘application site’ and therefore require third-party permission to deliver:

- Provision of a new vehicle access into the site between proposed Blocks C and D;
- Removal of an inset parking bay on Depot Approach which currently provides around 12 parking spaces to facilitate the planned new vehicle access;
- Provision of new footpaths and planting;
- Removal of the existing redundant vehicle ingress and egress to the car park;
- Removal of the existing redundant accesses (x2) to the service yards; and
- Reinstatement of the kerb line and footpath.

Tepbrook Properties Limited owns Depot Approach. The applicant, Montreaux Cricklewood Development Limited, did not consult Tepbrook Properties Limited on the proposals, especially the parts of the proposal which rely upon Tepbrook Properties Limited land to deliver, and which are now submitted to Barnet Council for determination in outline application 20/3564/OUT. Therefore, the scheme as presented to the Council cannot be delivered.

These points are expanded upon in the following sections of this letter.

## **DEVELOPMENT IMPACT ON DEPOT APPROACH**

As alluded to, this proposal has the potential to generate a significant amount of additional non-vehicular trips to and from the site many of which will use Depot Approach. The Transport Assessment contains vehicle survey information carried out at various points including the existing site access from Cricklewood Lane, the

existing vehicle access from Depot Approach, and the adjoining public roads including the A5 Cricklewood Broadway and the A407 Cricklewood Lane.

Non-motorised surveys do not appear to have been carried out and therefore the number of non-vehicular trips currently accessing the site via Depot Approach is not known. It is reasonable to expect that Depot Approach is currently not heavily utilised by pedestrians or cyclists owing to the fact that the main customer entrance to the site is via Cricklewood Lane whereas Depot Approach is principally used as a secondary vehicle access to the car park, for trade customers, and access to the service yards.

Under the proposals this situation will be very different. The Transport Assessment has quantified the number of trips generated by the proposed development by non-vehicle modes. The non-vehicle traffic forecasts are summarised in the following tables as taken from Tables 11.7 and 11.15 of the document:

Time Period	TRICS: Flats, multi-modal trips (1100 flats)			
	Walk	Cycle	Bus	Rail
AM	193	4	116	123
PM	175	2	96	99
Total	2046	57	980	901

Source: Entran Transport Assessment July 2020

Time Period	TRICS: Commercial & community, multi-modal trips			
	Walk	Cycle	Bus	Rail
AM	21	7	10	9
PM	45	2	24	13
Total	567	29	270	151

Source: Entran Transport Assessment July 2020

Time Period	TRICS: Development total			
	Walk	Cycle	Bus	Rail
AM	214	11	126	132
PM	220	4	120	112
Total	2613	86	1250	1052

Source: Entran Transport Assessment July 2020

A significant proportion of these new non-vehicle trips, especially the walk, cycle and bus trips, are likely to use Depot Approach as there is a host of local shops, services and amenities on the A5 Cricklewood Broadway immediately south of the site. Most notably there will be a large 3,457sqm food-store on the corner of Cricklewood Broadway and Depot Approach by the time this development is planned to be implemented. There is also a pair of bus stops on the A5 Cricklewood Broadway

immediately south of the site providing access to 6 different bus services, routes 16, 32, 316, 332, 266, and 245. The desire line from the site to these bus stops will mean that most of this new development will likely get to/from these bus stops via Depot Approach. These six bus routes provide a combined 45 peak hour services on a weekday morning and therefore clearly, they will be very well utilised by this development.

As discussed, the proposal also includes a new pedestrian/cycle route between Depot Approach and Cricklewood Lane which will further increase the number of existing pedestrian and cycle trips on the local highway network to divert through the site between Cricklewood Lane and Cricklewood Broadway via Depot Approach. The increased level of pedestrian/cycle trips through the site has not been quantified in the Transport Assessment, however it could be substantial most notably as it would provide an attractive and shorter new route to/from Cricklewood train station for the many residents of the north west part of Cricklewood.

The applicant has not proposed to carry out any mitigation or improvement works on Depot Approach between the development site and Cricklewood Broadway to accommodate this substantial increase in pedestrian and cycle activity.

Of particular concern is the large increase in pedestrian activity that will arise under the proposals on the south-east side of Depot Approach between the site and Cricklewood Broadway. Pedestrians will need to negotiate three vehicle accesses in very close succession which could be very dangerous, especially for young children or those with vision/mobility impairments. These accesses will be very active as they comprise of the main vehicle entrance to the basement car park serving the new 3,457sqm food-store and immediately after the access to the servicing yard for the same food-store (planning reference 17/0233/FUL), which will then be immediately followed by the vehicle entrance to Block B of the proposed development serving up to 20 parking spaces as well as the access and servicing requirements of up to 650 sqm of flexible commercial and up to 170 new dwellings.

Furthermore, no cycle infrastructure exists on Depot Approach to safely accommodate the increase in cyclists that will arise as a result of this development, both in terms of the new dwellings and commercial/community uses as well as the new pedestrian/cycle link between Cricklewood Lane. There is no on or off-road cycle lane on Depot Approach and there is no advanced stop line with a box marked on the road with a bike symbol at the Depot Approach signal junction with the A5 Cricklewood Broadway which would otherwise provide cyclists with a safe space to traverse the road and stop and wait at the junction ahead of vehicles.

This development is therefore considered to be contrary to Policy DM17 of Barnet Council's adopted Development Management Policies Development Plan Document (DPD) September 2012, in particular sections 'a', 'b', and 'f'. Accompanying text to

Policy DM17 at paragraph 18.2 of the Council's Adopted Local Plan is also considered to be of material consideration to this letter and is extracted in addition:

***"Policy DM17: Travel impact and parking standards***

*a: Road safety The council will ensure that the safety of all road users is taken into account when considering development proposals, and will refuse proposals that unacceptably increase conflicting movements on the road network or increase the risk to vulnerable users.*

*b: Road hierarchy The council will seek to ensure that roads within the borough are used appropriately according to their status in the defined road hierarchy. In taking into account the function of adjacent roads the council may refuse development proposals which would result in inappropriate road use, or adversely affect the operation of roads in an area.*

*c: Development, location and accessibility The council will expect major development proposals with the potential for significant trip generation to be in locations which are, or will be made, highly accessible by a range of transport modes.*

*d: Transport assessment In considering planning applications for new development, the council will require developers to submit a full Transport Assessment (as defined by Department for Transport threshold) where the proposed development is anticipated to have significant transport implications in order to ensure that these impacts are considered. This assessment should include an analysis of accessibility by all modes of transport.*

*e: Travel planning For significant trip generating developments, (defined by Transport for London thresholds), the council will require the occupier to develop, implement and maintain a satisfactory Travel Plan (or plans) to minimise increases in road traffic and meet mode split targets. In order to ensure that they are delivering this the travel plan will need to contain measurable outputs so that they can be monitored.*

*f: Local infrastructure needs*

*i. Developments should be located and designed to make the use of public transport more attractive for all users by providing improved access to existing facilities, and if necessary the development of new routes and services, including improved and fully accessible interchange facilities.*

*ii. The council will expect development to provide safe and suitable access arrangements for all road users to new developments. Where improvements or changes to the road network are necessary by virtue of an approved development, the council will secure a Legal Agreement from the developer.*

*iii. The council will require appropriate measures to control vehicle movements, servicing and delivery arrangements. Where appropriate the*

*council will require Construction Management and/or Delivery and Servicing Plans.*

*iv. Where appropriate, development will be required to improve cycle and pedestrian facilities in the local catchment area by providing facilities on site and/or funding improvements off site.*

*g: Parking management*

*1. The council will expect development to provide parking in accordance with the London Plan standards, except in the case of residential development, where the maximum standards will be: i. 2 to 1.5 spaces per unit for detached and semi detached houses and flats (4 or more bedrooms); ii. 1.5 to 1 spaces per unit for terraced houses and flats (2 to 3 bedrooms); and iii. 1 to less than 1 space per unit for development consisting mainly of flats (1 bedroom).*

*2. Residential development may be acceptable: i. with limited or no parking outside a Controlled Parking Zone (CPZ) but only where it can be demonstrated through a survey that there is sufficient on street parking capacity. ii. with limited or no parking within a CPZ, where it can be demonstrated that there is insufficient capacity on street the applicant will be required to enter into a legal agreement to restrict future occupiers from obtaining on street parking permits. For proposals in close proximity to the edge of a CPZ a survey will also be required to demonstrate that there is sufficient on street parking capacity on streets outside the CPZ."*

*"18.2 Road safety*

*18.2.1 In planning new developments, the needs of vulnerable road users (pedestrians and cyclists) must be taken into account. The location of the development, access routes and the site layout need to be planned to ensure that all road users can travel to and from the site in safety. Where necessary, suitable facilities to assist vulnerable road users, such as crossings, cycleways and footpaths, should be provided, and where necessary the council will seek developer funding for their provision."*

As discussed, the applicant has not proposed to carry out any mitigation or improvement works on Depot Approach between the development site and Cricklewood Broadway, which will become a key pedestrian and cycle route because of this development. In our view the proposals will therefore have the potential to give rise to conflict between vehicles, pedestrians, and cyclists contrary to the Mayor's Vision Zero. On this basis the development is also considered to be contrary to Policy T2 'Healthy Streets' of the 'intend to publish' version of the London Plan (December 2019), sections 'B', and 'D'.

*"Policy T2 Healthy Streets*

*A Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.*

*B Development Plans should:*

- 1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.*
- 2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.*

*C In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.*

*D Development proposals should:*

- 1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance*
- 2) reduce the dominance of vehicles on London's streets whether stationary or moving*
- 3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."*

The Mayor's Vision Zero ambition is embedded in Policy T2, details of which are set out at paragraph 10.2.8 of the 'intend to publish' London Plan (December 2019), extracted below:

*"10.2.8 The Mayor has a long-term vision to reduce road danger so that no deaths or serious injuries occur on London's streets. This Vision Zero will be achieved by designing and managing a street system that accommodates human error and ensures impact levels are not sufficient to cause fatal or serious injury. This will require reducing the dominance of motor vehicles and targeting danger at source."*

Similarly, this development is considered to be contrary to Policy T4 of the 'intend to publish' version of the London Plan (December 2019), in particular sections 'B', 'C', 'E', and 'F':

*"Policy T4 Assessing and mitigating transport impacts*

*A Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.*

*B When required in accordance with national or local guidance, transport assessments/statements should be submitted with development*

*proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.*

*C Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.*

*D Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.*

*E The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.*

*F Development proposals should not increase road danger.”*

## **DEVELOPMENT ACCESS ON DEPOT APPROACH**

I referenced earlier that, within the Transport Assessment and other supporting documents, it is asserted that the Site has full vehicular access rights over Depot Approach and therefore the raft of off-site highways works on Depot Approach that are required to enable this development will simply be delivered.

However, this statement is misleading, and I note that Tepbrook Properties Limited has sought legal advice on this matter for clarification. A separate representation has been made on this key issue. It is understood that the Site has full vehicular rights over Depot Approach to the extent that the current layout of the road permits, however those rights do not extend beyond the existing access arrangements.

The bulleted items on page 3 of this letter are required to enable this development, most of which fall outside of the red line boundary of the ‘application site’ and therefore require third-party permission to deliver.

The extent to which these works fall outside of the red line boundary of the site can be imagined based on the below extract from the Applicant's General Arrangement Plan - Ground Floor produced by Exterior Architecture:



Source: Exterior Architecture Plan Reference ExA\_1939\_100 (Dated: 13.12.2019)

The new access junction off Depot Approach, as well as the vehicle to vehicle visibility sightlines of 2.4 metres x 43 metres looking in both directions which would be required to ensure safe access/egress to the site, require land owned by a third party (Tepbrook Properties Limited) and which no prior agreement has been sought to deliver. The new access junction, and safe unobstructed sightlines either side, require the removal of a significant section of an existing inset parking bay on Depot Approach which falls outside of the red line boundary of the site.

As discussed, Montreaux Cricklewood Development Limited did not consult Tepbrook Properties Limited on any of the proposals which have been proposed, especially the parts of the proposal which rely upon Tepbrook Properties Limited land to deliver, and which are now submitted to Barnet Council for determination in outline application 20/3564/OUT. Therefore, the scheme as presented to the Council cannot be delivered.

Therefore in addition to being contrary to Policy DM17 of the Council's Adopted Local Plan, as well as Policy T4 of the 'intend to publish' version of the London Plan, the development is contrary to the National Planning Policy Framework (NPPF) June 2019, specifically Paragraph 108 part 'b' and Paragraph 110 part 'c':

***"Considering development proposals***

*108. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

*a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*

*b) safe and suitable access to the site can be achieved for all users; and*

*c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

*"110. Within this context, applications for development should:*

*a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

*b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

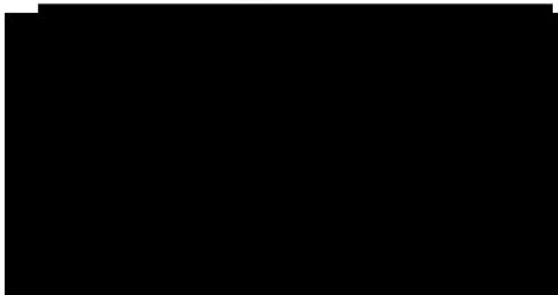
*c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

*d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

*e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

I trust that this suitably sets out our professional views on the matter.

Yours sincerely,



**Nick Ferguson BA (Hons) MCIHT**  
**Associate Director**

Tel: [REDACTED]

Email: [nick.ferguson@pma-traffic.co.uk](mailto:nick.ferguson@pma-traffic.co.uk)

**Cc.** John Byrne – Tepbrook Properties Limited  
Malcolm Raven – Raven Green & Company Chartered Surveyors

OBJECTION TO APPLICATION 20/3564/OUT  
ENCLOSURE 3

WILLIAMS.  
GALLAGHER.

Our ref: DR/B&QCricklewood

3 Princes Street, Mayfair  
London W1B 2LD

Tepbrook Properties Ltd  
C/o Williams Gallagher Town Planning Solutions  
Studio 321  
51 Pinfold Street  
Birmingham B2 4AY

**By Email Only**

Date 30<sup>th</sup> October 2020

**Re: Proposed Development at B&Q site, Depot Approach, Cricklewood**

We have been instructed to comment upon the B&Q development proposals at Depot Approach in relation to the consented development at 194-196 Cricklewood Broadway ("Asda site") planning reference 17/0233/FUL.

We have reviewed the ES Report Volume I, Chapter 11: Daylight, Sunlight, Overshadowing. We set out below our comments:-

**Sunlight**

Given the orientation of the Asda site relative to the B&Q site, the majority of the windows serving the Asda site residential are not eligible for assessment as they are positioned within ninety degrees of due north.

**Overshadowing**

The proposed development on the B&Q site, given its bulk, massing, overbearing nature is considered to result in unacceptable levels of overshadowing in comparison to a scheme of lower height and density commensurate with other schemes that have been granted consent in recent years. For example the Asda site and the Co-op site which in turn faces onto Cricklewood Lane.

**Daylight**

We are concerned and surprised that the Asda site residential habitable rooms have been assessed using the Average Daylight Factor ("ADF") method of assessment. In our opinion this is contrary to the BRE guidance. We also believe this is contrary to the local authority requirements when submitting a planning application.

We consider that the ADF method of assessment used for considering the daylight impacts to the Asda site is not correct for the reasons set out in the following comments: -.

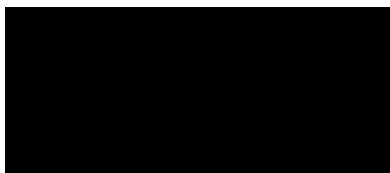
1. Clause 2.1.4 of the BRE guidance says "...good daylight may still be achievable with a tall obstruction, provided it is not continuous and is narrow enough to allow adequate daylight around its sides". The development on the B&Q site cannot be described as narrow enough to allow adequate daylight around its sides.

2. The BRE guidance goes on to say “...*the amount of skylight falling on a vertical wall or window can be quantified as the Vertical Sky Component (“VSC”)*. The use of the VSC method is normal accepted practice for assessing adjoining residential properties - regardless of whether the same has consent, has been built and occupied and similarly, when developments have planning consent but have not yet been implemented.
3. The local authority expectations regarding assessment of adjoining residential buildings within the London Borough of Barnet (“LBB”) are no different from any other Borough. Adjoining residential habitable rooms should be assessed for daylight, sunlight, overshadowing impacts in accordance with the BRE guidance criteria using the VSC, NSL methods of assessment for daylight and the APSH method of assessment for considering sunlight (where applicable and dependent upon orientation).
4. We are not aware of any recent planning submission to LBB where the local authority has accepted an ADF method of assessment of adjoining residential habitable rooms whether the scheme be consented, built and occupied or whether the development has consent but has not yet been implemented. The methods of assessment have to be consistent when considering a new development in proximity to existing occupied dwellings or proposed developments for residential use coming forward that have consent.
5. It should be noted that pre-construction activity is ongoing on the Asda site further reinforcing the expectation around the use of VSC, NSL methods of assessment.
6. It is in our opinion wholly inappropriate for consented development bringing forward much needed homes in LBB to be assessed completely differently from existing occupied residential properties.
7. We are not aware of any case law which accepts that ADF is the accepted method of assessment to assess adjoining residential properties.
8. We consider that the ADF method of assessment has been chosen because it provides better results in favour of the development rather than embarking upon the normal protocols and methods that should have been used i.e. VSC / NSL methods of assessment which have been submitted to LBB in respect of all other adjoining residential developments which have planning consent and are located adjacent to the B&Q site namely, the Asda site and the Co-op sites.
9. If the developers of the B&Q site were to undertake a VSC / NSL method of assessment the results would illustrate additional daylight impact to the Asda site residential (and to the Co-op site). Such results are likely to demonstrate unacceptable harm to the Asda site residential with the proposed B&Q site massing in place. The resultant levels of daylight will make the rooms appear more gloomy within the Asda site development and electric lighting will be needed more of the time.
10. Paragraph 2.2.8. of the BRE advises “*Where room layouts are known, the impact on daylight distribution in the existing building can be found by plotting the “No Sky Line” (“NSL”)*”. The Asda site and Co-op site developments exist. They have planning consent.
11. The room layouts for the Asda site are known and can be found under planning application reference 17/0233/FUL. It is not clear why a VSC / NSL method of assessment hasn’t been undertaken.

12. The daylight / sunlight submission has not assessed all the windows serving the Asda site as the report suggests. We refer to the imagery at Chapter 11, page 83. The imagery shows a considerable number of windows missing from the lower floors of the southern block of the Asda site development. It appears that over 95% of the windows to the southern part of the Asda site have been completely ignored from the daylight assessment. We find this surprising given the windows that have not been assessed are just as likely to be sensitive to the considerable bulk / massing of the proposals for the B&Q site. We would expect a full assessment of the Asda site residential to provide LBB with a comprehensive, holistic and impartial understanding of the daylight impacts caused to the Asda site residential. We would therefore expect all windows in rooms serving the Asda site residential to be assessed using the VSC / NSL methods of assessment as set out in the BRE guidance.
13. Taking into consideration the above, whilst it is accepted that National Planning Policy and National Planning Practice Guidance requires making efficient use of land, such policies stipulate that developments should create places that are safe, inclusive, acceptable and which promote health & well-being with the high standard of amenity for existing and future users. In addition, building scale should account for local climatic conditions including daylight and sunlight. In our view, the proposed massing for the B&Q site appears to fall short of National Planning Policy and associated National Planning Practice Guidance when considering the daylight and overshadowing impact caused to the Asda site residential but also when considering the daylight, sunlight overshadowing impact to other adjoining residential around the site.
14. Our comments equally apply in relation to the London Plan, Spatial Development Strategy for Greater London (2016) as well as the intended updated version dated December 2019. Policy D6 reads “*The design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space* “. Policy D8 reads “*Wind, daylight, sunlight penetration and temperature conditions around the building(s) and neighbourhood must be carefully considered...*”. We question whether the B&Q site massing particularly with regard to daylight, sunlight, overshadowing impacts to surrounding properties as well as daylight, overshadowing impact to the Asda site, meets the recommendations of the Secretary of State and/or the London Plan.
15. In the relation to the London Borough of Barnet Local Plan Policy CDHO4 reads that tall buildings may be appropriate within the Cricklewood Opportunity Area. However, such developments must “*Ensure that the potential microclimatic impact does not adversely affect levels of comfort in the surrounding public realm, including wind, daylight, temperature and pollution*”. Irrespective of the early stages of the adoption process of the London Borough of Barnet Local Plan there appears to be a clear intention, reinforced by other Planning Policy Guidance referred to above, that development should not adversely affect levels of comfort in the surrounding public realm, including daylight to adjoining residential.
16. This is also reinforced in the London Borough of Barnet Development Management Policies Document (2012). Policy 2.7 refers to Amenity and reads “*Schemes which significantly harm the amenity of neighbouring occupiers will be refused planning submission...It is important to ensure that developments do not significantly overshadow neighbouring buildings, block daylight, reduce sunlight or result in a loss of privacy or outlook*”.
17. The sheer scale of the proposed B&Q massing and the impacts in daylight and sunlight terms on surrounding properties, including but not limited, to the Asda site demonstrates non compliance with the BRE guidance. The London Borough of Barnet also makes further comment in respect of daylight, sunlight, privacy and amenity within the Sustainable Design and Construction Supplementary Planning Document (2016), at Section 7 Policy reference 7.8 and within Section 17, Policy 17.24.

It would appear for a number of reasons set out above that the proposed massing on the B&Q site is likely to cause harm through impacts to the Asda site residential and its surrounding residential neighbours.

Yours sincerely



David Reynolds MRICS  
Director

david@jmrsurveyors.com  
Mobile: [REDACTED]

Carl Griffiths

London Borough of Barnet  
Planning Services  
2 Bristol Avenue  
Colindale, London  
NW9 4EW

Dear Carl,

**RE: OBJECTION TO PLANNING APPLICATION REFERENCE: 20/3564/OUT  
REDEVELOPMENT OF B&Q, CRICKLEWOOD LANE, LONDON, NW2 1ES**

GIA have put together this letter to address the comments received on the ES Report Volume I, Chapter 11: Daylight, Sunlight, Overshadowing. The comments have been produced by Joel Michaels Reynolds (ref. DR/B&Q Cricklewood, dated 30<sup>th</sup> October 2020) on behalf of Tepbrook Properties Ltd, and have been attached to the email sent to you on 10<sup>th</sup> November 2020.

Taking some of the points raised by JMR in turn, please find below our replies.

**SUNLIGHT**

No comments have been received with regards to sunlight, so this aspect is not covered in any further detail.

**OVERSHADOWING**

- A *"The proposed development on the B&Q site, given its bulk, massing, overbearing nature is considered to result in unacceptable levels of overshadowing in comparison to a scheme of lower height and density commensurate with other schemes that have been granted consent in recent years. For example the Asda site and the Co-op site which in turn faces onto Cricklewood Lane".*

It is inherent for the Proposed Development to cast more shadows onto the surrounding area when compared to the smaller neighbouring Asda and Co-op sites. However, the fact that a bigger massing casts more shadows than a smaller one it's inevitable and does not relate with its acceptability in context.

The ES assessed potential overshadowing impacts of the Proposed Development on surrounding amenity areas against the baseline scenario. The full overshadowing assessment for the Proposed Development can be found within ES Volume III Appendix 11.2 and all areas assessed have been found to experience Negligible effects according to the methodology and significance criteria set out within the EIA Methodology section, which are based on the BRE Guidance.

It is therefore unclear on which basis JMR concludes that the levels of overshadowing are unacceptable as the claim is not further substantiated.

Given the significant scale and density of the Proposed Development, the results suggest that the design has successfully minimised potential harm to the levels of sunlight where this is most enjoyed.

**DAYLIGHT**

- B *"The ADF method of assessment used for considering the daylight impacts to the Asda site is not correct".*

A number of points are raised to further substantiate the claim.

BRE at par. F6 does indeed state that "VSC is generally recommended as the appropriate parameter to use. This

*is because the VSC depends only on obstruction, and is therefore a measure of the daylight environment as a whole. The average daylight factor (ADF) [...] also depends on the room and window dimensions, the reflectances of interior surfaces and the type of glass, as well as the obstructions outside. It is an appropriate measure to use in new buildings because most of these factors are within the developer's control".*

However, BRE goes further and at par. F8 recognises that *"there are some situations where meeting a set ADF target value with the new development in place could be appropriate as a criterion for loss of light"*.

As the Asda site has not been built yet and sits in a fastly evolving area, it is considered more appropriate to evaluate the quality of the retained levels of daylight by means of the ADF metric, rather than focussing on a notional loss of VSC.

It should also be noted that ADF is a significantly more accurate and informative metric than VSC to describe daylight amenity within a space. VSC only measures the daylight potential seen at the centrepont of each window but does not take account of context or detailed matters such as window size, room use, room size, window number or dual aspect room, which are essential to determine how well daylight a space will be.

These details are all available to us given that the scheme is new. As noted by JMR, full plans of the Asda site are available in the planning portal and it was therefore possible to model the actual room layouts and accurately evaluate both ADF and NSL.

VSC is a simplified way of looking at daylight losses and as such it has its own advantages and limitations. For consented schemes that are unbuilt and only exist on paper, we maintain that the ADF/NSL combination is a more relevant metric to use, as it focusses on the retained quality of daylight amenity, rather than the VSC/NSL better suited to existing, occupied surrounding properties.

Nonetheless, the VSC results for the Asda Site have been appended to provide full details. These are also illustrated in the following page by means of false-coloured images.

The existing Site for B&Q Cricklewood is largely underdeveloped, resulting in uncharacteristically high levels of daylight and sunlight for the Asda Site windows. As the Proposed Development is located within the Cricklewood/Brent Cross Opportunity Area, which has been designated in the London Plan as a major source of brownfield land which has a significant capacity for residential or commercial housing, the existing levels of daylight and sunlight cannot be expected to be maintained. Any meaningful increase in massing within the site would result in noticeable percentage alterations.

With the exception of where balconies are provided, which inherently restrict the daylight availability, all windows assessed within the Asda site retain levels of VSC above 10%, with the vast majority being in the mid-teens, which have been found to be commensurate with expectation in dense urban environments.

The Greater London Authority's hearing report for the Monmouth House and Featherstone Street development (application reference: P2015/3136/FUL) found that 15% retained VSC to be acceptable in urban environments, where it was considered in Para 120 that *"For general guidance, whilst the BRE guidelines recommend a target value of 27% VSC when measured on an absolute scale, that value is derived from a low density suburban housing model. In an inner city urban environment, VSC values in excess of 20% should be considered as reasonably good, and VSC in the mid-teens should be acceptable."*

Also, the effect relate to the windows located on the west facade, but the rest of the Asda site would be largely unaffected. Whilst the adverse effects to the Asda site cannot be denied, the retained levels are in our opinion commensurate with what can be expected within an Opportunity Area where a significant increase in density is sought.

It should also be noted that the effects assessed as part of the ES chapter consider the Maximum Parameters of the Proposed Development and therefore portray a worst-case of the true effects.

c *"The daylight / sunlight submission has not assessed all the windows serving the Asda site as the report suggests."*

The report includes window maps which clearly illustrate the selection of windows assessed. This can also be seen

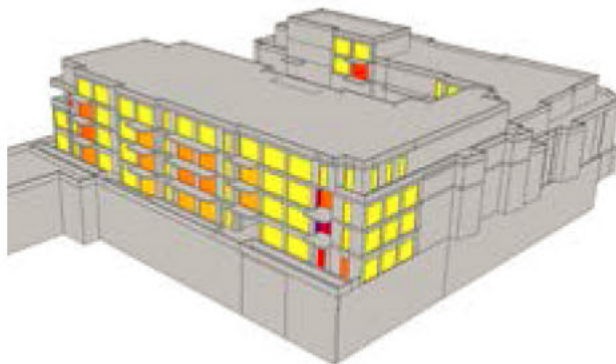
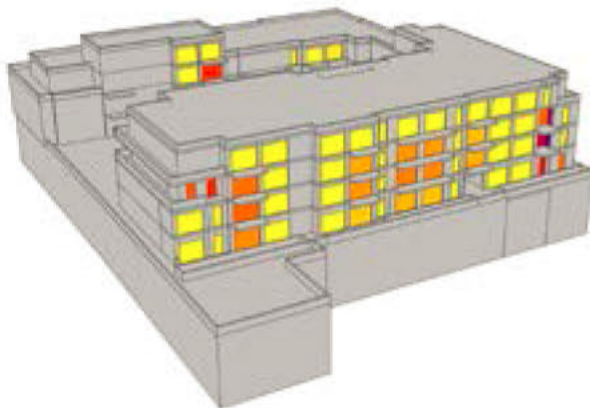
in the images below. The assessment includes all the windows opening towards the B&Q Cricklewood site from the east facade, as these all have the potential to be affected. As the units to the north-east corners are dual aspect, some north facing windows have also been included in order to correctly calculate the ADF/NSL for the corner rooms. As the images below demonstrate, the north facade wouldn't see a material difference in VSC (<20%) as a result of the proposed development. Finally, a few test windows have been incorporated from the west block of the building (facing east), and these all experience Negligible alterations in their VSC levels. Overall, we believe the selection of rooms and windows included in the assessments is fair and well suited to portray the effects experienced by the Asda site development.

- Finally, JMR refers to the National Planning Policy, National Planning Practice Guidance, London Plan, London Borough of Barnet Local Plan Policy and London Borough of Barnet Development Management Policies and concludes that *"It would appear for a number of reasons set out above that the proposed massing on the B&Q site is likely to cause harm through impacts to the Asda site residential and its surrounding residential neighbours"*.

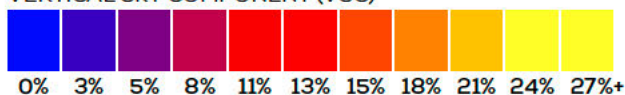
Firstly, it is important to note that BRE Guidelines are a *"purely advisory"* document, which itself states that *"is not mandatory and [...] should not be seen as an instrument of planning policy."* The Guidelines also acknowledge in its

FUTURE BASELINE

CUMULATIVE



DAYLIGHTING  
VERTICAL SKY COMPONENT (VSC)



introduction that “the numerical target values within it may be varied to meet the needs of the development and its location.”

It is an inevitable consequence of the built-up urban environment that daylight and sunlight will be more limited in dense urban areas. It is well acknowledged that in such situations there may be many other conflicting and potentially more important planning and urban design matters to consider other than just the provision of ideal levels of daylight and sunlight.

The NPPF (February 2019) states that local planning authorities should refuse applications which they consider fail to make efficient use of land. The discussion in relation to daylight and sunlight highlights the Government’s recognition that increased flexibility is required in response to the requirement for higher density development.

The London Plan (March 2016) sets out the strategic plan for London and states that buildings and structures should “not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings” (my emphasis).

Also the Supplementary Planning Guidance on Housing (2016) moves away from the rigid application of the national numerical values provided in the BRE Guidelines and state at par. 1.3.45 that “an appropriate degree of flexibility needs to be applied when using BRE Guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time”.

The above illustrates that at national level the Government understands the need for flexibility in relation to the use and application of daylight and sunlight targets and that this can still result in high quality living environments. This flexibility is already part of current policy in London by reference to the London Plan and its Housing SPG (see above). New developments in London are already being planned, approved, constructed and sold with an increasingly flexible approach to daylight and sunlight in line with this nationally emerging policy. Any harm to the neighbouring levels of daylight amenity should be therefore judged on balance.

On one side we have the Asda site development, which would experience an adverse effect in daylight terms, albeit limited to one of the six facades of the building, comprising four residential storeys. On the other side there is the proposed B&Q Cricklewood, which would deliver a substantially greater amount of new residential floorspace and new high-quality public realm, that would benefit also the future residents of the Asda site development and the wider Cricklewood area.

Whilst it is not our remit to comment on the overall acceptability of the planning proposition, it is clear that the two schemes in discussion are inherently different in size, density and benefits brought to the community.

From a daylight perspective, it is our opinion that the levels within the Asda site development, albeit reduced, would still be in line with expectations for the emerging urban grain in the area, and therefore commensurate with its context.

Yours sincerely,

Jacopo Francisconi MSc ARB

Senior Consultant

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## APPENDIX - TECHNICAL RESULTS

				VERTICAL SKY COMPONENT (WINDOWS)				NO SKY LINE				AVERAGE DAYLIGHT FACT	
FLOOR	ROOM	ROOM USE	WINDOW	FUTURE BASELINE	CUMULATIVE	LOSS	%	FUTURE BASELINE	CUMULATIVE	LOSS	%	FUTURE BASELINE	CUMULATIVE
CRICKLEWOOD BROADWAY													
F02	R1	BEDROOM	W1	26.9	11.8	15.1	56.1	98.6	66.7	31.9	32.4	3.4	17
			W2	26.4	10.9	15.5	58.7						
	R2	L/K/D	W3	21.4	4.9	16.5	77.1	98.0	35.2	62.8	64.1	2	0.8
			W4	31.7	14.4	17.3	54.6	100.0	69.7	30.3	30.3	4.6	2.3
	R4	BEDROOM	W5	32.5	14.2	18.3	56.3	100.0	66.0	34.0	34.0	4.6	2.3
			W6	24.4	6.5	17.9	73.4	100.0	31.5	68.5	68.5	2	0.8
	R6	BEDROOM	W7	28.6	11.2	17.4	60.8	99.7	70.9	28.8	28.9	2.7	1.2
			W8	23.4	5.9	17.5	74.8						
	R7	BEDROOM	W9	24.0	6.6	17.4	72.5	99.2	70.1	29.1	29.3	2.8	1.2
			W10	31.6	13.7	17.9	56.6						
	R8	BEDROOM	W11	32.8	16.1	16.7	50.9	100.0	76.5	23.5	23.5	4.7	2.6
			W12	29.3	15.5	13.8	47.1	100.0	85.5	14.5	14.5	4	2.2
	R10	BEDROOM	W13	14.5	8.1	6.4	44.1	69.6	49.8	19.8	28.4	0.7	0.4
			W14	19.8	16.0	3.8	19.2	99.9	99.9	0.0	0.0	6.1	5.8
			W15	35.2	33.4	1.8	5.1						
			W16	35.0	33.3	1.7	4.9						
			W17	34.9	33.3	1.6	4.6						
F03	R1	BEDROOM	W1	28.3	13.5	14.8	52.3	99.0	73.0	26.0	26.3	3.8	2
			W2	27.5	12.4	15.1	54.9						
	R2	L/K/D	W3	19.3	4.0	15.3	79.3	98.0	34.6	63.4	64.7	1.9	0.8
			W4	33.2	16.1	17.1	51.5	100.0	89.0	11.0	11.0	5.2	2.6
	R4	BEDROOM	W5	33.9	15.8	18.1	53.4	100.0	80.8	19.2	19.2	5.1	2.5
			W6	22.0	5.6	16.4	74.5	100.0	31.7	68.3	68.3	2	0.8
	R6	BEDROOM	W7	29.3	12.5	16.8	57.3	96.3	46.3	50.0	51.9	1.5	0.8
			W8	20.8	4.8	16.0	76.9	100.0	30.6	69.4	69.4	1.8	0.7
	R8	L/K/D	W9	21.5	5.4	16.1	74.9	100.0	32.8	67.2	67.2	1.8	0.8
			W10	32.4	14.9	17.5	54.0	97.3	53.4	43.9	45.1	1.6	0.8
	R10	L/K/D	W11	23.0	7.1	15.9	69.1	98.0	39.1	58.9	60.1	2	0.9
			W12	35.4	18.4	17.0	48.0	100.0	89.0	11.0	11.0	5.7	3.1
	R12	BEDROOM	W13	35.9	20.0	15.9	44.3	100.0	94.9	5.1	5.1	5.1	2.9
			W14	3.8	3.5	0.3	7.9	100.0	78.0	22.0	22.0	1.8	0.9
			W15	10.3	2.2	8.1	78.6						
			W16	4.1	0.7	3.4	82.9						
	R14	L/K/D	W17	33.3	20.9	12.4	37.2	100.0	99.8	0.2	0.2	7.2	6.7
			W18	38.1	36.4	1.7	4.5						
			W19	38.1	36.4	1.7	4.5						
			W20	38.0	36.4	1.6	4.2						
F04	R1	BEDROOM	W1	29.6	26.9	2.7	9.1	100.0	100.0	0.0	0.0	4.7	4.2
			W2	16.7	13.9	2.8	16.8	86.7	83.7	3.0	3.5	1.7	1.5
	R3	BEDROOM	W3	28.0	25.0	3.0	10.7	96.6	91.9	4.7	4.9	1.5	1.4
			W4	30.2	27.4	2.8	9.3	88.2	77.5	10.7	12.1	2.3	2.1
	R5	BEDROOM	W5	25.8	23.3	2.5	9.7	100.0	100.0	0.0	0.0	4.1	3.7
			W6	23.8	7.8	16.0	67.2	98.0	41.8	56.2	57.3	1.6	0.7
	R7	BEDROOM	W7	38.6	22.5	16.1	41.7	100.0	95.6	4.4	4.4	4.5	2.7
			W8	38.1	23.1	15.0	39.4	100.0	99.8	0.2	0.2	6.1	5.7
			W9	38.8	37.1	1.7	4.4						
			W10	38.8	37.2	1.6	4.1						
			W11	38.7	37.2	1.5	3.9						
			W12	8.0	7.1	0.9	11.3	100.0	87.3	12.7	12.7	2.5	1.3
			W13	19.1	6.6	12.5	65.4						
			W14	7.8	4.1	3.7	47.4						
	R10	BEDROOM	W15	37.1	20.3	16.8	45.3	100.0	93.7	6.3	6.3	4.8	2.7
			W16	34.1	16.9	17.2	50.4	97.7	56.0	41.7	42.7	1.3	0.7
	R12	L/K/D	W17	22.1	6.0	16.1	72.9	100.0	40.6	59.4	59.4	1.5	0.6
	R13	L/K/D	W18	21.8	5.6	16.2	74.3	100.0	44.7	55.3	55.3	1.5	0.6
	R14	BEDROOM	W19	31.3	14.7	16.6	53.0	96.3	57.0	39.3	40.8	1.3	0.7
	R15	L/K/D	W20	22.9	6.3	16.6	72.5	100.0	45.0	55.0	55.0	1.6	0.7
	R16	BEDROOM	W21	35.6	18.0	17.6	49.4	100.0	96.2	3.8	3.8	4.2	2.2
	R17	BEDROOM	W22	34.7	18.0	16.7	48.1	100.0	100.0	0.0	0.0	4.3	2.3
	R18	L/K/D	W23	20.0	4.4	15.6	78.0	98.0	43.9	54.1	55.2	1.6	0.7
	R19	BEDROOM	W24	18.7	4.6	14.1	75.4	91.4	67.1	24.3	26.6	1.5	0.7
			W25	16.1	4.3	11.8	73.3						
F05	R1	L/K/D	W1	28.4	18.4	10.0	35.2	99.1	97.2	1.9	1.9	4	3.7
			W2	38.4	36.9	1.5	3.9						
			W3	38.4	37.0	1.4	3.6						
			W4	38.4	37.0	1.4	3.6						
	R2	BEDROOM	W5	38.4	23.6	14.8	38.5	96.1	88.8	7.3	7.6	2.4	1.6
			W6	39.0	23.6	15.4	39.5	100.0	94.7	5.3	5.3	6	3.6
	R4	BEDROOM	W7	38.9	22.9	16.0	41.1	100.0	100.0	0.0	0.0	6.5	3.9
			W8	38.4	22.2	16.2	42.2	98.0	52.1	45.9	46.8	3.1	1.9
	R6	BEDROOM	W9	37.7	21.2	16.5	43.8	97.7	60.7	37.0	37.9	1.8	1.1
			W10	38.6	22.1	16.5	42.7	100.0	62.1	37.9	37.9	2.9	1.7
	R8	L/K/D	W11	38.4	21.9	16.5	43.0	100.0	69.7	30.3	30.3	3.1	1.9
			W12	35.3	19.1	16.2	45.9	96.3	64.4	31.9	33.1	1.8	1
	R10	BEDROOM	W13	37.9	21.3	16.6	43.8	100.0	97.5	2.5	2.5	5.7	3.3
	R11	L/K/D	W14	35.1	19.8	15.3	43.6	98.0	59.6	38.4	39.2	3	1.8
	R12	BEDROOM	W15	36.1	20.5	15.6	43.2	100.0	100.0	0.0	0.0	5.7	3.3
	R13	L/K/D	W16	38.3	21.5	16.8	43.9	100.0	73.3	26.7	26.7	3.1	1.8
	R14	BEDROOM	W17	35.2	30.8	4.4	12.5	100.0	100.0	0.0	0.0	5.3	4.6
	R15	L/K/D	W18	35.0	30.5	4.5	12.9	100.0	99.5	0.5	0.5	2.8	2.5

Our Ref: TP53xx\_L5\_RF

Your Ref: 20/3564/OUT

Date: 12<sup>th</sup> March 2021

**Entran Ltd**  
78 York Street  
London  
W1H 1DP

Telephone: 0208 709 0991  
Email: richardfitter@entrantld.co.uk

██████████  
Iceni Projects  
Da Vinci House  
44 Saffron Hill  
London  
EC1N 8FH

Dear ██████████,

### **Broadway Retail Park, Cricklewood – Transport effects on Depot Approach**

Thank you for passing us a copy of the letter from William Gallagher Ltd to LB Barnet Planning Services dated 10<sup>th</sup> November 2020, in relation to Montreaux's outline planning application for a residential led mixed-use development in Cricklewood.

The letter was submitted as an objection to the planning application. The letter raises three objections, namely 1) legal rights over Depot Approach, 2) Highways and Transportation matters, and 3) Sunlight, daylight and overshadowing. This letter provides a written response to item 2.

The letter included a number of enclosures. Enclosure 2 was a letter from Paul Mew Associates (hereafter referred to as PMA) dated 4<sup>th</sup> November 2020. For ease of reference, we have responded to the points in that letter, in the order in which they were made.

The PMA letter summarises the description of development and the transport information submitted in support of the planning application. It correctly identifies that the proposed redevelopment will result in a significant reduction in car parking and states *"despite the development proposing sole means of vehicle access from Depot Approach, we are content that there will likely be a reduction in vehicles accessing the site and therefore the vehicle traffic impact of the development will not be significant"*. We welcome this acknowledgement but would add that the predicted traffic impact of redeveloping this existing commercial site will be actively beneficial to the local highway network rather than 'not significant'.

The PMA letter asserts that the TA has under-estimated the number of additional pedestrians and cyclists that will use Depot Approach. The LB Barnet highways consultation response requested a more robust Active Travel Zone (ATZ) assessment. For this reason, a full DfT-compliant ATZ assessment has been carried out and appended to a revised TA. The new ATZ assessment includes a detailed gravity model which assigns pedestrians and cyclists to the primary routes within the ATZ. This includes those walking to bus stops and the railway station.

The gravity model draws on TfL data which includes a breakdown of trips per person per day, by purpose. In 2019, this breakdown was as follows:



Usual workplace	18%
Other workplace	7%
Education	9%
Shopping	24%
Leisure	31%
Other	15%

The ATZ assessment has identified primary and secondary destinations within each of these categories, and the pedestrian and cycle trips distributed via each of the primary routes, weighted according to journey purpose and the location of the destinations. Rail and bus passengers have been distributed to stations and bus stops according to number and frequency of services at each transport interchange.

The PMA letter incorrectly suggests that a significant proportion of the pedestrian and cycle trips associated with the proposed development are likely to use Depot Approach. The detailed ATZ assessment and gravity model demonstrate that, even using very robust assumptions, approximately 21% of journeys arriving and departing on foot or by bike would do so via Depot Approach. That equates to 43 trips in the morning peak and 44 trips in the evening peak. The assessment suggests 524 pedestrian and cycle movements across the day as a whole (an average of some 15 trips per hour in each direction). It should be noted that this is the gross travel demand, not the net increase when compared to the existing commercial uses of the Site. The figures for net increase will clearly be less than those stated above.

A peak gross flow of some 22 pedestrians in each direction across a one-hour period is not sufficient to have any material effect on comfort or capacity and does not trigger the need for mitigation measures.

The TA is clear, and the ATZ assessment demonstrates, that Depot Approach is the sole vehicle access to the site but only an ancillary access for pedestrians and cyclists. The Healthy Streets Assessment demonstrates that the new public realm within the development, including the new public square, and the proposed improvements to Cricklewood Green, will make the route through the site and onto Cricklewood Lane very attractive for pedestrians and cyclists entering and leaving the site. From a qualitative perspective this will be the primary pedestrian access. From a quantitative perspective, the vast majority of pedestrian movement to key destinations in the Active Travel Zone will also be via the Cricklewood Lane frontage.

The TA states that the developer has rights of access across Depot Approach to the development site. This is correct. PMA state that the access bellmouths and visibility splays fall outside the application red line and within private land owned by their client. This matter of legal title is a separate matter and does not affect the merits of the proposed development or the proposed access strategy. The matter of legal title is addressed separately by Montreaux.

The PMA letter quotes in full a number of LBB planning policies and the ITP London Plan. We do not intend to comment on those policies here as they are addressed in full in the TA. The points raised in this letter support the conclusions of the TA, that the proposed development will not be contrary to LBB policy or the ITP London Plan.

The redevelopment of this site will reduce traffic on the local highway network and close up an existing junction onto Cricklewood Lane to the benefit of highway safety, highway capacity and pedestrian convenience.

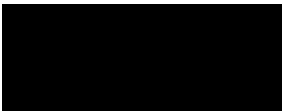
The Proposed Development has been designed from the outset to influence travel behaviour rather than just to mitigate predicted effects. The new homes and businesses will be supported by a Framework Travel Plan which will include infrastructure, information and incentives to promote sustainable travel choices. The Proposed development will also deliver the following transport improvements which will benefit the new residents and visitors, as well as the local community.



- New pedestrian/cycle route between Depot Approach and Cricklewood Lane;
- Removal vehicle access from Cricklewood Lane;
- New public realm including a new public square, open space and play areas;
- Improvements to existing public realm, including Cricklewood Green enhancements to be secured by S106 agreement;
- New Car Club space to provide for new residents and the wider local community;
- Land safeguarded so as not to preclude future southern access into Cricklewood Station;
- Potential S106 contribution towards improvements to the pedestrian route beneath the rail bridge; and
- Potential S106 contribution to upgrade one uncontrolled crossing on Cricklewood Lane to a Puffin.

I trust this information is of use to you and would ask that you pass this letter to the planning case officer as a formal response to the objection submitted by William Gallagher Limited.

Yours sincerely



**Richard Fitter**  
**Director** FCILT, FICE, FIHE  
M. [REDACTED]

Montreaux  
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Our ref: MON002/0001/cf  
22 January 2021

Dear Matt

#### Cricklewood - Tepbrook objection

You have asked us to comment on the letter from Pinsent Masons dated 6 November 2020 which forms part of the objection to your planning application that has been submitted by Tepbrook Properties Limited.

We cannot comment on the matter of the extent of the private law matters referred to in paragraphs 1, 2 and 3 of Pinsent Masons' letter, i.e. whether or not the applicant does or does not have the requisite legal rights over the proposed point of access and/or the land on which the footpaths are proposed to be provided.

However, in relation to paragraph 4 of Pinsent Masons' letter, we note that in the case they refer to - *British Railways Board v SSOE* (1994) JPL 32 - the leading judgement acknowledged that planning legislation contemplated that an application for planning permission could be made by a person who did not own the land to which [part of] an application related and that the owner of any such land could object to it. However, if there were good planning reasons why the development should be allowed, the owner's objections were not necessarily a ground for refusal. There was therefore no absolute rule that the existence of difficulties, even if apparently insuperable, must necessarily lead to the refusal of planning permission. Lord Keith of Kinkel, giving the leading judgement, said:

"A would-be developer may be faced with difficulties of many different kinds, in the way of site assembly or securing the discharge of restrictive covenants. If he considered that it is in his interests to secure planning permission notwithstanding the existence of such difficulties, it is not for the planning authority to refuse it simply on their view of how serious the difficulties are."

This led to the change in the Government's guidance on the imposition of Grampian-style planning conditions which Pinsent Masons identifies. Prior to this case planning guidance used to prevent imposition of Grampian conditions unless there was a reasonable prospect of the condition being satisfied. The way the planning guidance puts it nowadays (following this court decision) is that Grampian conditions should not be used where there are "no prospects at all" of the action in question being performed within the time limit imposed by the planning permission.

Partners: Elizabeth Christie, Mary Cook, Duncan Field, Clare Fielding, Michael Gallimore, Raj Gupta, Meeta Kaur, Simon Ricketts, Patrick Robinson, Louise Samuel

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22 January 2021

It is for these reasons that planning authorities rarely refuse planning permission based on objections about the “deliverability” of development due to private law issues raised by neighbours.

Insofar as the matters referred to in Pinsent Masons’ letter are concerned, therefore, it would clearly be lawful for a Grampian condition to be imposed preventing the development (or relevant parts of it) from being implemented until any requisite remaining legal rights over the relevant land had been secured. This would also be in accordance with the guidance in the PPG since the local planning authority cannot know whether there are “no prospects at all” of those rights being secured, notwithstanding what Pinsent Masons’ letter says. Commercial parties frequently reach agreement about private law matters on neighbouring sites, as the local planning authority will know.

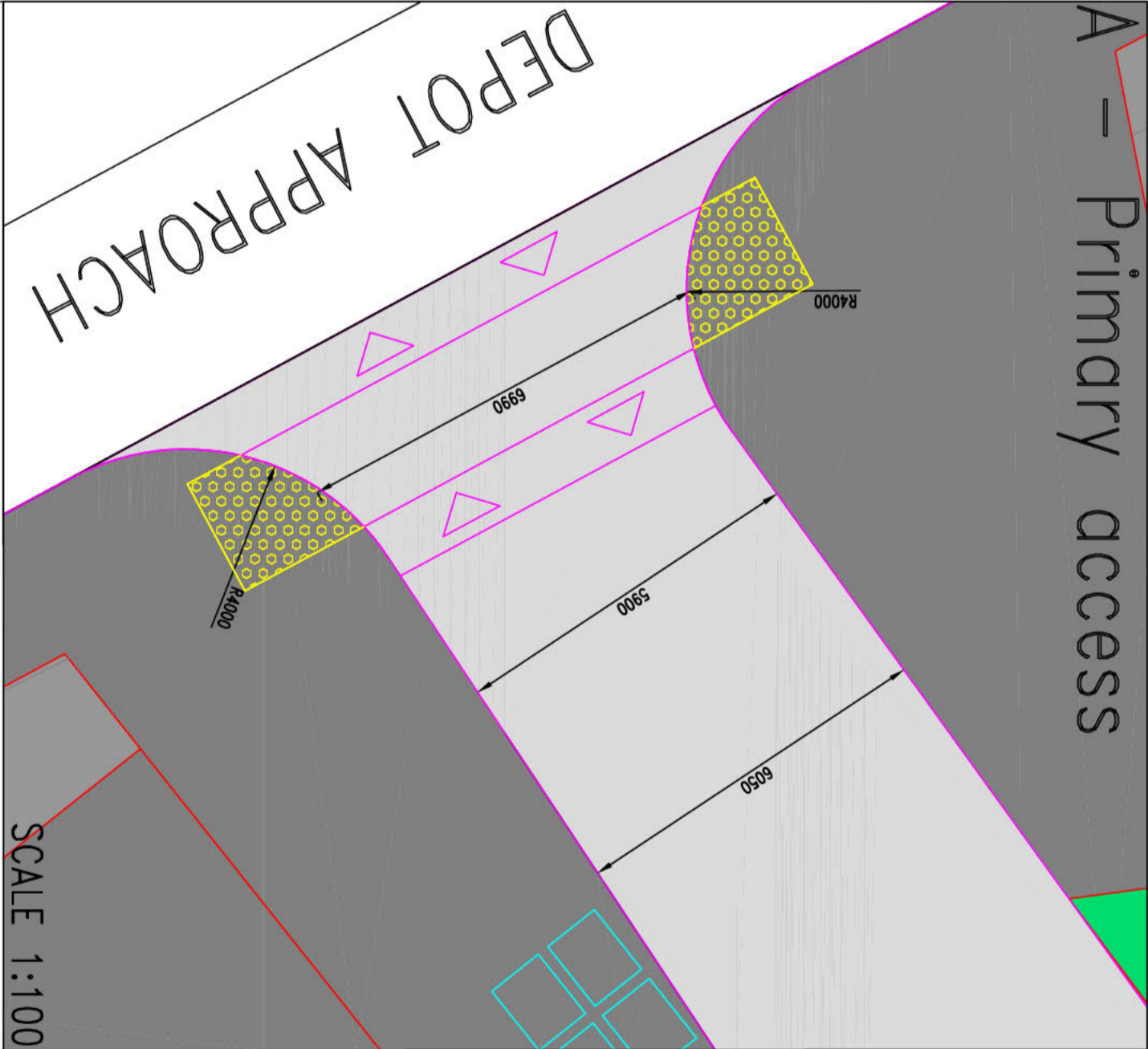
Yours sincerely

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STATUS					
SCALE VARIES		DRAWN JPB			
CHECKED RF		APPROVED RF			
DRG SIZE / DATE A2 JUNE 21		DRAWING NUMBER SK401		REV -	

## Carter, Richard

---

**From:** Griffiths, Carl  
**Sent:** 10 June 2021 16:51  
**To:** John Mumby  
**Subject:** RE: Cricklewood - Further Objection to Planning Application 20/3564/OUT

Thanks for this John, I am happy with the proposed condition.

Just wanted to ensure that we weren't prejudicing your client's commercial interests

**Carl Griffiths**  
**Principal Planner**  
**Major Projects**

**Strategic Planning and Regeneration**  
**Regional Enterprise**

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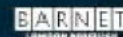
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From: John Mumby <jmumby@iceniprojects.com>

Sent: 10 June 2021 16:43

To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Subject: Cricklewood - Further Objection to Planning Application 20/3564/OUT

Good afternoon Carl,

Thank you for sending over the 2<sup>nd</sup> objection letter, sent by Williams Gallagher on behalf of Tepbrook, who own Depot Approach and associated land to the west & north of the Montreaux site. I have reviewed its content and can make the following comments.

Page 1 of the letter refers to the additional material that Tepbrook seek to make commentary on (Urban Design Study & Retail Transport Assessment), followed by four bullet points. Upon reading the bullet points it is however clear that they are just re-iteration of the previously raised objections by Tepbrook's representatives in November 2020. These matters have already been commented on by Montreaux's team, but for clarity I have attached documentation produced by Town Legal, Entran and GIA which address Tepbrook's objection(s). You have already been sent these. Nothing in Tepbrook's 2nd objection raises further queries or challenges that require additional input from Town Legal, Entran or GIA on these matters, however the position regarding Montreaux's use of Dept Approach for access to the site is discussed further below.

Tepbrook's representatives do however raise two new matters on page 2 of the letter.

1. *The Urban Design Study has undertaken an assessment with a park / pond placed on our client's development site. The land is not within the ownership of Montreaux Cricklewood Developments Ltd and is currently under construction for a new Asda foodstore and 96 homes. Please refer to Fig 1 and Fig 2 below to see the erroneous placing of the pond / park on our client's land. This is wholly misleading and gives the impression that development to the northern boundary of our client's land is at a much greater distance than it will be in reality.*
2. *Our client's site is implemented and under construction. The Urban Design Study should therefore include this development and assess the impacts it would have on it. By failing to do so the document is incomplete.*

In terms of the first point, the Townscape Overview (incorrectly referred to as the Urban Design Study by Williams Gallacher) provides in its introduction a clear description of what is assessed and considers. It looks at views to the site from a number of agreed and / or additional viewpoints in the locality and further afield. The relevance of the Tepbrook objection to its content it therefore unclear or indeed why they are claiming it to be an Urban Design Study. The Townscape Overview make no reference to the pond / park on the Tepbrook land or implies Tepbrook's land includes these features. In any event the full suite of documentation to support the Montreaux application provides a cumulative assessment of proposals / permissions in the surrounding area in which includes Tepbrook's. In addition, given the Montreaux site is to the south and east of the Tepbrook ownership, the impact on the northern boundary of their land is questioned.

Similarly, the Montreaux application in its current form covers Williams Gallagher's second point given its supporting documentation assess implications of the proposed B&Q site redevelopment on their scheme (granted under permission LPA ref 17/0233/FUL). The Townscape Overview assesses the position of the surrounding context as it currently exists, which it correctly should do. The Tepbrook scheme may be implemented, but it is not complete, nor substantially so, and including it in the Overview would be misleading, especially to the lay person.

Turning back to the matter of ownership of Depot Approach and Montreaux' proposed access to the site, Town Legal have already provided commentary on the potential for a condition to be attached to any grant of outline planning permission in January of this year. The question here is not whether any commercial rights can or cannot be secured, but whether planning permission can lawfully be granted, subject to securing delivery of the required infrastructure / access. In this case it is merely a re-located access / egress point off Depot Approach (it is worth noting that were the existing B&Q access point be proposed to be used the status quo would remain). Should Officers require a condition to be attached to address this matter, I suggest wording along the lines of the below satisfies any question over deliverability of the proposal based upon commercial matters.

*'Prior to first occupation of any of the residential, commercial or community uses within the scheme, the access / egress point from Depot Approach must be provided in accordance with Entran drawing ref SK401. Any variation required to the detail(s) of the access shall be submitted to and agreed in writing by the Local Planning Authority'.*

*Reason: 'To ensure that neighbouring interests are protected'.*

Such a condition ensures any permission is implemented in a specific way without prejudicing the Council's ability to grant said permission. The condition meets the relevant NPPF / NPPG tests (NPPG 003 Reference ID: 21a-003-20190723).

I trust the above is of use, however should you have any questions please do not hesitate to contact me.

Many thanks  
John

**John Mumby BA (Hons)**  
Director, Planning

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mobile: [REDACTED]  
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**From:** Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>

**Sent:** Tuesday, June 1, 2021 9:32 AM

**To:** John Mumby <[jmumby@iceniprojects.com](mailto:jmumby@iceniprojects.com)>

**Subject:** FW: Further Objection to Planning Application 20/3564/OUT [Filed 02 Jun 2021 08:22]

Hi John

Please see attached and below.

In respect of your points from previous email, I have not received further response from BNPP though I have chased again today. I will get the report over to you in the next week or so if that's OK, Andrew and Fabien need to review and sign off on it first and they are both on leave for half term next week.

Kind Regards

Carl

**Carl Griffiths**  
**Principal Planner**  
**Major Projects**

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From: Matthew Williams

Sent: 28 May 2021 12:53

To: Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>

Cc: Zinkin, Peter (Personal) <[Peter.zinkin@gmail.com](mailto:Peter.zinkin@gmail.com)>; Ryde, Cllr Shimon <[Cllr.S.Ryde@Barnet.gov.uk](mailto:Cllr.S.Ryde@Barnet.gov.uk)>; Clarke, Cllr

Anne <[Cllr.A.Clarke@Barnet.gov.uk](mailto:Cllr.A.Clarke@Barnet.gov.uk)>; [planning@barnet.gov.uk](mailto:planning@barnet.gov.uk); Gaudin, Fabien <[fabien.gaudin@barnet.gov.uk](mailto:fabien.gaudin@barnet.gov.uk)>  
Subject: Further Objection to Planning Application 20/3564/OUT

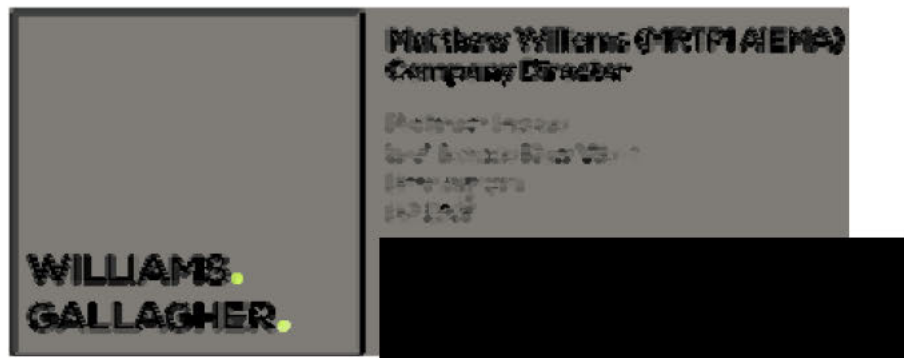
Dear Carl,

Please find attached an updated objection to the above application.

I would be grateful if this could be shared with the applicant and taken fully into account in the determination of the application.

Kind regards

Matthew



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## Carter, Richard

---

**From:** John Mumby <jmumby@iceniprojects.com>  
**Sent:** 14 June 2021 13:34  
**To:** Griffiths, Carl  
**Subject:** RE: Cricklewood - Further Objection to Planning Application 20/3564/OUT

Thanks for confirming Carl,

Can you do a short call this week to go through the HoTs?

Thanks. John

**John Mumby BA (Hons)**  
Director, Planning

telephone: [REDACTED]  
mobile: [REDACTED]  
email: jmumby@iceniprojects.com



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**From:** Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>  
**Sent:** Thursday, June 10, 2021 4:51 PM  
**To:** John Mumby <jmumby@iceniprojects.com>  
**Subject:** RE: Cricklewood - Further Objection to Planning Application 20/3564/OUT

Thanks for this John, I am happy with the proposed condition.

Just wanted to ensure that we weren't prejudicing your client's commercial interests

**Carl Griffiths**  
Principal Planner  
Major Projects

**Strategic Planning and Regeneration**  
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From: John Mumby <[jmumby@icenipprojects.com](mailto:jmumby@icenipprojects.com)>

Sent: 10 June 2021 16:43

To: Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>

Subject: Cricklewood - Further Objection to Planning Application 20/3564/OUT

Good afternoon Carl,

Thank you for sending over the 2<sup>nd</sup> objection letter, sent by Williams Gallagher on behalf of Tepbrook, who own Depot Approach and associated land to the west & north of the Montreaux site. I have reviewed its content and can make the following comments.

Page 1 of the letter refers to the additional material that Tepbrook seek to make commentary on (Urban Design Study & Retail Transport Assessment), followed by four bullet points. Upon reading the bullet points it is however clear that they are just re-iteration of the previously raised objections by Tepbrook's representatives in November 2020. These matters have already been commented on by Montreaux's team, but for clarity I have attached documentation produced by Town Legal, Entran and GIA which address Tepbrook's objection(s). You have already been sent these. Nothing in Tepbrook's 2nd objection raises further queries or challenges that require additional input from Town Legal, Entran or GIA on these matters, however the position regarding Montreaux's use of Dept Approach for access to the site is discussed further below.

Tepbrook's representatives do however raise two new matters on page 2 of the letter.

1. *The Urban Design Study has undertaken an assessment with a park / pond placed on our client's development site. The land is not within the ownership of Montreaux Cricklewood Developments Ltd and is currently under construction for a new Asda foodstore and 96 homes. Please refer to Fig 1 and Fig 2 below to see the erroneous placing of the pond / park on our client's land. This is wholly misleading and gives the impression that development to the northern boundary of our client's land is at a much greater distance than it will be in reality.*
2. *Our client's site is implemented and under construction. The Urban Design Study should therefore include this development and assess the impacts it would have on it. By failing to do so the document is incomplete.*

In terms of the first point, the Townscape Overview (incorrectly referred to as the Urban Design Study by Williams Gallagher) provides in its introduction a clear description of what it assesses and considers. It looks at views to the site from a number of agreed and / or additional viewpoints in the locality and further afield. The relevance of the Tepbrook objection to its content is therefore unclear or indeed why they are claiming it to be an Urban Design Study. The Townscape Overview makes no reference to the pond / park on the Tepbrook land or implies Tepbrook's land includes these features. In any event the full suite of documentation to support the Montreaux application provides a cumulative assessment of proposals / permissions in the surrounding area in which includes Tepbrook's. In addition, given the Montreaux site is to the south and east of the Tepbrook ownership, the impact on the northern boundary of their land is questioned.

Similarly, the Montreaux application in its current form covers Williams Gallagher's second point given its supporting documentation assess implications of the proposed B&Q site redevelopment on their scheme (granted under permission LPA ref 17/0233/FUL). The Townscape Overview assesses the position of the surrounding context as it currently exists, which it correctly should do. The Tepbrook scheme may be implemented, but it is not complete, nor substantially so, and including it in the Overview would be misleading, especially to the lay person.

Turning back to the matter of ownership of Depot Approach and Montreaux' proposed access to the site, Town Legal have already provided commentary on the potential for a condition to be attached to any grant of outline planning permission in January of this year. The question here is not whether any commercial rights can or cannot be secured, but whether planning permission can lawfully be granted, subject to securing delivery of the required infrastructure / access. In this case it is merely a re-located access / egress point off Depot Approach (it is worth noting that were the existing B&Q access point be proposed to be used the status quo would remain). Should Officers require a condition to be attached to address this matter, I suggest wording along the lines of the below satisfies any question over deliverability of the proposal based upon commercial matters.

*'Prior to first occupation of any of the residential, commercial or community uses within the scheme, the access / egress point from Depot Approach must be provided in accordance with Entran drawing ref SK401. Any variation required to the detail(s) of the access shall be submitted to and agreed in writing by the Local Planning Authority'.*

*Reason: 'To ensure that neighbouring interests are protected'.*

Such a condition ensures any permission is implemented in a specific way without prejudicing the Council's ability to grant said permission. The condition meets the relevant NPPF / NPPG tests (NPPG 003 Reference ID: 21a-003-20190723).

I trust the above is of use, however should you have any questions please do not hesitate to contact me.

Many thanks  
John

**John Mumby BA (Hons)**  
Director, Planning

telephone: [REDACTED]  
mobile: [REDACTED]  
email: [jmumby@iceniprojects.com](mailto:jmumby@iceniprojects.com)



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---

**From:** Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>

**Sent:** Tuesday, June 1, 2021 9:32 AM

**To:** John Mumby <[jmumby@iceniprojects.com](mailto:jmumby@iceniprojects.com)>

**Subject:** FW: Further Objection to Planning Application 20/3564/OUT [Filed 02 Jun 2021 08:22]

Hi John

Please see attached and below.

In respect of your points from previous email, I have not received further response from BNPP though I have chased again today. I will get the report over to you in the next week or so if that's OK, Andrew and Fabien need to review and sign off on it first and they are both on leave for half term next week.

Kind Regards

Carl

**Carl Griffiths**  
**Principal Planner**  
**Major Projects**

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From: Matthew Williams [REDACTED]

Sent: 28 May 2021 12:53

To: Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>

Cc: Zinkin, Peter (Personal) <[Peter.zinkin@gmail.com](mailto:Peter.zinkin@gmail.com)>; Ryde, Cllr Shimon <[Cllr.S.Ryde@Barnet.gov.uk](mailto:Cllr.S.Ryde@Barnet.gov.uk)>; Clarke, Cllr Anne <[Cllr.A.Clarke@Barnet.gov.uk](mailto:Cllr.A.Clarke@Barnet.gov.uk)>; [planning@barnet.gov.uk](mailto:planning@barnet.gov.uk); Gaudin, Fabien <[fabien.gaudin@barnet.gov.uk](mailto:fabien.gaudin@barnet.gov.uk)>

Subject: Further Objection to Planning Application 20/3564/OUT

Dear Carl,

Please find attached an updated objection to the above application.

I would be grateful if this could be shared with the applicant and taken fully into account in the determination of the application.

Kind regards

Matthew



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## Carter, Richard

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**From:** John Mumby <jmumby@iceniprojects.com>  
**Sent:** 17 June 2021 10:17  
**To:** Griffiths, Carl  
**Subject:** RE: Cricklewood - Further Objection to Planning Application 20/3564/OUT

Morning Carl – are you around today / tomorrow to go through the S106 HoTs?

Thanks. John

**John Mumby BA (Hons)**  
Director, Planning

telephone: [REDACTED]  
mobile: [REDACTED]  
email: jmumby@iceniprojects.com



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**From:** John Mumby  
**Sent:** Monday, June 14, 2021 1:34 PM  
**To:** 'Griffiths, Carl' <Carl.Griffiths@Barnet.gov.uk>  
**Subject:** RE: Cricklewood - Further Objection to Planning Application 20/3564/OUT [Filed 14 Jun 2021 13:34]

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From: John Mumby <[jmumby@iceniprojects.com](mailto:jmumby@iceniprojects.com)>

Sent: 10 June 2021 16:43

To: Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>

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Many thanks  
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**John Mumby BA (Hons)**  
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**From:** Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>  
**Sent:** Tuesday, June 1, 2021 9:32 AM  
**To:** John Mumby <[jmumby@iceniprojects.com](mailto:jmumby@iceniprojects.com)>  
**Subject:** FW: Further Objection to Planning Application 20/3564/OUT [Filed 02 Jun 2021 08:22]

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Carl

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From: Matthew Williams <[matthew@williams-gallagher.com](mailto:matthew@williams-gallagher.com)>

Sent: 28 May 2021 12:53

To: Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>

Cc: Zinkin, Peter (Personal) <[Peter.zinkin@gmail.com](mailto:Peter.zinkin@gmail.com)>; Ryde, Cllr Shimon <[Cllr.S.Ryde@Barnet.gov.uk](mailto:Cllr.S.Ryde@Barnet.gov.uk)>; Clarke, Cllr Anne <[Cllr.A.Clarke@Barnet.gov.uk](mailto:Cllr.A.Clarke@Barnet.gov.uk)>; [planning@barnet.gov.uk](mailto:planning@barnet.gov.uk); Gaudin, Fabien <[fabien.gaudin@barnet.gov.uk](mailto:fabien.gaudin@barnet.gov.uk)>

Subject: Further Objection to Planning Application 20/3564/OUT

Dear Carl,

Please find attached an updated objection to the above application.

I would be grateful if this could be shared with the applicant and taken fully into account in the determination of the application.

Kind regards

Matthew



## Carter, Richard

---

**From:** John Mumby <jmumby@iceniprojects.com>  
**Sent:** 17 June 2021 12:37  
**To:** Griffiths, Carl  
**Subject:** Re: Cricklewood - Further Objection to Planning Application 20/3564/OUT

Thanks Carl - I'm free between 1pm and 3pm and 4pm and 5pm on Monday. Do these work for you?

Many thanks  
John

**John Mumby BA (Hons)**  
Director, Planning

telephone: [REDACTED]  
mobile: [REDACTED]  
email: jmumby@iceniprojects.com



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**From:** Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>  
**Sent:** Thursday, June 17, 2021 11:17:38 AM  
**To:** John Mumby <jmumby@iceniprojects.com>  
**Subject:** RE: Cricklewood - Further Objection to Planning Application 20/3564/OUT

Hi John

Sorry, off radar today as preparing for committee tonight. I am on leave tomorrow but Monday looking free?

Thanks

Carl

**Carl Griffiths**  
**Principal Planner**  
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From: John Mumby <[jmumby@iceniprojects.com](mailto:jmumby@iceniprojects.com)>  
Sent: 17 June 2021 10:17  
To: Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>  
Subject: RE: Cricklewood - Further Objection to Planning Application 20/3564/OUT  
Morning Carl – are you around today / tomorrow to go through the S106 HoTs?  
Thanks. John

John Mumby BA (Hons)  
Director, Planning

telephone: [REDACTED]  
mobile: [REDACTED]  
email: [jmumby@iceniprojects.com](mailto:jmumby@iceniprojects.com)



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From: John Mumby  
Sent: Monday, June 14, 2021 1:34 PM  
To: 'Griffiths, Carl' <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>  
Subject: RE: Cricklewood - Further Objection to Planning Application 20/3564/OUT [Filed 14 Jun 2021 13:34]  
Thanks for confirming Carl,

Can you do a short call this week to go through the HoTs?  
Thanks. John

From: Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>

Sent: Thursday, June 10, 2021 4:51 PM

To: John Mumby <[jmumby@iceniprojects.com](mailto:jmumby@iceniprojects.com)>

Subject: RE: Cricklewood - Further Objection to Planning Application 20/3564/OUT

Thanks for this John, I am happy with the proposed condition.

Just wanted to ensure that we weren't prejudicing your client's commercial interests

**Carl Griffiths**

**Principal Planner**

**Major Projects**

**Strategic Planning and Regeneration**

**Regional Enterprise**

2 Bristol Avenue, Colindale, NW9 4EW

T: 0208 359 5400

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From: John Mumby <[jmumby@iceniprojects.com](mailto:jmumby@iceniprojects.com)>

Sent: 10 June 2021 16:43

To: Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>

Subject: Cricklewood - Further Objection to Planning Application 20/3564/OUT

Good afternoon Carl,

Thank you for sending over the 2<sup>nd</sup> objection letter, sent by Williams Gallagher on behalf of Tepbrook, who own Depot Approach and associated land to the west & north of the Montreaux site. I have reviewed its content and can make the following comments.

Page 1 of the letter refers to the additional material that Tepbrook seek to make commentary on (Urban Design Study & Retail Transport Assessment), followed by four bullet points. Upon reading the bullet points it is however clear that

they are just re-iteration of the previously raised objections by Tepbrook's representatives in November 2020. These matters have already been commented on by Montreaux's team, but for clarity I have attached documentation produced by Town Legal, Entran and GIA which address Tepbrook's objection(s). You have already been sent these. Nothing in Tepbrook's 2nd objection raises further queries or challenges that require additional input from Town Legal, Entran or GIA on these matters, however the position regarding Montreaux's use of Depot Approach for access to the site is discussed further below.

Tepbrook's representatives do however raise two new matters on page 2 of the letter.

1. *The Urban Design Study has undertaken an assessment with a park / pond placed on our client's development site. The land is not within the ownership of Montreaux Cricklewood Developments Ltd and is currently under construction for a new Asda foodstore and 96 homes. Please refer to Fig 1 and Fig 2 below to see the erroneous placing of the pond / park on our client's land. This is wholly misleading and gives the impression that development to the northern boundary of our client's land is at a much greater distance than it will be in reality.*
2. *Our client's site is implemented and under construction. The Urban Design Study should therefore include this development and assess the impacts it would have on it. By failing to do so the document is incomplete.*

In terms of the first point, the Townscape Overview (incorrectly referred to as the Urban Design Study by Williams Gallacher) provides in its introduction a clear description of what it assesses and considers. It looks at views to the site from a number of agreed and / or additional viewpoints in the locality and further afield. The relevance of the Tepbrook objection to its content is therefore unclear or indeed why they are claiming it to be an Urban Design Study. The Townscape Overview makes no reference to the pond / park on the Tepbrook land or implies Tepbrook's land includes these features. In any event the full suite of documentation to support the Montreaux application provides a cumulative assessment of proposals / permissions in the surrounding area in which includes Tepbrook's. In addition, given the Montreaux site is to the south and east of the Tepbrook ownership, the impact on the northern boundary of their land is questioned.

Similarly, the Montreaux application in its current form covers Williams Gallagher's second point given its supporting documentation assess implications of the proposed B&Q site redevelopment on their scheme (granted under permission LPA ref 17/0233/FUL). The Townscape Overview assesses the position of the surrounding context as it currently exists, which it correctly should do. The Tepbrook scheme may be implemented, but it is not complete, nor substantially so, and including it in the Overview would be misleading, especially to the lay person.

Turning back to the matter of ownership of Depot Approach and Montreaux' proposed access to the site, Town Legal have already provided commentary on the potential for a condition to be attached to any grant of outline planning permission in January of this year. The question here is not whether any commercial rights can or cannot be secured, but whether planning permission can lawfully be granted, subject to securing delivery of the required infrastructure / access. In this case it is merely a re-located access / egress point off Depot Approach (it is worth noting that were the existing B&Q access point be proposed to be used the status quo would remain). Should Officers require a condition to be attached to address this matter, I suggest wording along the lines of the below satisfies any question over deliverability of the proposal based upon commercial matters.

*'Prior to first occupation of any of the residential, commercial or community uses within the scheme, the access / egress point from Depot Approach must be provided in accordance with Entran drawing ref SK401. Any variation required to the detail(s) of the access shall be submitted to and agreed in writing by the Local Planning Authority'.*

*Reason: 'To ensure that neighbouring interests are protected'.*

Such a condition ensures any permission is implemented in a specific way without prejudicing the Council's ability to grant said permission. The condition meets the relevant NPPF / NPPG tests (NPPG 003 Reference ID: 21a-003-20190723).

I trust the above is of use, however should you have any questions please do not hesitate to contact me.

Many thanks

John

**John Mumby BA (Hons)**  
Director, Planning

telephone: [REDACTED]  
mobile: [REDACTED]  
email: [jmumby@iceniprojects.com](mailto:jmumby@iceniprojects.com)



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**From:** Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>

**Sent:** Tuesday, June 1, 2021 9:32 AM

**To:** John Mumby <[jmumby@iceniprojects.com](mailto:jmumby@iceniprojects.com)>

**Subject:** FW: Further Objection to Planning Application 20/3564/OUT [Filed 02 Jun 2021 08:22]

Hi John

Please see attached and below.

In respect of your points from previous email, I have not received further response from BNPP though I have chased again today. I will get the report over to you in the next week or so if that's OK, Andrew and Fabien need to review and sign off on it first and they are both on leave for half term next week.

Kind Regards

Carl

**Carl Griffiths**

**Principal Planner**

**Major Projects**

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From: Matthew Williams

Sent: 28 May 2021 12:53

To: Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>

Cc: Zinkin, Peter (Personal) <[Peter.zinkin@gmail.com](mailto:Peter.zinkin@gmail.com)>; Ryde, Cllr Shimon <[Cllr.S.Ryde@Barnet.gov.uk](mailto:Cllr.S.Ryde@Barnet.gov.uk)>; Clarke, Cllr Anne <[Cllr.A.Clarke@Barnet.gov.uk](mailto:Cllr.A.Clarke@Barnet.gov.uk)>; [planning@barnet.gov.uk](mailto:planning@barnet.gov.uk); Gaudin, Fabien <[fabien.gaudin@barnet.gov.uk](mailto:fabien.gaudin@barnet.gov.uk)>

Subject: Further Objection to Planning Application 20/3564/OUT

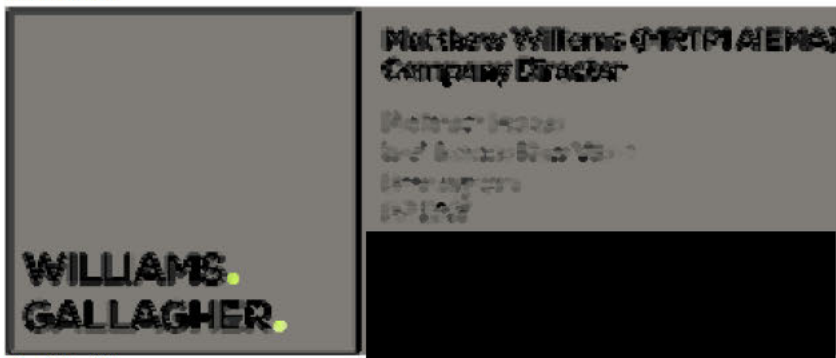
Dear Carl,

Please find attached an updated objection to the above application.

I would be grateful if this could be shared with the applicant and taken fully into account in the determination of the application.

Kind regards

Matthew



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## Carter, Richard

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**From:** Kumarasinghe, Devinda  
**Sent:** 24 June 2021 14:42  
**To:** Griffiths, Carl  
**Cc:** Bowker, Paul  
**Subject:** RE: B&Q Broadway Retail Park Cricklewood Lane, London NW2 1ES (Planning Ref: 20/3564/OUT)  
– Near Cricklewood Station

Hello Carl – Please find attached LB Barnet Transport comments in relation to the latest Technical Note submitted (our latest comments are in green). Once the applicant has reviewed our comments, to speed things up I would suggest that I speak directly with their transport consultant to clarify some of the remaining issue re traffic flow diagrams / distribution (under the heading 'Trip Generation').

Regards

Devinda Kumarasinghe

**Transport Manager**



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Mobile 07849628576

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## Carter, Richard

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**From:** John Mumby <jmumby@iceniprojects.com>  
**Sent:** 25 June 2021 13:45  
**To:** Griffiths, Carl  
**Subject:** RE: RE: B&Q Broadway Retail Park Cricklewood Lane, London NW2 1ES (Planning Ref: 20/3564/OUT) – Near Cricklewood Station

Afternoon Carl – are you still planning on sharing your draft Committee Report today?

Thanks  
John

**John Mumby BA (Hons)**  
Director, Planning

telephone: [REDACTED]  
mobile: [REDACTED]  
email: jmumby@iceniprojects.com



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**From:** Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>  
**Sent:** Thursday, June 24, 2021 3:08 PM  
**To:** John Mumby <jmumby@iceniprojects.com>  
**Subject:** FW: RE: B&Q Broadway Retail Park Cricklewood Lane, London NW2 1ES (Planning Ref: 20/3564/OUT) – Near Cricklewood Station

Hi John

Please see attached. Please can you share with transport colleagues at your end.

Thanks


Carl

**Carl Griffiths**  
Principal Planner  
Major Projects

**Strategic Planning and Regeneration**  
**Regional Enterprise**  
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From: Kumarasinghe, Devinda <[Devinda.Kumarasinghe@Barnet.gov.uk](mailto:Devinda.Kumarasinghe@Barnet.gov.uk)>

Sent: 24 June 2021 14:42

To: Griffiths, Carl <[Carl.Griffiths@Barnet.gov.uk](mailto:Carl.Griffiths@Barnet.gov.uk)>

Cc: Bowker, Paul <[Paul.Bowker@Barnet.gov.uk](mailto:Paul.Bowker@Barnet.gov.uk)>

Subject: RE: B&Q Broadway Retail Park Cricklewood Lane, London NW2 1ES (Planning Ref: 20/3564/OUT) – Near Cricklewood Station

Hello Carl – Please find attached LB Barnet Transport comments in relation to the latest Technical Note submitted (our latest comments are in green). Once the applicant has reviewed our comments, to speed things up I would suggest that I speak directly with their transport consultant to clarify some of the remaining issue re traffic flow diagrams / distribution (under the heading ‘Trip Generation’).

Regards

Devinda Kumarasinghe  
**Transport Manager**



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## Carter, Richard

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**From:** Griffiths, Carl  
**Sent:** 27 June 2021 20:12  
**To:** 'John Mumby'  
**Subject:** Draft Report  
**Attachments:** B+Q Comm Report Draft Version .docx

Hi John

Please see attached working draft for report.

There are a few outstanding sections outlined in red which I need to fill in this week but largely done otherwise. Outstanding sections below:

- Heads of terms to be inserted;
- Development description;
- Neighbour objections to be summarised and listed (I don't intend to go to town on this with responses etc, other than to categorise the main material objections)
- Need to fill in section on 5YHLS in 'Principle of Development' section – this is pending some comments from policy colleague
- Need to finish off Affordable Housing section, again I am not intending to go to town on this other than to report the initial offer, commentary on the process and report the agreed provision.

I'll still be finessing the report in the coming days so happy for comments from your end and I will consider, change/add/delete as appropriate. I will also get a draft set of conditions across to you later in the week – as discussed these will be minimal given outline nature and RMAs to come (less than 20 I envisage).

Thanks

Carl

**Carl Griffiths**  
**Principal Planner**  
**Major Projects**

**Strategic Planning and Regeneration**  
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**LOCATION:** B And Q  
Broadway Retail Park  
Cricklewood Lane  
London  
NW2 1ES

**REFERENCE:** 20/3564/OUT                      Validated: 19.08.2020

**WARD:** Childs Hill                      Expiry: 18.11.2020

**APPLICANT:** Montreaux Cricklewood Development Ltd

**PROPOSAL:** Outline planning application (including means of access with all other matters reserved) for the demolition of existing buildings and the comprehensive phased redevelopment of the site for a mix of uses including up to 1100 residential units (Use Class C3), and up to 1200 sqm of flexible commercial and community floorspace (Use Classes A3/B1/D1 and D2) in buildings ranging from 3 to 25 storeys along with car and cycle parking landscaping and associated works.

## **RECOMMENDATION**

### Recommendation 1

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

XXXXXXXXXXXXXXXXXXXXXXXXX HOT TO BE ADDED XXXXXXXXXXXXXXXXXXXXXXXXXXXX

## **MATERIAL CONSIDERATIONS**

### **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 (2021) published 2<sup>nd</sup> March 2021 sets out the Mayor's overarching strategic planning framework from 2019 up to 2041. This document replaced the London Plan 2016.

### **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.

### **National Planning Guidance:**

National planning policies are set out in the National Planning Policy Framework (NPPF) (2019).

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.

#### The Community Infrastructure Levy Regulations 2010:

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

#### Environmental Impact Assessment Regulations 2017

The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 (hereafter referred to as 'the EIA Regulations') requires that for certain planning applications, an Environmental Impact Assessment (EIA) must be undertaken.

The term EIA is used to describe the procedure that must be followed for certain projects before they can be granted planning consent. The procedure is designed to draw together an assessment of the likely environmental effects (alongside economic and social factors) resulting from a proposed development. These are reported in a document called an Environmental Statement (ES).

Section 13 of the EIA Regulations allows applicants to request from the local planning authority a written statement, ascertaining their opinion as to the scope of information to be provided in the ES. Whilst not a statutory requirement of the EIA process, requesting a Scoping Opinion clarifies the content and methodology of the EIA between the local planning authority and the applicant.

A formal Scoping Request was made by the applicant's agents Iceni Project and a Scoping Opinion was adopted by the Council in February 2019. The Scoping Opinion agreed the following scope for the ES, and the ES has been submitted in accordance with the agreed scope:

- Chapter 8: Air Quality;
- Chapter 9: Archaeology;
- Chapter 10: Climate Change;
- Chapter 11: Daylight, Sunlight & Overshadowing;

- Chapter 12: Ground Conditions and Contamination;
- Chapter 13: Noise & Vibration;
- Chapter 14: Socio-economics and Health;
- Chapter 15: Traffic and Transport; and
- Chapter 16: Wind Microclimate.

The following non-technical chapters are also provided as part of ES Volume I:

- Chapter 1: Introduction;
- Chapter 2: Planning Policy Context;
- Chapter 3: Existing Site and Surroundings;
- Chapter 4: Alternatives and Design Evolution;
- Chapter 5: The Proposed Development;
- Chapter 6: Demolition and Construction;
- Chapter 7: EIA Methodology;
- Chapter 17: Effect Interactions;
- Chapter 18: Summary of Mitigation; and
- Chapter 19: Residual Effects and Conclusions.

## **1.0 Site Description**

- 1.1 The application site comprises a site of approximately 2.78 hectares within Cricklewood, immediately to the west of Cricklewood Station and to the north of Cricklewood Road. The site was previously occupied by retail uses, the largest of which was a B&Q retail store accommodated within a large warehouse style building. Aside from the buildings which accommodating the retail uses, the rest of the site is largely made up of hardstanding providing a large expanse of ground level parking.
- 1.2 Immediately to the south of the site is an area of green space which buffers the site from Cricklewood Road; Cricklewood Green. This area of greenspace is identified as an Asset of Community Value (ACV).
- 1.3 Immediately to the west of the site is a series of commercial buildings adjacent to Cricklewood Lane and further to the north, a Bingo complex with associated car park.
- 1.4 To the north of the site is a builders merchants and associated hardstanding. Also to the north and north-west of the site is the Railway Terraces estate which is a designated Conservation Area. Kara Way playground is located to the north-west of the site which provides a children's play area for the local community.

- 1.5 immediately to the east of the site is Cricklewood Station and the associated railway infrastructure. Given the proximity to the station and to nearby bus routes, the site has a Public Transport Accessibility Level (PTAL) of 4-5.
- 1.6 The site is located in the Brent Cross Cricklewood Growth Area and is designated within the Cricklewood and Brent Cross Opportunity Area as designated within the London Plan. The site is also located within the Brent Cross Cricklewood Regeneration Area as designated within the Barnet Local Plan.
- 1.7 There are no statutory designated heritage assets on the Site, however as well as the designated Railway Terraces Conservation Area, there are three Grade II listed structures are located within a 500 metres radius of the Site. These include the Milestone Sited Outside Number 3 and 4 Gratton Terrace, t three Lamp Standards in front of the Crown Public House and the Crown Public House itself.

## **2.0 Proposed Development**

- 2.1 Outline planning consent (with all matters reserved apart from access) is sought for the comprehensive redevelopment of the B&Q Cricklewood site. The description of development is as follows:

*Outline planning application (including means of access with all other matters reserved) for the demolition of existing buildings and the comprehensive phased redevelopment of the site for a mix of uses including up to 1100 residential units (Use Class C3), and up to 1200 sqm of flexible commercial and community floorspace (Use Classes A3/B1/D1 and D2) in buildings ranging from 3 to 25 storeys along with car and cycle parking landscaping and associated works (this application is accompanied by an Environmental Statement)*

## **3.0 Relevant Planning History**

- 3.1 The following applications relate directly to the application site:
- 19/6632/ESC - Environmental Impact Assessment Scoping Opinion. Formal Scoping. Opinion issued: 19.02.2020
  - 17/6211/ADV - Non illuminated and illuminated fascia signs. Approved: 31.01.2018.

- F/03051/10 - Retention of a mezzanine floor measuring 301 sq m for the purposes of storage ancillary to the existing retail units. Approved: 06.10.2010.
- C00640BD/01 - Erection of 2m high perimeter fencing and landscaping works. Approved: 24.12.2001.
- C00640AY/00 - Externally illuminated signs and pole sign. Refused: 17.05.2000.
- C00640AX/99 - Demolition of rear extension and rebuilding, new garden centre, sprinkler tank and pump house, and conversion of retail unit to B & Q Warehouse. Approved: 07.02.2000.

3.2 In addition to the aforementioned planning applications, the planning history of the surrounding sites and area is relevant to the consideration of the current application.

3.3 1-13 Cricklewood (18/6353/FUL) – Residential-led redevelopment of the site to include demolition of existing buildings and erection of three blocks ranging from 6 to 9 storeys with flexible retail (Class A1-A4 & D1) at ground and basement level and 145 residential units (Class C3) on upper floors, with associated parking, servicing arrangements, amenity space, public realm improvements and all necessary ancillary and enabling works. This application has a resolution to approve granted by committee in November 2019 however is awaiting signing of the S106 Agreement.

3.4 194 -196 Cricklewood Broadway (17/0233/FUL) – Redevelopment of site to provide a 6-storey building comprising 3,457sqm of Class A1 use (food store) at ground floor level and 96no. self-13 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. This application was approved in January 2018 and is currently commencing on site.

3.5 In addition to the above, it should be noted that the application site is located within the Brent Cross Cricklewood Regeneration Area which has extensive planning history associated with the comprehensive Brent Cross redevelopment scheme.

#### **4.0 Consultations**

4.1 As part of the consultation exercise, 2362 letters were sent to neighbouring occupiers with 1787 objections, 39 letters of support and 7 representations subsequently being received. These responses were received over two consultation exercises with one undertaken in August 2020 and one undertaken in May 2021 following submission of additional information in the form of an Urban Design Study.

#### Summary of Neighbour Objections

- 4.2 The material planning considerations contained within the objections received from neighbouring residents can be summarised as follows. In the interests of brevity, objections have been summarised and categorised. The substance of each objection is addressed within the main body of the report.

XXXXXXXXXXXXXXXXXXXXXXXXX OBJECTIONS TO BE SUMMARISED XXXXXXXXXXXXXXXX

- 4.3 In addition to the 1787 objections from neighbouring residents, objections were also received from the following:

- Mike Freer MP
- Cllr Anne Clarke AM (Ward Member for Cricklewood and London Assembly Member)
- Cllr Peter Zinkin (Ward Member for Cricklewood)
- Andrew Dismore AM (former London Assembly Member)

Responses from External Consultees

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

Consultee	Response
Greater London Authority	<p><u>Principle of Development</u></p> <p>The development of this well-connected, under-utilised site within an opportunity area and town centre location for residential-led uses is strongly supported.</p> <p><u>Affordable Housing:</u></p> <p>The 35% affordable housing offer (by habitable room), is welcomed; however, the tenure of 30% affordable rent and 70% intermediate does not meet the Council's specified tenure mix; affordable rent units at 65% of market rent and all of the Build to Rent Discount Market Rent units at 80% of market rents do not meet affordability requirements. Assessment of the Financial Viability Assessment is ongoing.</p> <p><u>Urban design and Historic Environment:</u></p>

	<p>The proposals would be a step-change in scale when viewed from the prevailing Victorian/Edwardian surrounding streets; however, the heights proposed are broadly in line with planning policy in this highly accessible town centre and Opportunity Area location.</p> <p>The visual, functional, environmental, and cumulative impacts have been rigorously assessed and are acceptable. The size of the site provides an exceptional opportunity for high-density housing delivery, with tall buildings that do not unacceptably impact the surroundings. The illustrative scheme demonstrates that an appropriate design quality could be achieved, with no harm to the significance of heritage assets; however, this is subject to amendment of the Development Heights Parameter Plan, which does not give sufficient control over building heights.</p> <p>Example floor plans should also be provided and an outline fire statement.</p> <p><u>Transport:</u></p> <p>The site is highly accessible with very good public transport access, and will result in a significant reduction in vehicle trips, which will benefit the adjoining road network. The proposal is supported; however further information is required on bus service impacts; active travel zone assessment; cycle parking; walking/cycling and public realm improvements; and step-free access to Cricklewood Station. Planning conditions and obligations are required. Climate change and environment: Further information is required on energy, the circular economy,</p>
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	water-related matters, and urban greening.
London Borough of Camden	<p><u>Land Use</u></p> <p>Concern is raised regarding the small proportion of commercial floorspace being proposed, especially the lack of a mix of uses which is proposed across the blocks with block C and D having no commercial offering which is considered to be contrary to chapters 2 and 6 of the National Planning Policy Framework 2019. 1,100 residential units are proposed with a small proportion of community infrastructure being proposed to support the development.</p> <p>The planning statement draws on the creation of a 'civic heart' yet there is no community space offering which could support this. The commercial offer is 1,500sqm of all use classes (A1-A3, D1 and D2). Whilst the document states that it is unlikely that one use could occupy all of the commercial space, this is a possibility and therefore the lack of commercial floorspace is of a concern, especially due to the range of retail services which the existing site offers to the local community. This is further challenged through the lack of community infrastructure that the development is proposing.</p> <p>Camden is concerned at the loss of the retail provision and lack of community space being proposed. This in turn would put further pressure on the community facilities in Camden and would fail to deliver a mixed and balanced sustainable development.</p> <p>Of particular concern is the current pressure on GP services within the area.</p>

	<p>Within the submitted document ES Volume one Chapter 14, it states: '14.4.31- At the eight practices there are 22.3 FTE GPs in total. The average number of patients per FTE GP across the practices (2,177) far exceeds the target ratio of 1,800 patients per FTE GP and therefore has no capacity for additional residents.' It is stated that one of the key objectives of the development is to "Provide a new civic space and community facilities, reflecting and building on Cricklewood local residents' civic aspirations and pride." (Page 30 of Design and Access Statement).</p> <p>This is not achieved nor considered to be included within the current application and this is of considerable concern to Camden due to the pressure the development could put on Camden's health services.</p> <p><u>Design and Bulk</u></p> <p>Concern is raised regarding the bulk of block A. It is considered that it sits proud of block C and harms the visual links through the scheme which the development is trying to achieve. Due to the height of the proposed buildings, relief needs to be provided at the ground floor level across the site, and currently this is not achieved. By reducing the bulk of Block A and lining it up with Block C, further connection through the site could be achieved and a further enhanced area of public open space delivered as demonstrated within an early sketch on page 34 of the DAS. This would break up the bulk and provide some meaningful open space which would reduce the pressure on open space in Camden.</p>
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Concern is raised regarding the proposed maximum building heights to allow for varying maximum amounts of plant, lift overruns, stair access to roof and building management units. This should all be contained within the building envelope and total maximum height. Through incorporating such additions within the design of the building, this would reduce a cluttered skyline and associated paraphernalia which would otherwise harm longer views of the proposal when viewed from Camden.

#### Affordable Housing

Camden would want to see the policy-compliant amount of Affordable Housing on site, which should be split between Social Rent and some Intermediate Housing affordable to working families (eg: key workers). On mixed tenure schemes, Camden would expect to see a larger number of homes for social rent, along with a smaller proportion of intermediate housing units.

In order to create mixed, balanced communities, a mix of sizes should be provided, including 1, 2, 3 and 4 bed homes, with a policy-compliant proportion to be family sized units. There are 105 three bedroom units with no 4 bed units. Consideration should also be given to child density. A policy-compliant percentage of wheelchair housing across the whole site should be provided.

Proportions to be split between Fully Accessible (M4(3)(2)(b) and Adaptable (M4(3)(2)(a) wheelchair homes. Currently it is not considered that the proposed housing mix would deliver a

	<p>mixed and balanced community.</p> <p>TransportThe Transport Assessment states that the development will be secured as a car-free development via a S106 agreement. This would mean future residents would be unable to obtain residents parking permits to park on the public highway in the vicinity of the site. This is welcomed by Camden as it will encourage future residents to use active and sustainable means of transport.</p> <p>The development proposes to provide residents disabled parking for 3% of the proposed 1100 flats, with the ability to provide additional parking for a further 7% of flats. This is in line with the (intend to publish) London Plan. Eight operational and four disabled parking bays are proposed for the nonresidential uses, which is welcomed.</p> <p>The Transport Assessment estimates that a total of 70 vehicles movements (40 Heavy Goods Vehicles and 30 Light Goods Vehicles) per day will occur from Jan 2023 to Dec 2024. This represents the peak vehicle movements of 4the construction programme. Further details should be secured within a Construction Logistics Plan (CLP) if planning permission is granted. The CLP should be reviewed and approved prior to implementation. The TLRN should be used for construction vehicle movements, and local roads used only to access the site from the TLRN.</p> <p><u>Amenity</u></p> <p>Whilst the proposal is for an overly large development which would have an impact on the townscape, it is not considered that the development would</p>
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	<p>harm the amenity of Camden residents in terms of daylight, sunlight, outlook or privacy.</p> <p>On the basis of the submitted information, the development is considered unacceptable due to the bulk of block A, the affordable housing provision, and the loss of retail floorspace and lack of community provision, therefore failing to provide a sustainable and appropriately designed development.</p> <p>This would harm the local economy, vitality and viability of the local community, existing health services, and character and appearance of the surrounding townscape, which would be contrary to policies C1, C2, C3, D1, E1, E2, G1, H4, H6, H7, H8, TC1, TC4 and TC5 of the Camden Local Plan 2017. It is requested that the application is refused unless the above concerns can be adequately addressed.</p>
London Borough of Brent	The London Borough of Brent, the Local Planning Authority, have considered the proposal and have NO OBJECTION.
Metropolitan Police Service	I do not object to this proposal but due to the reported issues affecting the ward and potential issues as highlighted, I would respectfully request that a planning condition is attached to any approval, whereby each development must achieve Secured By Design accreditation, prior to occupation.
Natural England	Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily

	protected nature conservation sites or landscapes.
Thames Water	<p>Thames Water would advise that with regard to SURFACE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Thames Water are currently working with the developer of application 20/3564/OUT to identify and deliver the off-site FOUL WATER infrastructure needs to serve the development. Thames Water have identified that some capacity exists within the foul water network to serve 500 dwellings but beyond that, upgrades to the waste water network will be required. Works are ongoing to understand this in more detail and as such Thames Water feel it would be prudent for an appropriately worded planning condition to be attached to any approval to ensure development doesn't outpace the delivery of essential infrastructure.</p> <p>Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree a position on water networks but have been unable to do so in the time available and as such Thames Water would request that a condition be added to any planning permission.</p>
Railway Terraces Community Association	The Railway Terraces Residents' Association objects strongly to this proposed development and we request Barnet's planning committee reject this application in its present form. Our main concerns are the height and

	<p>density of the buildings, the total disregard for the present street scene and the increased stress on the local infrastructure.</p> <p>We live in a Conservation Area. Very high tower blocks ranging from 15 to 25 storeys will be visible and overbearing and will destroy the important uninterrupted views in and out of the terraces, referred to in the 'Railway Terraces Conservation Area Character Appraisal' document (reviewed in 2016 para 4.2 Views and Vistas). These tower blocks will be seen across the open space of the allotments (also in the conservation area) and over the roofs of our homes to Cricklewood and beyond. The Planning (Listed Buildings and Conservation Areas) Act 1990, Section 72 states 'special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the area.' The proposed development is extremely detrimental to the character and appearance of the Railway Terraces.</p> <p>Furthermore, page 21 of Barnet's Tall Buildings Update 2019, states, 'Historic England and CABI guidance on tall buildings notes that the effect on the historic context should be considered to '...ensure that the proposal will preserve and/or enhance historic buildings, sites, landscapes and skylines' and goes on to note that the impact on views to and from historic buildings should be considered over a wide area....Figure 4 shows the locations of existing tall buildings in the context of the conservation areas in Barnet. This highlights that most tall buildings are located some distance away from the conservation areas.' Why then are these massive tower blocks being put right next to the Railway Terraces Conservation Area?</p>
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	<p>The cottages are built on a near north south axis following the railway. It follows that we have approximately half a day of sunlight on either side of our homes. The side of the cottages opposite the development and which faces east, will be in the development's shadow and suffer a 20% loss of sunlight which is significant when that side of your home has sunlight for only half a day. Montreaux has dismissed this as negligible. We are also concerned about the loss of light to Kara Way Playground so important for the health of local children.</p> <p>There are no very tall buildings in Cricklewood. Barnet planning committee reduced the storeys on the Co-op site to 9 storeys and Brent has reduced the buildings on the Matalan site to 7 storeys. Page 31 of 'Barnet's Tall Buildings Update 2019', states that 6 to 14 storeys is appropriate for buildings in Cricklewood. We would argue that since the site is on a hill, the buildings should be no higher than 6 storeys. The architecture in Cricklewood is predominantly Victorian and Edwardian, 2 to 4 storeys high. The proposed plans do not fit with local architecture and will destroy the street scene.</p> <p>Cricklewood is one of the most densely populated areas in Barnet. 1,100 housing units will equate to some 3,000 or more new residents. This will put enormous pressure on local services, which are already stretched such as GP surgeries, transport, leisure facilities and local parks. The site is linked to the A5 by Depot Approach. All vehicular access to and from the site (deliveries, services, visitors) will be via Depot Approach which runs alongside Kara Way playground, increasing pollution to</p>
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	<p>the playground and increasing pollution and congestion on the A5, already one of the most polluted and congested roads in London.</p> <p>The description of Cricklewood Station, as a convenient 'transport hub', is misleading. It is the only rail station in Cricklewood and serves only the City and South East London. We do not have an underground and links to the West End, West and North London are by bus and are already slow due to congestion.</p> <p>Many of our residents attended the public consultation and spent a great deal of time studying and discussing the plans and diagrams with Montreaux representatives, who were told repeatedly that the buildings were too high and too dense for our area. Indeed communications with other local residents associations, lead us to believe that most, if not all, Cricklewood residents, who attended the consultation agreed. Yet no significant changes have been made to the plans. Montreaux has not listened to local residents and we have no alternative but to conclude the consultation process a sham and a tick-box exercise, and, as such, we ask the Council to disregard it.</p> <p>In conclusion, there is a strong community in Cricklewood, across borough dividing lines, and residents view the application as an attack on their community. We are disappointed and insulted. Disappointed in that we feel this is a missed opportunity to develop, for the enhancement of all Cricklewood, a site, which few would disagree, needs developed. Insulted, in that, we have been ignored. Also, had Montreaux and Barnet Councillors included local residents in their Pre-</p>
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	application Workshops 2 and 3 on 24th June 2019 and 16th August 2019, when height, massing and public realm issues were discussed, the present and extensive conflict may have been avoided.
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4.5 Officers are content that the matters raised in the consultation responses above have been adequately addressed within the main body of the report. It should be noted that consultation letters were also sent to the parties listed below, with no responses being received:

- Network Rail - Infrastructure Protection
- London Fire Brigade
- British Telecom
- Twentieth Century Society
- UK Power Networks

#### Responses from Internal Consultees

4.6 The responses received from internal consultees can be summarised as follows:

Consultee	Response
Environmental Health	No objection subject to conditions and assessment of further information at reserved matters stage.
Transport and Highways	XXXX TO BE ADDED XXXXXX
Trees and Arboriculture	<p>The quality of the site is very low in terms of tree cover and bio-diversity as the vast majority of the land is hard surfacing or buildings.</p> <p>There are trees on the site that merit retention G9, G10, T19 &amp; T21 on the tree plan which is a row of London Plane trees along site the railway line. They provide vital screening to the railway lines. The trees will also provide screening from Cricklewood Station towards any development on the site. The proposal retains these trees.</p>

	<p>Similarly, the mixed group of trees at the Cricklewood Lane entrance provide significant tree amenity (T48 to T74). Only 7 trees of this group will be retained in the outline proposal, the extent of tree loss is unacceptable. The extent of building A must be re-adjusted to ensure all the established trees are retained.</p> <p>The remaining trees on the site are of little merit and new landscape will provide an acceptable level of replacement planting.</p> <p>No detailed landscaping plans have been submitted. However, the indicative landscape plans for the ground floor, podium and roof areas appear to be providing a reasonable level of green infrastructure for the development. The development must meet the Urban Greening factor target of 0.4 as required in the forthcoming London Plan.</p> <p>With buildings up to 25 stories the visual impact of the proposal on the street scene will be considerable. The proposed new. The applicants must look to Trees and Design Action Group's publication Trees in the Hardscape (<a href="http://www.tdag.org.uk">www.tdag.org.uk</a>) for suitable systems to establish of trees within the scheme.</p> <p>Cricklewood Green is the only public open space in the vicinity of the development with Gladstone Park and Clairmont Parks some distance away. Due to the slope and the design, currently it appears to be under used by local residents. There must be considerable enhancement to this space to create a pocket park that will service the residents and visitors to Cricklewood. The retention of the</p>
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	<p>mature trees in this space is essential.</p> <p>No objection, subject to the alteration of block A to include all the established trees at the main entrance to the development.</p>
Heritage and Conservation	<p>Whilst there is no in-principle objection to the redevelopment of this site, it is clearly demonstrated within the applicant's own submissions, that in terms of the overall scale, density, massing, height, layout, and relationship to neighbouring buildings and the local area more generally, the proposal does not promote or reinforce local distinctiveness. It can clearly be considered that little thought has been given to the connections between people and places, the character of the surrounding vernacular and building typology in the local area and the integration of this gargantuan development into the existing built and historic environment.</p> <p>It is interesting to note, looking through the applicant's Built Heritage, Townscape and Visual Impact Assessment (HTVIA), that the proposed development is merely outlined with a blue line, rather than fully blocked out, which would be a fairer representation of the impact of the development in views. It is clearly evident, even in long distance views such as 1,3 and 4 for example, the sheer scale, height and mass of the proposed development is visually intrusive. But view 5 truly demonstrates the vast disparity and inappropriateness of scale, height and massing between the existing built environment of the locality and the proposal.</p>

	<p>There are two designated heritage assets which are in close proximity to the site and which are situated within Barnet.</p> <p><u>The Crown Public House:</u></p> <p>This is a Grade II listed building, listed in 1981, situated on Cricklewood Broadway. The list description is as follows:</p> <p><i>The Crown Public House TQ 28 NW 7/11 20.11.81</i></p> <p>II</p> <p><i>2. Dated 1900. Grand "Jacobean" public house of 2 storeys with 2 dormered storeys in mansard roof. Three storey wing to right 4 bays faced in sandstone. Rusticated attached columns and pilasters flank 4 entrance doors to main block and 2 doors to wing, first floor projection of 16 lights with single flanking 2 light windows. Two windows to wing. Two bay decorative gabling at second floor with mullioned windows surmounted by blind archway. Second floor to wing battlemented with ornamental crest, pyramid roof and decorative finial.</i></p> <p>The building is set back from the pavement with a large forecourt to its front. It is connected, by a rear extension, to the neighbouring Clayton Crown Hotel, which sits forward of the pub in the street. Due to the difference in architectural appearance of both buildings, the pub appears in the streetscene as a standalone structure. It is a prominent building within the townscape, viewed and experienced as it is with its iconic roofscape and a clear sky above and around it.</p>
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	<p>The applicant's HTVIA clearly shows that due to the vast height of the proposed main tower, this block would be clearly visible in views from the public realm looking north. Another smaller block would be then be seen to "fill in" the existing space between the pub and its neighbour to the north.</p> <p>It is clear therefore, that whilst no actual harm may be done to the heritage asset itself, its significance within the streetscape and Cricklewood town Centre would be diminished by the visual intrusiveness of the proposal.</p> <p>The Cricklewood Railway Terraces Conservation Area:</p> <p>The Railway Terraces, Cricklewood Conservation Area was designated by the Council in March 1998. Conservation Area status acknowledges the importance of an area, highlighting its real and potential attractiveness. It also means that the Council's efforts in the area are geared to preserving and enhancing its special character and appearance. The majority of historic buildings are also locally listed, so are undesignated heritage assets which need consideration. The formal, regular street scape and building layout, together with the unusual relationship between buildings, private and public open space all help to give the area a distinctive, intimate but ordered feel. The area is characterised by small scale, dense development with regular building rhythms and designs.</p> <p>Views into and out of the conservation area are important. It is interesting to note that the original character appraisal for the area recognises that</p>
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	<p>harm has been caused with “views from the Conservation Area to intrusive features such as the mast to the north east across the railway line and the new industrial building on Kara Way and glimpsed views of the ends of Gratton Road from Edgware Road.”</p> <p>The fact that these developments are considered intrusive pales into insignificance in relation to the scale of intrusiveness that the proposed development will have on views, particularly looking south and east. It should be pointed out that the various views submitted by the applicant from within the conservation area are taken at ground level and fail to recognise the views that resident will have of the development from within their properties at first floor level. However, nowhere more so is the vast disparity in scale, height mass and bulk and its impact demonstrated more clearly between the locally listed buildings within the conservation area and the proposed scheme than in view 14, taken from the allotments to the east.</p> <p>It is quite clear in this view, despite the LPA’s consistent message to the applicant that the blocks nearer the CA need to be more respectful in size and scale to the existing terraces, that whilst they do diminish in storey height the closer they come to the terraces, far greater significant reduction in storey height would need to happen in order for this to be achieved. Given that all the blocks are prominent in most views looking south this would need to be applied to all the mega tower blocks</p> <p>The most recent appraisal states that “Chimneys are part of the historic streetscape, and an important visual</p>
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	<p>feature because of their prominence as seen against the shallow pitch roofs, making a positive contribution to the conservation area. They usually have tall terracotta clay pots which are striking features against the skyline.” These features are identified as positive characteristics within the conservation area. It is quite obvious that in views looking south towards the scheme, these positive features will disappear into the mass of the new development behind which adversely affects their significance in their contribution to the CA.</p> <p>Conversely, the appraisal talks about inappropriate development. Certain development which borders the conservation area, such as the Cricklewood Timber warehouse on Kara Way, has failed to respect the character of the original buildings within the conservation area and careful consideration would need to be given to the scale, siting and design of any new development and a high standard of design and materials will be expected.</p> <p>As such it can be considered that the proposed development, in terms of its excessive scale, mass, bulk and height will have a detrimental impact and cause less than substantial harm to the setting of both of these designated heritage assets, aside what other interested 3rd parties may identify in regard to other heritage assets further afield.</p> <p><u>Conclusion:</u></p> <p>Policy DM01 states that: Protecting Barnet’s Character and Amenity states that development proposals should preserve or enhance local character</p>
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	<p>and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets. In order to protect character Policy DM01: Protecting Barnet's Character and Amenity requires development to demonstrate a good understanding of the local characteristics of an area. Proposals which are out of keeping with the character of an area will be refused.</p> <p>Core Strategy Policy CS5 states that: Protecting and Enhancing Barnet's Character to Create High Quality Places highlights that development in Barnet should respect the local context and distinctive local character.</p> <p>It is quite clear in terms of scale, mass, bulk and height that the proposed development does not concord with these policies.</p> <p>Paragraph 196 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal. Whilst officers may consider that the additional residential units and open space being provided creates public benefit, it should also be born in mind that there are also negative public impacts, often brought to the LPA's attention by objectors, such as the impact on existing local services and vehicular infrastructure, to name just a few, which need to be considered as weighing against the perceived public benefit of increased residential units.</p>
Urban Design	<u>Design background</u>

	<p>We have engaged with the applicant on dedicated design workshops in 2019. The workshops covered the proposed masterplan on a plot by plot basis, landscape and overall masterplanning principles were discussed tested and scrutinised.</p> <p>We need to stress at this point that this exercise did not involve any architectural discussion nor is the submitted relevant with architectural expression, the outcome is a masterplan which encloses building envelopes, open spaces and road network.</p> <p><u>Masterplan Concept</u></p> <p>The current masterplan has been designed to respond to the site-specific attributes such as the conservation area, existing retail environments and the improvement of the existing B&amp;Q site. The overarching vision is to create a high-quality living environment that is integrated into the wider context through a circulation network which is defined and overlooked by building frontages.</p> <p>The proposed masterplan is based on a hierarchy of buildings and interconnected open spaces framed by varying scale height and density. There is no dominant architectural pattern here as the proposed consists of building envelopes as part of the masterplan. The perimeter of the development plots is designed to provide a positive pedestrian experience which will ensure future enjoyment of spaces by residents.</p> <p>The masterplan responds to the existing hospital and demonstrates a seamless stitch with station facilities</p>
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	<p>with a legible transition to residential areas. The focal point of a square associated with the Cricklewood Lane area is justified due to the footfall of the station and the need for public areas for people to enjoy while visiting.</p> <p><u>Height, bulk, scale and massing</u></p> <p>As mentioned above the proposed built form of the site comprises a series of building envelopes organised in a linear fashion. The bulk, scale and massing of individual building envelopes varies to account for the proposed uses and the scale of the spaces that they frame or relate to. This provides variation in character, visual interest, identity, place and way-finding across the masterplan.</p> <p>The tallest element proposed by the square is envisaged to mark the station, while the tallest residential elements are located on the Eastern part of the site overlooking the rail lines. This is an acceptable move.</p> <p>The overall design approach is proposing to enrich the area by creating diverse places within the masterplan. In order to achieve legible environments that are familiar, comfortable and easy to navigate, we envisage that future architectural proposals can build on this overarching principle in order to deliver through architecture the envisaged environments of this particular masterplan.</p> <p><u>Character</u></p> <p>The overall character of the masterplan is defined through the layout of buildings and related open spaces. It is a varied environment that</p>
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	<p>predominantly stays lower on the Northern edge to stitch to and respond to the Conservation area.</p> <p>This language manifests differently on the different typologies of buildings, further highlighting individual character but with a familiar design language. This attempt is welcome as it could reinforce wayfinding, provide more robust edges where needed and differentiate between public and private spaces.</p> <p><u>Visual impact and views</u></p> <p>Under the Local Plan, the protection of existing amenity arrangements in any area is an important aspect of determining whether a proposal is acceptable or otherwise. The protection of existing residential amenity is required through good design in new developments which intern promotes quality environments. More specifically Policy DM01 states that proposals should seek to manage the impact of new developments to ensure that there is not an excessive loss of amenity in terms of daylight/sunlight, outlook and privacy for existing occupiers.</p> <p>Separation distances internally and with regards to the neighbouring structures are taken in to account while designing, this is apparent by the proposed masterplan which specifically stresses the attention to separation distances of buildings. There is however increased sensitivity in terms of sunlight amenity, this however is an aspect highlighted by the masterplan for future designs to consider and mitigated.</p> <p>The study on views and subsequent impact is very satisfactory as the</p>
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	<p>design team managed to demonstrate minimum interruption to existing views, partly because of the manipulation of topography on site and partly because the proposed building envelopes are sensitive with regards to the existing urban fabric.</p> <p><u>Layout and connectivity</u></p> <p>The movement strategy creates optimum car flows without compromising the ability for pedestrians and cyclists to move around in an attractive environment, without interruptions, with minimal exposure to noise and air pollution and with clear and frequent views to destinations. This is achieved by the clarity of routes proposed within the masterplan, these are primary routes, emergency routes and most importantly pedestrian only routes.</p> <p>These new links reinforce the connectivity towards the existing hospital depending on which part of the masterplan the journey starts. Vehicular movement is not a dominant feature throughout and is designed for minimum interaction with pedestrians, allowing for people to activate the streets and resulting in more outdoor areas for future residents to enjoy and use in a positive way.</p> <p>The use and encouragement of alternative mobility such as cycling, carpooling or plainly encouraging walking should be applied on site. The rise in population will mean a significant rise in demand for transport and infrastructure; this could put a strain on the local system if not supported by an alternative mobility strategy.</p>
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	<p>The improved connectivity and permeability of the site, which accords with the intent of London Plan and Barnet Core Strategy reconnects the site with its surrounding areas as well as improved access to adjacent public transport and the wider network.</p> <p><u>Landscaping</u></p> <p>The majority of the landscaping works such as open space and squares Will be presented in detail along with future applications for the development of plots.</p> <ul style="list-style-type: none"> <li>- Proposed Plaza</li> <li>- Residential garden areas (front and back)</li> <li>- Street planting</li> <li>- Car parking</li> <li>- Play space</li> </ul> <p>The proposed masterplan incorporates a variety of open spaces which are sufficient to provide a much needed balance between grey and green infrastructure at this point in time. Finally the play provision is also incorporated within the masterplan proposal, ensuring that it is a major design element, not to be overlooked in future applications. The proposed landscaping details largely adhere to these requirements.</p> <p><u>Play space</u></p> <p>According to Housing SPG standard 1.2.2, the development is required to make appropriate play provisions in accordance with a GLA formula and calculation tool, whereby 10sqm of play space should be provided per child, with under-5 child play space provided on-site as a minimum, in accordance with the London Plan</p>
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	<p>'Shaping Neighbourhoods: Play &amp; Informal Recreation SPG and 'Providing for Children and Young People's Play and Informal Recreation' SPG'.</p> <p>The proposed play space is therefore acceptable and we anticipate more detail on the designs when applications for the development of plots come forward.</p>
Flood Risk and Drainage	No objection in principle subject to conditions.

- 4.7 Officers are content that the matters raised in the consultation responses above have been adequately addressed within the main body of the report.

## PLANNING ASSESSMENT

### 5.0 Principle of Development

- 5.1 The application site comprises a large retail use with a large expanse of surface level car parking. The application site has a PTAL of 4/5 and is located directly adjacent to Cricklewood Station. The site is located within the Brent Cross/ Cricklewood Opportunity Area and Brent Cross/ Cricklewood Regeneration Area. The site is located outside of Cricklewood Town Centre as designated within the Local Plan.

#### Retail and Commercial Use

- 5.2 The existing retail use has a gross internal floorspace of 7990 sqm, with the proposed development proposing a total of 1200 sqm of flexible use commercial floorspace. The development would therefore result in a loss of 6790 in retail floorspace.
- 5.3 Policy CS6 and DM11 of the Local Plan seek to protect and enhance Barnet's town centres through seeking to ensure that retail uses, and other appropriate town centre uses are located within the town centre. The application site lies on the edge of the designated town centre and as such there is no policy prerogative for protection of retail floorspace in this location and no in principle objection in this regard.
- 5.4 The development proposes 1200 sqm of flexible use commercial floorspace which would comprise of Use Classes A3, B1, D1, D2 under the previous Use Classes Order

however which are all covered by the Class E under the new Use Classes Order (1<sup>st</sup> September 2020). The application was submitted prior to the 1<sup>st</sup> September change to the legislation and as such is assessed under the transitional arrangements which refer to the old use classes.

- 5.5 The quantum of commercial floorspace provided is considered to be appropriate for the development and will serve the needs of the development population which would also support the vitality of Cricklewood Green and the new public square. It is considered that this in turn would support the row of commercial units opposite within the designated Cricklewood Town Centre which represent Secondary Retail Frontage.

#### Residential Use

- 5.6 As noted above, the application site is located within the Brent Cross/ Cricklewood Opportunity Area and Brent Cross/ Cricklewood Regeneration Area. This site represents a highly sustainable, brownfield site. Given the location and designation of the site, there is strong policy support for the optimisation of the site for housing delivery.
- 5.7 The Opportunity Area is recognised as a 'significant strategic growth area' with the A5 Edgware Road identified as a key corridor of change for mainly residential-led mixed use development and improved public realm. Proposals in these locations should seek to optimise residential output and densities, providing necessary social and other infrastructure to sustain growth.
- 5.8 At London level, London Plan Policy GG2 'Making the best use of land' seeks to enable the development of brownfield land and sets out that sites which are well-connected by existing rail stations should be prioritised. Policy H1 also supports housing delivery on brownfield sites, especially those with PTAL ratings of 3-6 or those located within 800m of a station or town centre boundary.
- 5.9 At local level, Policy CS1 sets out Barnet's place shaping strategy, which plans to concentrate and consolidate housing and economic growth in well located areas, to create a quality environment that will have positive economic impacts on the deprived neighbourhoods that surround them. Housing and employment growth will be specifically promoted within the west side of the Borough including at Brent Cross – Cricklewood.
- 5.10 Alongside these strategic policies which seek to direct development to locations such as the application site, it is also pertinent to consider local and regional housing

targets and the contribution that the development would make towards these targets.

+++ GUMMERY TO INCLUDE COMMENTARY ON 5YHLS +++

+ BTR ++

- 5.11 The application proposes 1100 residential units which would clearly make a substantial contribution towards the boroughs housing targets. Commensurate with this contribution, the housing delivery should thus be given significant weight in the wider planning balance exercise.

#### Community Use

- 5.12 As noted previously, the development would comprise of 1200 sqm of flexible use commercial space. The fundamental purpose of the flexible nature of the floorspace is to seek to maximise the likelihood of occupation and to ensure the vitality and vibrancy of the space. Community use (Use Class D2) is one of those uses that is included within the range of flexible uses.
- 5.12 It is noted that many of the objections received to the application, include objections to the impact of the new development on community infrastructure in the local area, including healthcare. It is noted that on the adjoining site at 1-13 Cricklewood Lane, a recently approved development secured the reprovision of the NHS facility that is currently on site.
- 5.13 In order to augment the reprovision of the facility on the adjoining site, the S106 for the current application would ensure that XXXX sqm of the flexible use floorspace would be ringfenced for occupation as a healthcare use. The S106 would require engagement with the LPA and NHS and the submission of a strategy for the occupation of the space including details of the specifications of the space as well as the lease terms.

#### Conclusion

- 5.14 The principle of the redevelopment of the site for a residential-led, mixed use development is supported by local and regional strategic policies. The site is brownfield site in a highly sustainable location. The provision of 1100 residential units would make a substantial contribution towards the boroughs housing targets. The level of non-residential uses is considered to be appropriate for the site's

location on the edge of the town centre. For these reasons, the principle of development is considered to be acceptable.

## **6.0 Residential Density**

- 6.1 The London Plan 2021 was formally adopted in March 2021 and moves away from the density matrix that was included within the previous plan. The 2021 Plan takes a less prescriptive approach and Policy D3 states *inter alia* that the density of a development should result from a design-led approach to determine the capacity of the site with particular consideration should be given to the site context, its connectivity and accessibility by walking and cycling, and existing and planned public transport (including PTAL) and the capacity of surrounding infrastructure.
- 6.2 The site has an area of 2.78 hectares with 1100 residential units proposed, giving a residential density of 482 dwellings per hectare. London Plan Policy D3 seeks to ensure that well located, sustainable sites are optimised in terms of housing delivery and states that “higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling”. In this case, the site enjoys a highly sustainable location immediately adjacent to Cricklewood Station and several bus routes and as such officers consider that, in principle, the site is suitable for high density development.
- 6.3 The key assessment criteria for Policy D3 and the key consideration in this case is how the housing density manifests itself visually and the policy seeks to ensure that each scheme is subject to a design-led approach. In this case, the site has been the subject of a design-led approach and the layout, density and heights have been calibrated so as to best optimise both the delivery of houses and public open space. These matters are addressed in detail in subsequent sections of this report.

## **7.0 Residential Standards and Living Quality**

- 7.1 A high quality built environment, including high quality housing in support of the needs of occupiers and the community is part of the ‘sustainable development’ imperative of the NPPF. It is also 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.

### **Dwelling Mix**

- 7.2 Policy DM08 of the Local Plan states that new residential development should provide an appropriate mix of dwellings.
- 7.3 The development proposes 1100 residential units which would be of a mixture of studios, 1 beds 2beds and 3 beds. The current application is outline in nature and as such, the final mix of units would be agreed at Reserved Matters stage however the following indicative mix is provided:

	<b>Studio</b>	<b>1 Bed</b>	<b>2 Bed</b>	<b>3 Bed</b>	<b>Total</b>
Units	143	413	434	105	1100
%	13%	38%	39%	10%	100%

- 7.4 The final mix would be agreed at reserved matters stage however, based on the indicative mix, it is considered that the scheme has the potential to deliver a good mix of units with a good number of larger family sized accommodation.
- 7.5 It should be noted that part of the housing component will be Build to Rent (BTR) housing. The NPPF defines BTR as purpose-built housing that is typically 100% rented. It can form part of a wider multi-tenure development comprising either flats or houses but should be on the same site and/or contiguous with the main development. BTR schemes usually offer longer tenancy agreements of three years or more and will typically be professionally managed stock in single ownership and management control. BTR homes are designed and built specifically for renting with the sector offering longer tenancies, excellent on-site amenities, and good access to transport.
- 7.6 Officers recognise that BTR housing is an integral part of ensuring that demand for rented accommodation is met and in ensuring a suitable mix of tenures, appropriate for housing trends. The principle of BTR housing as part of the wider housing offer is therefore considered to be acceptable.

#### Residential Space Standards

- 7.7 Table 3.3 in the London Plan provides a minimum gross internal floor area for different sizes of dwelling. This is set out in the table below, which shows the areas relevant to the units proposed within the development:
- 7.8 The application is submitted in outline form with matters of layout reserved. Indicative details submitted show that each of the residential units could achieve the requisite minimum standards and a full assessment would be undertaken at Reserved Matters stage to ensure that this was the case with the detailed proposals.

### Wheelchair Housing

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

### Amenity Space

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

Outdoor Amenity Space Requirements	Development Scale
For Flats: 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

- 7.12 The parameters set out propose a mix of private and communal amenity areas. All units will have access to private amenity space in the form of private balconies either recessed or projecting but all achieving the requisite space standard. All residents will also benefit from access to areas of shared communal amenity space along with areas of landscaped public open space retained within the development (public open

space is assessed in further detail in a subsequent section of this report). Further detail of the private amenity spaces would be secured at reserved matters stage.

#### Children's Play Space

- 7.13 London Plan Policy S4 requires development proposals to make provisions for play and informal recreation based on the expected child population generated by the scheme. The Mayor's Play and Recreation SPG and London Plan Policy S4 refer to a playspace calculator, updated in October 2019 which sets out how much playspace a development should be provided by a development based on the number of children. Based on the indicative housing mix, the calculator sets out that the development should provide 3438 sqm of playspace.
- 7.14 The submitted outline scheme outlines that a total of 3614 sqm of playspace would be provided which represents 105% of the requirement. The target for each age group is also met and exceeded in each case. The playspace would be located throughout the site with doorstep play provided within the communal amenity areas and playspace for the older age groups located within the public space. Notably, a large area of playspace would be located opposite the existing Kara Way playspace which would compliment its use and provide benefit through scale. Landscaping and layout are reserved matters so full details of the playspace provision would be secured at reserved matters stage.

#### Daylight/Sunlight and Overshadowing

- 7.15 As an outline application, the final layout of the development is a reserved matter however the parameters sought set a building envelope which is necessary in order for the ES testing, Accordingly, the parameters sought must be assessed at outline and it is appropriate that daylight/sunlight impact is assessed at this stage.
- 7.16 In order to demonstrate the daylight/sunlight levels to future housing units, the applicant has submitted an 'Internal Daylight and Sunlight Assessment' by GIA Surveyors. In terms of methodology, the assessment used the following:
- Daylight potential assessments on the elevations(Vertical Sky Component);
  - Sunlight potential assessments on the elevations within 90° of due south (Probable Sunlight Hours both annually and for the winter months); and
  - Overshadowing assessments for the public/communal areas of outdoor amenity (Sun Hours on Ground).

- 7.17 As an outline application with layout reserved, there are no floorplans included within the assessment and no empirical data on number of units affected and levels of VSC are represented through a colour scale on a 3D model. On all of the Blocks, the daylight assessment shows that the north elevations and courtyard elevations would have lower levels of VSC whilst the remaining elevations would have a good level as demonstrated by the colour scale. Overall, it is considered that the assessment shows a good potential for daylighting of the scheme. On the elevations where the lower VSC levels are identified, these will be unlikely to come forward with single aspect units given their location which would help to ensure that any harm is minimised.
- 7.18 In terms of sunlight, as with daylight, the ASPH results are shown through a colour scale on a 3D model. The results show good levels across the majority of the elevations with some exceptions on north facing and courtyard elevations. Again, these will be unlikely to come forward with single aspect units given their location which would help to ensure that any harm is minimised. Overall, it is considered that the scheme would deliver a good level of sunlight.
- 7.19 In terms of overshadowing, BRE guidance recommends that there should be at least 2 hours sun on ground when assessed on 21<sup>st</sup> March for winter sun and 21<sup>st</sup> June for summer sun. The GIA document shows the results of the overshadowing assessment and shows that on 21<sup>st</sup> March the vast majority of the ground floor open space would have the requisite level of sun on ground. The only exception to that is the area between Block A and Block C which would have less than the 2 hours along with some isolated areas around Block B. Similarly, the 21<sup>st</sup> June results show that the vast majority of the ground floor open space would have the requisite level of sun on ground. Again, the area between Block A and Block C and the isolated areas around Block B would have lower levels of sun on ground. Overall, it is considered that the development would ensure that the ground floor open spaces would retain a good level of sunlight.

## **8.0 Open Space**

- 8.1 The application site is located on the edge of Cricklewood Town Centre which suffers from a lack of open space. Most open spaces are more than 1km from the Site leaving Cricklewood town centre without meaningful open green space within walking distance with the exception of Cricklewood Green, to the front of the site, and this is reflected in the status of the space as an Asset of Community Value.
- 8.2 The development proposes a central area of public realm which would run north to south through the site. This would link two larger areas of public realm at the

northern and southern ends of the site. The area to the north of the site would be directly opposite the Kara Way playground and as such would create a larger, enhanced public area which would benefit from increased scale. Similarly, to the south of the site, a new town square would be created adjacent to Cricklewood Green which would enhance the usability and the function of the existing green space. Flexible use commercial and community uses would be located around the town square which would support the vitality and vibrancy of the town square and green.

- 8.3 Cricklewood Green itself is located outside of the red line boundary of the site however comprehensive landscape improvements to the space would be secured as part of the S106. This would include improved access and terracing of the slope to make the space more usable. Full details of the works and the layout and landscaping of the overall public realm would be secured at reserved matters stage.

## **9.0 Affordable Housing**

- 9.1 The Barnet Core Strategy (Policy CS4) seeks a borough wide target of 40% affordable homes on sites capable of accommodating ten or more dwellings. Policy H4 of the London plan states that the strategic target is for 50 per cent of all new homes delivered across London to be genuinely affordable. Policy H5 of the London Plan sets out a threshold approach to applications and states that a minimum of 35 per cent affordable housing should be provided on site. Schemes can benefit from the fast track route (whereby no financial viability appraisal is required) if a minimum of 35% affordable housing is provided which meets the boroughs prescribed tenure split as well as other criteria. In this case, the application is supported by a financial viability appraisal and is subject to the viability tested route.
- 9.2 A financial viability assessment was submitted in support of the application, undertaken by Montagu Evans. The Council subsequently instructed BNP Paribas to undertake a review of the document.
- 9.3 The initial affordable housing proposals envisaged a provision of 35% affordable housing with a tenure split of 70% intermediate and 30% low cost rent. The intermediate tenure would be a split of Shared Ownership and Discounted Market Rent (for the BTR units) whilst the low cost rented component would consist of Affordable Rent.
- 9.4 In assessing the initial affordable housing proposals, it was noted that this tenure split did not accord with the Council's target tenure mix of 60% rented and 40% intermediate. As a result of the deviation from the target tenure mix, officers

requested that sensitivity testing also be undertaken to test alternative viability scenarios in order to ascertain if was viable to provide a tenure mix closer to the Council's target mix. The submitted FVA therefore assessed the following:

- 30% low cost rent, 70% intermediate (the application proposals);
- 50% low cost rent, 50% intermediate;
- 60% low cost rent, 40% intermediate (Policy CS4 target).

## 9.5

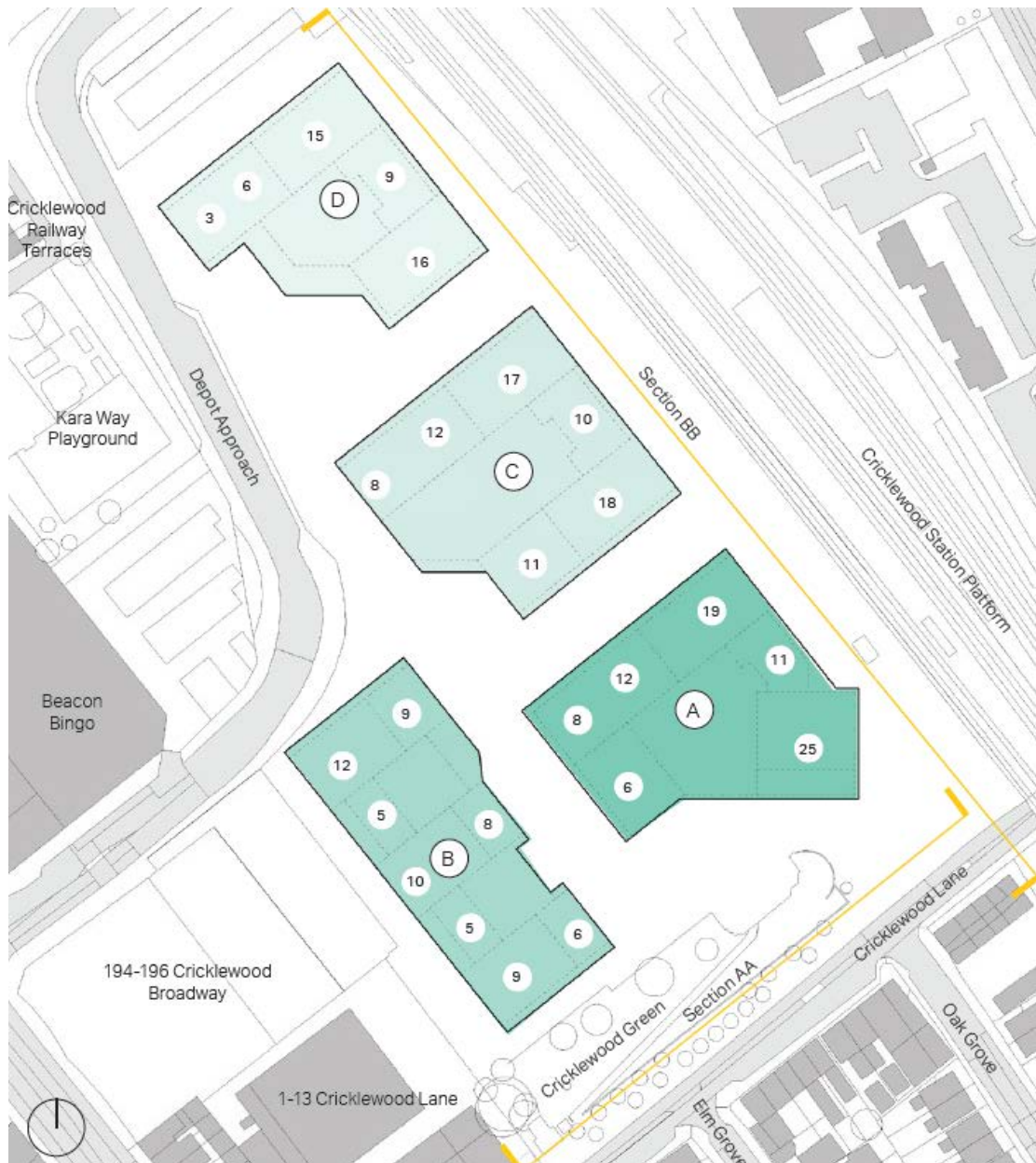
### 9.0 Tall Buildings, Design, Appearance and Visual Impact

#### Tall Buildings

- 9.1 The outline consent seeks permission for development across four development parcels, A, B, C and D. Within each of these parcels would be a number of buildings of varying heights which are set out below.

Block	Building Heights (Storeys)
Block A	25 19 12 11 8 6
Block B	12 10 9 9 8 6 5 5
Block C	18 17 12 11 10 8
Block D	16 15 9 6

- 9.2 The location of the aforementioned building heights can be clearly seen on the image below (extracted from the Design and Access Statement).



- 9.3 As is clear above, the majority of the buildings would constitute a tall building for the purposes of assessment, with the Barnet Local Plan defining a tall building as one which is 8 storeys or above. The height of the proposed buildings therefore necessarily dictates that a tall buildings assessment of the application must be undertaken.

- 9.4 Draft London Plan Policy D9 (Tall Buildings) states that tall buildings should only be developed in locations that are identified in Development Plans. The impact of buildings in long, mid range and immediate views should be addressed and the environmental impact of tall buildings should also be tested with regard to wind, daylight and sunlight, noise and cumulative impacts.
- 9.5 Paragraph 3.8.1 to this policy further states that whilst high density does not need to imply high rise, tall buildings can form part of a plan-led approach to facilitating regeneration opportunities and managing future growth, contributing to new homes and economic growth particularly in order to make optimal use of the capacity of sites which are well-connected by public transport and have good access to services and amenities. Tall buildings can help people navigate through the city by providing reference points and emphasising the hierarchy of a place such as its main centres of activity, and important street junctions and transport interchanges.
- 9.6 Core Strategy Policy CS5 of the Barnet Core Strategy identifies those areas of the borough where tall buildings will be suitable. The site is located within the Colindale Regeneration Area which is identified as one of the areas suitable for tall buildings by the Policy. The application site is located within the Brent Cross Cricklewood Regeneration Area which is identified as being suitable for tall buildings.
- 9.7 Given the compliance with Policy CS5 and D6, officers consider that the overarching principle of tall buildings in this location is acceptable. Nevertheless, further assessment is required as to whether the proposed building heights in themselves would be acceptable within their context. In order to fully assess this, it is necessary to carry out further assessment under Policy DM05 of the Local Plan which identifies 5 criteria which tall buildings would adhere to. These criteria are set out below with an assessment of the application against each criterion.
- i) An active street frontage
- 9.8 Development blocks A-D would be built with a podium deck with communal amenity areas located at podium level and as such the interface between the tall buildings and the public realm would be at ground floor level. Notwithstanding the podium nature of the development blocks, the public realm facing elevations of the podium elevations would incorporate active frontages. Whilst layout and design are reserved matters, outline details set out that residential core entrances would be located on the elevations facing the central public open space whilst flexible use commercial and community uses would be located on the elevations of Blocks A and B facing the new public square and Cricklewood Green. These active frontages comply with the criterion and can be clearly seen in the image below (flexible use units in yellow).



ii) Successful integration into the urban fabric

9.9 In order to fully assess the visual impact of the proposed development and its level of integration into the surrounding urban fabric, a Heritage, Townscape and Visual Impact Assessment (HTVIA) from Montagu Evans was submitted in support of the application. Subsequent to this, a further Urban Design Study was submitted and was subject to a further consultation exercise.

9.10 In order to assess the visual impact of the development within its context, a number of viewpoints were identified and assessed within the HTVIA, these are set out below (those views marked with a \* are assessed under a subsequent section of this report). All views are considered cumulatively with other consented development.

- 1) Clitterhouse Playing Fields looking South
- 2) Claremont Road/The Vale Junction looking South
- 3) Hampstead Cemetery looking West
- 4) Cricklewood Lane (The Tavern) looking West
- 5) Cricklewood Station looking South-west
- 6) Oak Grove looking North-west
- 7) Elm Grove looking North-west
- 8) Cricklewood Broadway (The Crown Pub) looking North\*
- 9) Chichele Road looking North-east
- 10) Walm Lane/St Gabriel's Church looking North-east\*
- 11) Ashford Road looking North-east
- 12) Cricklewood Broadway looking South-east
- 13) Railway Terraces Needham Terrace looking South-east\*
- 14) Railway Terraces Allotments looking South-east\*
- 15) Railway Terraces Johnston Terrace looking South-east\*
- 16) Railway Terraces Rockhall Way Gardens looking South-east\*
- 17) LVMF View 5A.2 Greenwich Park, the General Wolfe Statue\*

9.11 View 1 is taken from Clitterhouse Playing Fields looking South. The existing view is characterised by green open in both the foreground and middleground. The backdrop is formed of continuous hedgerow boundaries and mature trees which extend from right to left and partially screen residential properties within the Golders Green Estate to the south. The cumulative view would show the proposed development and the consented Brent Cross development scheme (BXC) rising above the continuous hedgerow boundary. Officers consider that the magnitude of change would not be substantial, with a minor adverse impact due to the distance and the level of screening by the foliage.

9.12 View 2 is taken from Claremont Road/The Vale Junction looking South. The existing view is characterised by suburban residential development, associated roads and surrounding vegetation which reflects a typical suburban street scene. The cumulative view shows that the proposed BXC development would totally obscure the proposed development. The impact of the development in this view would therefore be nil.

- 9.13 View 3 is taken from Hampstead Cemetery looking West. The existing view is characterised by regimented rows of gravestones and funerary monuments laid out within the middleground and background of the view, along with interspersed low-lying vegetation and mature trees shown from left to right. The cumulative view shows that the proposed development would present in background of the view above the tree line. Officers consider that the magnitude of change would not be substantial, with a minor adverse impact due to the distance and the level of screening by the foliage.
- 9.14 View 4 is taken from Cricklewood Lane (The Tavern) looking West. The existing view represents the main western route into Cricklewood town centre, this view is linear in configuration and characterised by mixed urban development either side of the road. The recent development at 112-132 Cricklewood Lane rises above the prevailing townscape to 8 storeys. The cumulative view shows that the proposed development would rise above the prevailing townscape with 4 tall elements decreasing in height from Block A to the left of the view. Officers consider that the magnitude of change would be moderate, with a minor adverse impact.
- 9.15 View 5 is taken from Cricklewood Station looking South-west. The existing view is characterised by the low rise station buildings and associated infrastructure with Cricklewood Lane leading to the west/left of the view. The cumulative view shows that the proposed development would present clearly and dominantly in this view in the middle and background of the view to the rear of the station. Officers consider that the magnitude of change would be significant. In terms of the effect of the change, this view represents a comparatively short-range view and development of any meaningful scale, accordant with strategic imperatives around optimisation would represent a high magnitude of change given the low-rise character of the station.
- 9.16 Paragraph 3.8,1 of the London Plan states, inter alia, that tall buildings can help people navigate through the city by providing reference points and emphasising the hierarchy of a place such as its main centres of activity, and important street junctions and transport interchanges. In this case, the tallest element at Block A would provide such a reference point and contribute toward the legibility and hierarchy of the area. In this regard, officers consider that the effect of the impact is neutral with any negative impact counterweighed by the positive impact to legibility.
- 9.17 View 6 is taken from Oak Grove looking North-west. The existing view is residential in nature. It is characterised by red brick terraced properties and more modern developments of comparable scale either side of the linear road view. The cumulative view would show Block A of the proposed development at 25 storeys

presenting dominantly at the end of the linear view. In terms of magnitude of change, officers consider that it is significant. Given the prevailing scale of development and the established residential character of the street, officers consider that the effect would be major adverse.

- 9.18 View 7 is taken from Elm Grove looking North-west. Similarly to view 6, the view is residential in nature and is characterised by red brick terraced properties either side of the linear road view. The cumulative view would show Block A of the proposed development at 25 storeys presenting dominantly at the end of the linear view with Blocks B and C presenting to the left and to the background respectively. In terms of magnitude of change, officers consider that it is significant. Given the prevailing scale of development and the established residential character of the street, officers consider that the effect would be major adverse.
- 9.19 View 9 is taken from Chichele Road looking North-east. The view is characterised by residential properties either side of the street which comprise uniform mansion blocks and terraced properties of three and four storeys. The cumulative view shows that the proposed development would present centrally within the linear view, consented scheme 1-13 Cricklewood Lane would also present in the foreground of the proposed development. Officers consider that the magnitude of change would be moderate, with a minor adverse impact.
- 9.20 View 11 is taken from Ashford Road looking North-east. The existing view is characterised by residential terraced housing and the 9-storey tall inter-war flat block of Ashford Court either side of the linear road. The cumulative view shows that the proposed development would present across the skyline from left to right, with the consented development at 194-196 Cricklewood Broadway also viewable. Officers consider that the magnitude of change would be moderate, with a minor adverse impact due to the distance and the height of existing development in the foreground.
- 9.21 View 12 is characterised by a mixed commercial and residential street with the view is framed on the left by a terrace of locally listed buildings (nos. 1-40 Gratton Terrace) which form a consistent building line and set piece in the left frame of the view. The cumulative view shows that Grafton Terrace would totally obscure the proposed development. The impact of the development in this view would therefore be nil.
- 9.22 In summary, officers note that there are instances of adverse impacts, most notably in Views 6 and 7. Notwithstanding these views where major adverse impacts are identified, officers must take a view of the scheme in the whole and in the context of

the strategic policy designations for the site. The site is identified as being suitable for tall buildings and as an area for intensification under its designation as a Regeneration Area/Opportunity Area. In this context and particularly in views 6 and 7, development of any scale which sought to align with these strategic objectives would represent a significant magnitude of change given the existing state of the application site and the low rise nature of the residential areas to the south. It is therefore largely inexorable that delivering a high density scheme which delivered on the strategic objectives would result in harm in views from the south of the site.

- 9.23 Nevertheless, the harm is identified and officers have taken this into account in taking a holistic view of the townscape (excluding heritage assets) impact. Given the limited viewpoints from where major adverse impacts are identified, it is considered that taken as a whole, the development would result in less than substantial townscape harm which will be taken into account in the wider planning balance.

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

- 9.24 View 17 represents the London View Management Framework View 5A.2 which is taken from Greenwich Park adjacent to the General Wolfe Statue. The LVMF describes the view as follows:

*‘Viewing location 5A includes two Assessment Points. The view from the statue, at Assessment Point 5A.1, takes in the formal, axial arrangement between Greenwich Palace, and the Queen’s House. The view also includes Greenwich Reach and the tall buildings on the Isle of Dogs.*

*The eastern extent of the panorama is towards central London and St Paul’s Cathedral. This is best seen from Assessment Point 5A.2, and includes a Protected Vista towards the Cathedral.*

*The relationship between Tower Bridge, the Monument to the Great Fire and St Paul’s Cathedral are important elements of the view. The threshold height of the Protected Vista between Assessment Point 5A.2 and St Paul’s Cathedral acknowledges the visual relationship between these three landmarks. The relationship, and the elements themselves, are integral to the viewer’s ability to recognise and appreciate St Paul’s Cathedral and its western towers in the view.*

*Therefore, new development should preserve or enhance the setting of the landmarks and the relationship between them.”*

9.25 The cumulative view shows that the development would not be readily perceptible in the view and as such there would be a negligible impact.

iv) Not cause harm to heritage assets and their setting

9.26 In terms of heritage assets, the HTVIA identified a number of assets which were incorporated into the assessment, within the study area. The study focuses on those assets which are likely to experience change as a result of the development and has excluded those which are unlikely to experience change. Those assets excluded are outlined below.

- Milestone Sited Outside Nos. 3 and 4 Gratton Terrace (Grade II) (4);
- Willesden Green Underground Station (Grade II) (8);
- Dollis Hill Synagogue and Forecourt Railings (Grade II) (9);
- Pair of K2 Telephone Kiosks outside The Recreation Ground (Grade II)(10);
- 128, Fortune Green Road (Grade II) (11);
- Beckford Primary School, Attached Railings and Gateway, and Building approx 23m to East within Playground (Grade II) (12);
- Kingsley Court (Grade II) (13);
- St Luke's Church Vicarage (Grade II) (14);
- Kings College: College Chapel, The Summerhouse, Kidderpore Hall, The Maynard Wing, and The Skeel Library (Grade II) (15);
- Golder's Green Synagogue (Grade II) (16);
- Untitled [Listening] Sculpture (Grade II) (17);
- 6, 8, 12, 14, 26, 26A, 33 and 35 Ferncroft Avenue (Grade II) (18);
- Church of St Francis (Grade II) (19);
- Cattle Trough at junction with Hermitage Lane (20); and
- 17, Rosecroft Avenue (Grade II) (21).

9.27 The study focuses on the following designated heritage assets which are likely to experience change as a result of the development.

- Railway Terraces Conservation Area;
- Mapesbury Conservation Area (LB Brent);
- The Crown Public House and Three Lamp Standards in front of The Crown Public House (Grade II);
- Church of St Gabriel (Grade II);
- Church of St Michael (Grade II);
- Hampstead Cemetery Mortuary Chapels, Monuments and Tombs (Grade II).

- 9.28 The Railway Terraces Conservation Area is assessed through viewpoints 13, 14, 15 and 16 within the HTVIA which are taken from Needham Terrace, Allotments, Johnston Terrace and Rockhall Way Gardens respectively. All of the views look south-east towards the application site.
- 9.29 As set out in the comments received from the Council's Heritage and Conservation officers, The Railway Terraces, Cricklewood Conservation Area was designated by the Council in March 1998. Conservation Area status acknowledges the importance of an area, highlighting its real and potential attractiveness. It also means that the Council's efforts in the area are geared to preserving and enhancing its special character and appearance. The majority of historic buildings are also locally listed, so are undesignated heritage assets which need consideration. The formal, regular street scape and building layout, together with the unusual relationship between buildings, private and public open space all help to give the area a distinctive, intimate but ordered feel. The area is characterised by small scale, dense development with regular building rhythms and designs.
- 9.29 The assessment undertaken by the Council's Heritage and Conservation officers identifies that in all of the assessed views from the CA, the development would be overly dominant and create a visual disparity in scale.
- 9.30 The assessment also identifies the positive contribution that chimneys make to the historic streetscape within the CA, "chimneys are part of the historic streetscape, and an important visual feature because of their prominence as seen against the shallow pitch roofs, making a positive contribution to the conservation area. They usually have tall terracotta clay pots which are striking features against the skyline." The assessment goes on to identify that these positive features will disappear into the mass of the new development behind which adversely affects their significance in their contribution to the CA.
- 9.31 The assessment concludes that "as such it can be considered that the proposed development, in terms of its excessive scale, mass, bulk and height will have a detrimental impact and cause less than substantial harm to the setting of both of these designated heritage assets, aside what other interested 3rd parties may identify in regard to other heritage assets further afield".
- 9.32 In balancing the views of the Council's Heritage and Conservation officer, it is necessary to understand the policy context. In this case, based on the views set out within the HTVIA and the assessment of the Conservation Officer, it is clear that the development would result in harm to the setting of the CA. However, the conclusion of the Conservation Officer is that this would constitute less than substantial harm.

9.33 in such instances Paragraph 196 of the NPPF is relevant and relates to the assessment of impacts on the settings of heritage assets. Paragraph 196 states that “where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.”

9.33 The less than substantial harm therefore needs to be balanced against the public benefits of the scheme. Most significant of these is the delivery of 1100 homes, 35% of which would be affordable. This must be afforded significant weight in any balancing exercise. Further public benefit is derived from the delivery of substantial new public realm, a new town square and enhancements to Cricklewood Green in an area lacking in open space.

9.34 Officers consider that the cumulative weight of the public benefits, in particular the delivery of a significant number of affordable houses, outweighs the less than substantial harm identified by Conservation officers.

9.35 The Crown Public House is Grade II listed located on Cricklewood Broadway and is assessed through viewpoints

9.36 The listed building description for the asset states the following:

*“Dated 1900. Grand “Jacobean” public house of 2 storeys with 2 dormered storeys in mansard roof. Three storey wing to right 4 bays faced in sandstone. Rusticated attached columns and pilasters flank 4 entrance doors to main block and 2 doors to wing, first floor projection of 16 lights with single flanking 2 light windows. Two windows to wing. Two bay decorative gabling at second floor with mullioned windows surmounted by blind archway. Second floor to wing battlemented with ornamental crest, pyramid roof and decorative finial.*

*The building is set back from the pavement with a large forecourt to its front. It is connected, by a rear extension, to the neighbouring Clayton Crown Hotel, which sits forward of the pub in the street. Due to the difference in architectural appearance of both buildings, the pub appears in the streetscene as a standalone structure. It is a prominent building within the townscape, viewed and experienced as it is with its iconic roofscape and a clear sky above and around.”*

- 9.37 The impact on the setting of the asset is assessed through viewpoint 8 taken from Cricklewood Broadway looking North past the pub and encompassing the backdrop of the asset.
- 9.38 In assessing the impact the Council's Conservation officers have outlined that the height of the proposed main tower (Block A) would be clearly visible in views from the public realm looking north, in the backdrop of the asset whilst another smaller block would be then be seen to "fill in" the existing space between the pub and its neighbour to the north.
- 9.39 The Conservation officer concludes to say that whilst no actual harm may be done to the heritage asset itself, its significance within the streetscape and Cricklewood town Centre would be diminished by the visual intrusiveness of the proposal. In this case, it is also concluded that this would constitute less than substantial harm.
- 9.40 Again, officers must have regard to Paragraph 196 of the NPPF and weigh the less than substantial harm against the public benefit arising from the scheme. Again, officers consider that the cumulative weight of the public benefits, in particular the delivery of a significant number of affordable houses, outweighs the less than substantial harm identified by Conservation officers.
- 9.41 The HTVIA considers the impact on the assets at Church of St Gabriel (Grade II), Church of St Michael (Grade II), Hampstead Cemetery Mortuary Chapels, Monuments and Tombs (Grade II) and Mapesbury Conservation Area (LB Brent). In all cases, the impacts are considered to be negligible and no objection is raised to the impact on their setting by conservation officers.
- 9.42 Taking the heritage impact as a whole and based on the requisite assessment under Paragraph 196 of the NPPF, officers consider that the cumulative weight of the public benefits, in particular the delivery of a significant number of affordable houses, outweighs the less than substantial harm to the identified heritage assets. Nevertheless, officers will take the harm into account in the wider planning balance.
- v) That the potential microclimate effect does not adversely affect existing levels of comfort in the public realm
- 9.43 The impact of the development on the local microclimate is assessed within the ES (ES Volume I -Chapter 16: Wind Microclimate). A comprehensive assessment of baseline (existing) and likely pedestrian level wind conditions upon completion of the Proposed Development was undertaken, based on wind tunnel testing of a

physical scale model and the industry standard Lawson Comfort Criteria. The methodology and the scope of the assessment are considered to be acceptable.

- 9.44 The baseline assessment (worst case scenario) below shows that the application site benefits from largely benign wind conditions with the assessment points being at the lower end of the Lawson scale (blue and green).



- 9.45 The proposed conditions assessment (worst case scenario) shows that wind conditions would worsen across the site however mostly only up to a medium comfort level (yellow). Some areas between the buildings would experience worse wind conditions (purple) however these spots are limited and are located in areas likely to be transitory thoroughfares.



9.46 The ES assessment recognises that mitigation measures could improve likely wind conditions. Given the outline nature of the scheme and the lack of fixed detail on layout and landscaping, and the fact that the detailed design of the building will affect aerodynamics, these details will be secured at reserved matters stage.

### Design and Appearance

9.47 In terms of the visual appearance of the scheme, this is a reserved matter and only indicative details are provided with a Design Guidance Document (DGD). This document is provided as a secondary control document, with the aim to inform the detail design development of future RMAs so that a sense of coherence and continuity in design can be ensured.

9.48 In terms of appearance, the DGD sets out fundamental principles to which the future RMA detail would adhere, including complementary variation in brick tones for individual development parcels and subtle variation in brick tone within individual parcels. In terms of materiality, the document state that RMA proposals should be of

exemplary design, with the palette of materials limited to ensure a coherent architectural language. It is also state that the primary building material should be brickwork.

- 9.49 Officers consider that the DGD provides a good basis for the design of the scheme to evolve and be fixed at RMA stage.

#### Supplementary Urban Design Study

- 9.50 Subsequent to the submission of the original application, a further Urban Design Study (UDS) by 'City Designer' was submitted in support of the application. This report provides a design assessment and assesses the qualitative visual townscape effects of the proposed development on the application site.
- 9.51 As well as the viewpoints assessed within the HTVIA, the UDS assesses the following additional viewpoints:
- View A: Edgware Road, bus stop north of Longley Way (render)
  - View B: Cricklewood Broadway looking along Cricklewood Lane (render)
  - View C: Fordwych Road by No.108 (render)
  - View D: Cricklewood Lane by Church of St Agnes (render)
  - View E: Kara Way (render)
- 9.52 In respect of the viewpoints assessed within the HTVIA, some of these viewpoints are also rendered with indicative elevations within the document for additional clarity. The rendered images do not alter the substance of the officer assessment and conclusions on each of the viewpoints in the preceding section of this report.
- 9.53 In terms of the additional viewpoints assessed, viewpoint A is taken from Edgware Road adjacent to the bus stop north of Longley Way. The view shows Block A of the development rising above the roofline of the residential terraced roofline on the edge of the Railway Terraces CA. Whilst the development would be visible above the roofline, the level of impact would be lessened by the distance which would be readily perceptible in the view.
- 9.54 Viewpoint B is taken from Cricklewood Broadway looking along Cricklewood Lane and shows Block A rising significantly above the existing parade at 1-13 Cricklewood Lane. Seen in this context, the sensitivity of the view is not high and it is considered the visibility and prominence of Block A in this view would enhance the permeability and local hierarchy through marking the transport interchange.

- 9.55 Viewpoint C is taken from Fordwych Road looking at the application site. The view shows that the development would be clearly visible, framed centrally in the linear view by the terraces to either side. The development would not rise perceptibly above the rooflines in the view.
- 9.56 View D is taken from Cricklewood Lane adjacent the church of St Agnes. The view is similar to View 4 of the HTVIA and the recent development at 112-132 Cricklewood Lane is even more perceptible in this view, rising above the prevailing townscape to 8 storeys. The view shows that the proposed development would rise above the prevailing townscape with 4 tall elements decreasing in height from Block A to the left of the view.
- 9.57 View E is a short-range view taken from Kara Way playground looking south east at the development. The view is a short range one looking directly at the site and as such the development dominates the view. There is a visual and spatial gap between the development and the terraces which lessens the perceptibility the disparity in height.
- 9.58 In summary, officers consider that the supplementary UDS document submitted, does not alter the conclusions drawn in the assessment of the townscape impact from the HTVIA. Taken as a whole, it is considered that the views show that the development would result in less than substantial townscape harm which will be taken into account in the wider planning balance.

## **10.0 Amenity Impact on Neighbouring Properties**

### Daylight, Sunlight and Overshadowing

- 10.1 The application was accompanied by a Daylight/Sunlight report from AECOM within the ES (ES Volume: Chapter 11: Daylight, Sunlight and Overshadowing). The standardised assessment methodology for daylighting is set out within the BRE document Site Layout Planning for Daylight and Sunlight (BRE, 2011). Within this document it is set out that the primary tools for the assessment of daylight are Vertical Sky Component (VSC)). For VSC the guideline value for windows to retain the potential for good daylighting is 27% or more than 0.8 times its former value.
- 10.2 In line with BRE guidelines, it is only necessary to carry out the detailed assessment on a neighbouring window if a 25-degree line drawn from the centre of the window would subtend the facing elevation of the subject development. In this case, the report identifies the following neighbouring properties as necessitating the additional assessment:

- 1-11 Campion Terrace;
- Crown Terrace (2-20 Cricklewood Lane);
- 26-28 Cricklewood Lane;
- 32A & 34-40 Cricklewood Lane;
- 42-48 Cricklewood Lane;
- 1-8 Oakhouse;
- Raynes Court;
- Dairyman Close;
- Kemps Court; and
- Lansdowne Care Home.

10.3 In addition to the existing receptors identified above, the following consented schemes were assessed.

- 1-13 Cricklewood Lane; and
- 194-196 Cricklewood Broadway.

10.4 Average Daylight Factor (ADF) methodology was used to assess the of consented but not built or occupied buildings.

10.5 The VSC results for the existing receptors are set out below:

Receptor	No. of Windows Tested	No. of Windows that meet BRE criteria	%
1-11 Campion Terrace;	55	50	91%
Crown Terrace (2-20 Cricklewood Lane)	65	56	86%
26-28 Cricklewood Ln	8	5	63%
32A Cricklewood Ln	7	5	71%
34-40 Cricklewood Ln	12	0	0%
42-48 Cricklewood Ln	31	13	42%
Oak House	24	0	0%
Raynes Court	12	1	8%
Dairyman Close	156	84	54%
Kemps Court	12	11	92%
Lansdowne Care Home	46	30	65%
<b>TOTAL</b>	<b>428</b>	<b>255</b>	<b>60%</b>

10.6 It is clear from the table above that there would be notable daylight failures at 34-40 Cricklewood Lane and Oak House with 0% of windows meeting the criteria; and at Raynes Court with 8% of windows meeting the criteria.

- 10.7 The results are predicated on the assessed receptors retaining the prescribed level of VSC as set out in BRE guidance. However, the assessment notes that VSC target levels are predicated on suburban environments and that each of the windows assessed retains over 15% VSC which is considered acceptable for an urban environment (and has been noted as acceptable on similarly scaled and located schemes in London). In addition, all of the windows assessed at Oak House serve bedrooms which are less sensitive to daylight reductions than primary living spaces
- 10.8 In addition to the existing receptors, future developments at 194-196 Cricklewood Broadway and 1-13 Cricklewood Lane were tested. At 194-196 Cricklewood, 34 (58%) of the 59 rooms within this future property would retain levels of daylight in line with or above BRE recommendations in terms of ADF. At 1-13 Cricklewood Lane, 111 of the 166 assessed rooms (67%) would experience a negligible or beneficial effect with the proposed development in place.
- 10.9 As well as individually, the daylight results must also be considered in the whole and in this regard officers consider that an adherence level of 60% for VSC represents a good level of adherence in the context of the wider benefits of the scheme, the urban context and the need to deliver on the strategic objectives of the Opportunity/Regeneration Area. It is important to note that the assessments set out in the BRE guidelines are not intended to be applied rigidly and do allow for some flexibility in the context of the development. This approach is also supported in the February 2019 NPPF which states that guidelines relating to daylight and sunlight should be applied flexibly to enable a development site to be used efficiently, particularly when considering applications for housing. Cognisant of the above, officers consider that the daylight impact of the proposed development would be acceptable.
- 10.10 In relation to sunlight, the BRE recommends that the Annual Probable Sunlight Hours (APSH) received at a given window in the proposed condition should be at least 25% of the total available including at least 5% during the winter months. Where the proposed values fall short of these, and the absolute loss is greater than 4%, then the proposed values should not be less than 0.8 times their previous value in each period.
- 10.11 The BRE guidelines state that “..all main living rooms of dwellings should be checked if they have a window facing within 90 degrees of due south. Kitchens and bedrooms are less important, although care should be taken not to block out too much sun”. In accordance with the BRE Guidelines the following properties were therefore assessed shown with the APSH results:

Receptor	No. of Windows Tested	No. of Windows that meet BRE criteria	%
1-11 Campion Terrace;	3	3	100%
26-28 Cricklewood Ln	2	2	100%
32A Cricklewood Ln	3	3	100%
42-48 Cricklewood Ln	7	7	100%
Raynes Court	12	12	100%
Dairyman Close	132	87	66%
Kemps Court	12	12	100%
Lansdowne Care Home	45	41	91%
<b>TOTAL</b>	<b>216</b>	<b>167</b>	<b>77%</b>

10.12 Taken both as a whole and individually, it is considered that the results show that the surrounding receptors would retain a good level of sunlight.

10.13 In terms of overshadowing, all 10 sensitive receptors experience a Negligible (not significant) effects.

#### Privacy and Outlook

10.14 The development would enjoy significant separation distances from all surrounding development which is considered would be sufficient to ensure that there would be no unacceptable harm in terms of privacy or outlook.

#### Conclusion

10.12 With the above in mind, officers consider that, on balance, the application is in accordance with Policy DM01 in terms of impact on residential amenity and would not result in any unacceptable harm to the living conditions of any surrounding occupiers.

### **11.0 Sustainability**

11.1 The 2021 London Plan, requires within Policy SI2 that major development be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:

- be lean: use less energy and manage demand during operation.
- be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly.

- be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site. be seen: monitor, verify and report on energy performance.

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

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

#### Be Lean

11.5 Energy demand will be significantly reduced beyond Part L requirements, and will be expected to exceed the GLA's target for a minimum 10% reduction in residential carbon emissions and 15% in non-residential carbon emissions over Part L 2013 through passive design and energy efficiency measures alone. The demand reduction would be achieved by a combination of the measures including those detailed below:

- Building Fabric Insulation
- Cold Bridging
- Air Tightness
- Natural Daylight
- Solar Gain
- Shading
- Corridor Ventilation
- Heating and Hot Water System Insulation
- Heating Systems
- Cooling
- Ventilation Systems
- Lighting
- Smart Controls / Metering
- Appliances

#### Be Clean

11.6 The site is not located near to an existing heat network serving the area. However the Energy Statement sets out that the site has been identified as a possible heat network opportunity site, therefore a provision for a centralised heat network was explored. The proposed development will be provided with a secondary building network which will connect all apartments, commercial and other non-domestic

uses, and supply heat for space heating and domestic hot water generation. This secondary distribution within the development will be designed in accordance with CIBSE CP1 Heat Networks: Code of Practice.

#### Be Green

- 11.7 The renewable technologies feasibility study carried out for the development identified photovoltaics and air source heat pumps as suitable technologies for the development and both would be implemented.
- 11.8 In total, all of the measures combined would achieve CO2 savings of 43.3%. Recognising the London wide net zero target the applicant is therefore required to mitigate the regulated CO2 emissions, through a contribution of £1,793,647 to the borough's offset fund. This contribution would be predicated on the formula set out within GLA guidance which would be secured through the Section 106.

#### **12.0 Transport / Highways**

- 12.1 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.

#### Residential Car Parking

- 12.2 The London Plan 2021 sets out the standards for residential parking based on inner/outer London and PTAL. Outer London PTAL 2 is up to 1 space per dwelling and Outer London PTAL 3 requires 0.75 spaces per dwelling.
- 12.3 Car parking standards for residential development are also set out in the Barnet Local Plan and recommend a range of parking provision for new dwellings based on the site's Public Transport Accessibility Level (PTAL) and the type of unit proposed. Policy DM17 of the Local Plan sets out the parking requirements for different types of units with the range of provision is as follows:
- Four or more-bedroom units - 2.0 to 1.5 parking spaces per unit
  - Two and three-bedroom units - 1.5 to 1.0 parking spaces per unit
  - One-bedroom units - 1.0 to less than 1.0 parking space per unit

- 12.4 A total of 110 residential car parking spaces is proposed (parking ratio of 0.1 spaces per unit). All spaces will be of a size suitable for disabled drivers; however, 3% (33) will be allocated for disabled drivers from the outset with the residual 7% (77) available as standard spaces with the ability to be demarcated as parking for disabled residents in the future if demand exceeds the initial 3%.
- 12.5 The site is located immediately adjacent to Cricklewood Station and several bus routes with a high PTAL and the level of car parking provision proposed is in line with current policy which seeks to encourage sustainable and active modes travel.
- 12.6 Reduced levels of parking proposed can be supported where accompanied by improved accessibility measures, suitable overspill parking control / protection and the provision of sustainable transport measures. The proposed development will deliver a suite of improved accessibility measures as set out in the HoT at the start of this report. Future residents would also be prevented from applying for parking permits in surrounding CPZs.
- 12.7 There are surrounding roads in vicinity of the site and within LBB boundaries that are not suitability protected by a CPZ. Therefore, a contribution of £42k would be secured through the S106 to undertake a review of local CPZs to establish if any changes or extensions are required to mitigate the impact of the development.
- 12.8 Subject to the matters outlined, it is considered that the level of residential parking is in line with both the LBB Local Plan (Policy DM17) and the London Plan (2021).

#### Cycle Parking

- 12.9 Cycle parking should be provided, designed and laid out in accordance with the new London Plan (2021) and the guidance contained in London Cycling Design Standards (it is noted that there has been slight changes to the standards from the previous 'Intend to Publish' London Plan to the now adopted London Plan).
- 12.10 The TA sets out that the development would provide a minimum of 1,846 long-stay and 28 short-stay cycle parking spaces for the residential use. At this stage, the non-residential uses are proposed to have 12 long-stay and 32 short-stay cycle parking spaces. The phased provision / design / location of long and short-term cycle parking should be detailed as part of the reserved matters submissions. Appropriate conditions would secure the requisite provision.

#### Trip Generation / Network Impact

- 12.11 Technical Note 5 suggests that the forecast residential vehicle trips for the proposed development shall be 35 and 24 two-way trips in the AM and PM peak hour periods respectively (with a daily total of 265 vehicle trips). This compares with the original Transport Assessment that forecasted 118 and 85 two-way vehicle trips in the AM and PM peak hour respectively (with a daily total of 898 vehicle trips). The new

assessment now suggests forecasted vehicle trips that are approximately 30% of the original forecasts.

- 12.12 The methodology set out within Technical Note 5 is not a standard process. It is not clear why the combined 'Residential M - Mixed private / Affordable housing' land use was not selected as per the proposed development, but instead private and affordable were calculated individually. The reason given for calculating residential vehicle trip rates per parking space are noted. However, this is not standard practice when using the TRICS database. It is advised that 'trip rate calculations per parking space are only available for land uses where it can be considered with good confidence that the vast majority of parking takes place on-site and where it is also considered most relevant.' The TRICS trip rate parameters for residential land consist of site area, dwellings, housing density and bedrooms. It is also noted that the standard TRICS methodology uses weighted averages for the standard parameters and that the calculations undertaken within Technical Note 5 do not.
- 12.13 However, the LB Barnet Transport team have undertaken an initial assessment for comparison purposes and have concluded that the forecast vehicle trips are acceptable.
- 12.14 The existing retail use peak hour traffic generation reported in Table 5.1 includes 'rat-run' traffic and is therefore not suitable to use when undertaking a net comparison review of land use generation. Therefore, the net reduction in peak hour vehicle trips shown in Table 5.3 and stated in Paragraph 5.2 is queried.
- 12.15 The traffic generation numbers shown in Tables 5.1 and 5.2 is not reflective in the traffic flow diagrams. It is also not understood why there are negative numbers shown on the traffic flow diagrams. Clarification on the development distribution assumptions is sought (it is noted that in the TA one distribution diagram is provided however we are not sure of the assumptions behind this and to what peak hour period it relates to). Perhaps a direct discussion with the Transport consultant would help address / clarify this issue.

#### Access

- 12.16 It is proposed that vehicular access would be from Depot Approach, a private access road, with the closure of the existing vehicle access onto Cricklewood Lane. The closure of the existing vehicle access onto Cricklewood Lane will require a s278 Agreement and would include improvements to the pedestrian environment and this is included within the agreed heads of terms.
- 12.17 In terms of the access from Depot Approach, it is noted that this is a private road under the ownership of an adjoining landowner. It is also noted that the adjoining landowner has objected to the application on the basis that the applicant has no legal right to install a new access from the private road. The LPA have taken legal advice on the matter from HBPL and it is advised that there is no legal basis for resisting the application on this basis and that an appropriately worded condition

would serve to secure the relevant access in so far as the LPA granting consent is concerned.

### Conclusion

- 12.18 Having regard to the above and subject to the relevant conditions and S106 obligations, it is considered that the application is in accordance with relevant Barnet and Mayoral policies and is acceptable from a transport and highways perspective.

## **13.0 Other Matters**

### Flood Risk

- 13.1 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.
- 13.2 A Flood Risk Assessment is submitted in support of the application which shows that the site is located in Flood Zone 1, which indicates a low risk of flooding. The flood risk from groundwater is also assessed as low and the existing flood risk from surface water is assessed as low to medium. No objection was received from the Council’s drainage officers and a condition would be attached requiring the submission of a full SUDS strategy at RMA stage.

### Ecology

- 13.4 An Ecological Appraisal from AECOM was submitted in support of the application. The Ecological reporting comprises a summary of the potential impacts of the Proposed Development, along with appropriate mitigation measures and relevant recommended enhancement to biodiversity as part of the Reserved Matters application.
- 13.5 The Phase 1 Habitat Survey, bat emergence survey and the desktop ecology study have provided evidence that the Sites current ecological receptors do not cause a constraint to delivery of the regeneration if appropriate mitigation set out within the appraisal is implemented. The prescribed mitigation would be secured by condition as appropriate.

### Ground Conditions

- 13.6 An assessment of ground conditions submitted in support of the application sets out that there are potential sources of ground based contamination on site, linked to historical railway sidings and a former warehouse potential contamination sources

include existing made ground which is likely to have incorporated demolition materials from the historic developments on-site. Ground water across the Site has been found to be of reasonable quality. The risks identified with the assessment at the demolition and construction phase can be mitigated through the delineation and remediation of the contaminated soil hotspots identified during the historic site investigation and the commissioning of desk based assessment, prior excavation and oiling works at the Site.

- 13.7 A robust condition would be attached to any consent requiring a full ground survey to be undertaken prior to any works. The Council's EHO has no objection to the application on ground condition matters subject to such a condition.

#### Air Quality

- 13.7 The application site is located within an Air Quality Management Area ('AQMA') that has been designed by the Council for exposure to exceedances of annual mean objectives for nitrogen dioxide and particulate matter. The proposed development as considered the Construction and Operational phase effects in terms of Dust and local concentration of both nitrogen dioxide and particulate matter. It has been determined that there would be no discernible effects from the construction site associated with the proposal with appropriate mitigation measures put in place.
- 13.8 The assessment has identified that at future receptors, the effect of impacts on local air quality are negligible for NO<sub>2</sub> and PM<sub>10</sub> concentrations. Therefore, the overall effect of the Proposed Development on local air quality is defined as not significant. The Council's EHO has no objection to the application on air quality matters.

#### Arboriculture

- 13.9 The Council's Arboriculture officer identifies that the quality of the site is very low in terms of tree cover and bio-diversity as the vast majority of the land is hard surfacing or buildings.
- 13.10 He also goes on to identify that there are trees on the site that merit retention G9, G10, T19 & T21 on the tree plan which is a row of London Plane trees along site the railway line. They provide vital screening to the railway lines. The trees will also provide screening from Cricklewood Station towards any development on the site. The proposal retains these trees.
- 13.11 Similarly, he also identifies the mixed group of trees at the Cricklewood Lane entrance provide significant tree amenity (T48 to T74). Only 7 trees of this group will be retained in the outline proposal which the Council's Arboriculture officer considers unacceptable.
- 13.12 In terms of landscaping no detailed landscaping plans have been submitted given that it is a reserved matter however the indicative landscape plans for the ground

floor, podium and roof areas appear to be providing a reasonable level of green infrastructure for the development.

- 13.13 In balancing the views of the Arboriculture officer, the comments must be considered holistically in the context of the scheme. The scheme would deliver a substantial new area of public realm with opportunities for new tree planting and is proposing to retain most of the trees identified as meriting retention. On this basis, it is considered that the loss of the trees identified is outweighed by the wider benefits of the scheme.

#### Other Matters

- 13.9 Archaeology, Climate Change, Socio-economics and Health and Noise and Vibration are also assessed as part of the ES. No significant impacts are identified subject to mitigation and conditions where necessary and such conditions are attached accordingly.

#### **14.0 Equalities and Diversity**

- 14.1 Section 149 of the Equality Act 2010, which came into force on 5th April 2011, imposes important duties on public authorities in the exercise of their functions, including a duty to have regard to the need to:

“(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.”

- 14.2 For the purposes of this obligation the term “protected characteristic” includes:

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

- 14.3 The above duties require an authority to demonstrate that any decision it makes is reached “in a fair, transparent and accountable way, considering the needs and the rights of different members of the community and the duty applies to a local planning authority when determining a planning application.

- 14.4 Officers consider that the application does not give rise to any concerns in respect of the above.

## **15.0 Conclusion**

- 15.0 In conclusion, officers consider that a balanced recommendation must be made having regard to the benefits of the scheme weighed against any harm identified.
- 15.1 The application site is located within the Brent Cross Cricklewood Regeneration / Opportunity Area and the principle of optimising the site for housing delivery is supported. The site is located within an area identified as being suitable for tall buildings and as such the principle of tall buildings is also supported. The scheme would deliver 1100 homes which must be afforded significant weight in the context of the boroughs housing targets. 35% pf the 1100 homes would be delivered as affordable housing which must also be afforded significant weight.
- 15.2 The scheme would also deliver substantial new public realm, including a new town square, as well as improvements to Cricklewood Green. The scheme would also deliver public realm, highways, employment and enterprise and sustainability improvements through the Section 106 as well as a CIL payment of £XXXXX to be spent on local infrastructure.
- 15.3 Weighing against the application, and as set out in the relevant section of the report, the scheme would result in some harm in some townscape views and would also result in some harm to the setting of nearby heritage assets. In terms of the townscape views, on balance, the harm is not considered to be substantial. It is fully acknowledged that the development would represent a high magnitude of change, given the low-rise nature of the existing site. However, the highly sustainable, brownfield location of the site and the location within a Regeneration / Opportunity Area means that any development which sought to align with the strategic objectives of the site would inexorably represent a high magnitude of change.
- 15.4 In terms of heritage harm, the harm to both the Railway Terraces Conservation Area and the Crown Hotel as less than substantial. In such circumstances the NPPF requires the decision maker to undertake a balancing exercise between the identified harm and the level of public benefit arising from the scheme. In both cases, individually and taken together, officers consider that the public benefit outweighs the less than substantial harm to the setting of the heritage assets.
- 15.5 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.

- 15.6 In this case, the benefits of the scheme are considered to outweigh the harm. Officers consider that, when taken as a whole, the application is consistent with the development plan,

**RECOMMENDATION: TO GRANT OUTLINE CONSENT SUBJECT TO CONDITIONS AND A SECTION 106, AND REFERRAL TO THE MAYOR OF LONDON**

**Appendix 1: Site Location Plan**

**Appendix 2: Conditions**

## Carter, Richard

---

**From:** Kumarasinghe, Devinda  
**Sent:** 29 June 2021 12:12  
**To:** Bowker, Paul  
**Cc:** Griffiths, Carl  
**Subject:** B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Hello Paul,

I've just had the meeting with the applicants for the above scheme. In relation to s106 contributions you raised the following two schemes. However, the applicant is requesting further information. If you have anything further could we have this by the end of the week to aid discussions. Thanks.

1. Neighbourhood measures scheme for Cricklewood (proposed scheme)(s106 contribution – cost to be defined); **Details required from LBB**

A design for the scheme is to be developed (refer to study area below). Estimates of costs are in the region of £200,000 - £250,000.



2. School streets scheme at Childs Hill School (s106 contribution - cost to be defined).

Regards

Devinda Kumarasinghe

**Transport Manager**



Email [Devinda.Kumarasinghe@Barnet.gov.uk](mailto:Devinda.Kumarasinghe@Barnet.gov.uk)

Mobile 07849628576

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2 Bristol Avenue, Colindale, London NW9 2EW

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## Carter, Richard

**From:** Griffiths, Carl  
**Sent:** 29 June 2021 13:06  
**To:** Dillon, Andrew  
**Subject:** Draft Report  
**Attachments:** B+Q Comm Report Draft Version .docx

FYI – a few things still to do

**Carl Griffiths**  
**Principal Planner**  
**Major Projects**

### Strategic Planning and Regeneration Regional Enterprise

2 Bristol Avenue, Colindale, NW9 4EW  
T: 0208 359 5400

Barnet Online: [www.barnet.gov.uk](http://www.barnet.gov.uk)

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**LOCATION:** B And Q  
Broadway Retail Park  
Cricklewood Lane  
London  
NW2 1ES

**REFERENCE:** 20/3564/OUT                      Validated: 19.08.2020

**WARD:** Childs Hill                      Expiry: 18.11.2020

**APPLICANT:** Montreaux Cricklewood Development Ltd

**PROPOSAL:** Outline planning application (including means of access with all other matters reserved) for the demolition of existing buildings and the comprehensive phased redevelopment of the site for a mix of uses including up to 1100 residential units (Use Class C3), and up to 1200 sqm of flexible commercial and community floorspace (Use Classes A3/B1/D1 and D2) in buildings ranging from 3 to 25 storeys along with car and cycle parking landscaping and associated works.

## **RECOMMENDATION**

### Recommendation 1

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

XXXXXXXXXXXXXXXXXXXXXXXXX HOT TO BE ADDED XXXXXXXXXXXXXXXXXXXXXXXXXXXX

## **MATERIAL CONSIDERATIONS**

### **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 (2021) published 2<sup>nd</sup> March 2021 sets out the Mayor's overarching strategic planning framework from 2019 up to 2041. This document replaced the London Plan 2016.

### **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.

### **National Planning Guidance:**

National planning policies are set out in the National Planning Policy Framework (NPPF) (2019).

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.

#### The Community Infrastructure Levy Regulations 2010:

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

#### Environmental Impact Assessment Regulations 2017

The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 (hereafter referred to as 'the EIA Regulations') requires that for certain planning applications, an Environmental Impact Assessment (EIA) must be undertaken.

The term EIA is used to describe the procedure that must be followed for certain projects before they can be granted planning consent. The procedure is designed to draw together an assessment of the likely environmental effects (alongside economic and social factors) resulting from a proposed development. These are reported in a document called an Environmental Statement (ES).

Section 13 of the EIA Regulations allows applicants to request from the local planning authority a written statement, ascertaining their opinion as to the scope of information to be provided in the ES. Whilst not a statutory requirement of the EIA process, requesting a Scoping Opinion clarifies the content and methodology of the EIA between the local planning authority and the applicant.

A formal Scoping Request was made by the applicant's agents Iceni Project and a Scoping Opinion was adopted by the Council in February 2019. The Scoping Opinion agreed the following scope for the ES, and the ES has been submitted in accordance with the agreed scope:

- Chapter 8: Air Quality;
- Chapter 9: Archaeology;
- Chapter 10: Climate Change;
- Chapter 11: Daylight, Sunlight & Overshadowing;

- Chapter 12: Ground Conditions and Contamination;
- Chapter 13: Noise & Vibration;
- Chapter 14: Socio-economics and Health;
- Chapter 15: Traffic and Transport; and
- Chapter 16: Wind Microclimate.

The following non-technical chapters are also provided as part of ES Volume I:

- Chapter 1: Introduction;
- Chapter 2: Planning Policy Context;
- Chapter 3: Existing Site and Surroundings;
- Chapter 4: Alternatives and Design Evolution;
- Chapter 5: The Proposed Development;
- Chapter 6: Demolition and Construction;
- Chapter 7: EIA Methodology;
- Chapter 17: Effect Interactions;
- Chapter 18: Summary of Mitigation; and
- Chapter 19: Residual Effects and Conclusions.

## **1.0 Site Description**

- 1.1 The application site comprises a site of approximately 2.78 hectares within Cricklewood, immediately to the west of Cricklewood Station and to the north of Cricklewood Road. The site was previously occupied by retail uses, the largest of which was a B&Q retail store accommodated within a large warehouse style building. Aside from the buildings which accommodating the retail uses, the rest of the site is largely made up of hardstanding providing a large expanse of ground level parking.
- 1.2 Immediately to the south of the site is an area of green space which buffers the site from Cricklewood Road; Cricklewood Green. This area of greenspace is identified as an Asset of Community Value (ACV).
- 1.3 Immediately to the west of the site is a series of commercial buildings adjacent to Cricklewood Lane and further to the north, a Bingo complex with associated car park.
- 1.4 To the north of the site is a builders merchants and associated hardstanding. Also to the north and north-west of the site is the Railway Terraces estate which is a designated Conservation Area. Kara Way playground is located to the north-west of the site which provides a children's play area for the local community.

- 1.5 immediately to the east of the site is Cricklewood Station and the associated railway infrastructure. Given the proximity to the station and to nearby bus routes, the site has a Public Transport Accessibility Level (PTAL) of 4-5.
- 1.6 The site is located in the Brent Cross Cricklewood Growth Area and is designated within the Cricklewood and Brent Cross Opportunity Area as designated within the London Plan. The site is also located within the Brent Cross Cricklewood Regeneration Area as designated within the Barnet Local Plan.
- 1.7 There are no statutory designated heritage assets on the Site, however as well as the designated Railway Terraces Conservation Area, there are three Grade II listed structures are located within a 500 metres radius of the Site. These include the Milestone Sited Outside Number 3 and 4 Gratton Terrace, t three Lamp Standards in front of the Crown Public House and the Crown Public House itself.

## **2.0 Proposed Development**

- 2.1 Outline planning consent (with all matters reserved apart from access) is sought for the comprehensive redevelopment of the B&Q Cricklewood site. The description of development is as follows:

*Outline planning application (including means of access with all other matters reserved) for the demolition of existing buildings and the comprehensive phased redevelopment of the site for a mix of uses including up to 1100 residential units (Use Class C3), and up to 1200 sqm of flexible commercial and community floorspace (Use Classes A3/B1/D1 and D2) in buildings ranging from 3 to 25 storeys along with car and cycle parking landscaping and associated works (this application is accompanied by an Environmental Statement)*

## **3.0 Relevant Planning History**

- 3.1 The following applications relate directly to the application site:
- 19/6632/ESC - Environmental Impact Assessment Scoping Opinion. Formal Scoping. Opinion issued: 19.02.2020
  - 17/6211/ADV - Non illuminated and illuminated fascia signs. Approved: 31.01.2018.

- F/03051/10 - Retention of a mezzanine floor measuring 301 sq m for the purposes of storage ancillary to the existing retail units. Approved: 06.10.2010.
- C00640BD/01 - Erection of 2m high perimeter fencing and landscaping works. Approved: 24.12.2001.
- C00640AY/00 - Externally illuminated signs and pole sign. Refused: 17.05.2000.
- C00640AX/99 - Demolition of rear extension and rebuilding, new garden centre, sprinkler tank and pump house, and conversion of retail unit to B & Q Warehouse. Approved: 07.02.2000.

3.2 In addition to the aforementioned planning applications, the planning history of the surrounding sites and area is relevant to the consideration of the current application.

3.3 1-13 Cricklewood (18/6353/FUL) – Residential-led redevelopment of the site to include demolition of existing buildings and erection of three blocks ranging from 6 to 9 storeys with flexible retail (Class A1-A4 & D1) at ground and basement level and 145 residential units (Class C3) on upper floors, with associated parking, servicing arrangements, amenity space, public realm improvements and all necessary ancillary and enabling works. This application has a resolution to approve granted by committee in November 2019 however is awaiting signing of the S106 Agreement.

3.4 194 -196 Cricklewood Broadway (17/0233/FUL) – Redevelopment of site to provide a 6-storey building comprising 3,457sqm of Class A1 use (food store) at ground floor level and 96no. self-13 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. This application was approved in January 2018 and is currently commencing on site.

3.5 In addition to the above, it should be noted that the application site is located within the Brent Cross Cricklewood Regeneration Area which has extensive planning history associated with the comprehensive Brent Cross redevelopment scheme.

#### **4.0 Consultations**

4.1 As part of the consultation exercise, 2362 letters were sent to neighbouring occupiers with 1787 objections, 39 letters of support and 7 representations subsequently being received. These responses were received over two consultation exercises with one undertaken in August 2020 and one undertaken in May 2021 following submission of additional information in the form of an Urban Design Study.

#### Summary of Neighbour Objections

- 4.2 The material planning considerations contained within the objections received from neighbouring residents can be summarised as follows. In the interests of brevity, objections have been summarised and categorised. The substance of each objection is addressed within the main body of the report.

XXXXXXXXXXXXXXXXXXXXXXXXX OBJECTIONS TO BE SUMMARISED XXXXXXXXXXXXXXXX

- 4.3 In addition to the 1787 objections from neighbouring residents, objections were also received from the following:

- Mike Freer MP
- Cllr Anne Clarke AM (Ward Member for Cricklewood and London Assembly Member)
- Cllr Peter Zinkin (Ward Member for Cricklewood)
- Andrew Dismore AM (former London Assembly Member)

Responses from External Consultees

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

Consultee	Response
Greater London Authority	<p><u>Principle of Development</u></p> <p>The development of this well-connected, under-utilised site within an opportunity area and town centre location for residential-led uses is strongly supported.</p> <p><u>Affordable Housing:</u></p> <p>The 35% affordable housing offer (by habitable room), is welcomed; however, the tenure of 30% affordable rent and 70% intermediate does not meet the Council's specified tenure mix; affordable rent units at 65% of market rent and all of the Build to Rent Discount Market Rent units at 80% of market rents do not meet affordability requirements. Assessment of the Financial Viability Assessment is ongoing.</p> <p><u>Urban design and Historic Environment:</u></p>

	<p>The proposals would be a step-change in scale when viewed from the prevailing Victorian/Edwardian surrounding streets; however, the heights proposed are broadly in line with planning policy in this highly accessible town centre and Opportunity Area location.</p> <p>The visual, functional, environmental, and cumulative impacts have been rigorously assessed and are acceptable. The size of the site provides an exceptional opportunity for high-density housing delivery, with tall buildings that do not unacceptably impact the surroundings. The illustrative scheme demonstrates that an appropriate design quality could be achieved, with no harm to the significance of heritage assets; however, this is subject to amendment of the Development Heights Parameter Plan, which does not give sufficient control over building heights.</p> <p>Example floor plans should also be provided and an outline fire statement.</p> <p><u>Transport:</u></p> <p>The site is highly accessible with very good public transport access, and will result in a significant reduction in vehicle trips, which will benefit the adjoining road network. The proposal is supported; however further information is required on bus service impacts; active travel zone assessment; cycle parking; walking/cycling and public realm improvements; and step-free access to Cricklewood Station. Planning conditions and obligations are required. Climate change and environment: Further information is required on energy, the circular economy,</p>
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	water-related matters, and urban greening.
London Borough of Camden	<p><u>Land Use</u></p> <p>Concern is raised regarding the small proportion of commercial floorspace being proposed, especially the lack of a mix of uses which is proposed across the blocks with block C and D having no commercial offering which is considered to be contrary to chapters 2 and 6 of the National Planning Policy Framework 2019. 1,100 residential units are proposed with a small proportion of community infrastructure being proposed to support the development.</p> <p>The planning statement draws on the creation of a 'civic heart' yet there is no community space offering which could support this. The commercial offer is 1,500sqm of all use classes (A1-A3, D1 and D2). Whilst the document states that it is unlikely that one use could occupy all of the commercial space, this is a possibility and therefore the lack of commercial floorspace is of a concern, especially due to the range of retail services which the existing site offers to the local community. This is further challenged through the lack of community infrastructure that the development is proposing.</p> <p>Camden is concerned at the loss of the retail provision and lack of community space being proposed. This in turn would put further pressure on the community facilities in Camden and would fail to deliver a mixed and balanced sustainable development.</p> <p>Of particular concern is the current pressure on GP services within the area.</p>

	<p>Within the submitted document ES Volume one Chapter 14, it states: '14.4.31- At the eight practices there are 22.3 FTE GPs in total. The average number of patients per FTE GP across the practices (2,177) far exceeds the target ratio of 1,800 patients per FTE GP and therefore has no capacity for additional residents.' It is stated that one of the key objectives of the development is to "Provide a new civic space and community facilities, reflecting and building on Cricklewood local residents' civic aspirations and pride." (Page 30 of Design and Access Statement).</p> <p>This is not achieved nor considered to be included within the current application and this is of considerable concern to Camden due to the pressure the development could put on Camden's health services.</p> <p><u>Design and Bulk</u></p> <p>Concern is raised regarding the bulk of block A. It is considered that it sits proud of block C and harms the visual links through the scheme which the development is trying to achieve. Due to the height of the proposed buildings, relief needs to be provided at the ground floor level across the site, and currently this is not achieved. By reducing the bulk of Block A and lining it up with Block C, further connection through the site could be achieved and a further enhanced area of public open space delivered as demonstrated within an early sketch on page 34 of the DAS. This would break up the bulk and provide some meaningful open space which would reduce the pressure on open space in Camden.</p>
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Concern is raised regarding the proposed maximum building heights to allow for varying maximum amounts of plant, lift overruns, stair access to roof and building management units. This should all be contained within the building envelope and total maximum height. Through incorporating such additions within the design of the building, this would reduce a cluttered skyline and associated paraphernalia which would otherwise harm longer views of the proposal when viewed from Camden.

#### Affordable Housing

Camden would want to see the policy-compliant amount of Affordable Housing on site, which should be split between Social Rent and some Intermediate Housing affordable to working families (eg: key workers). On mixed tenure schemes, Camden would expect to see a larger number of homes for social rent, along with a smaller proportion of intermediate housing units.

In order to create mixed, balanced communities, a mix of sizes should be provided, including 1, 2, 3 and 4 bed homes, with a policy-compliant proportion to be family sized units. There are 105 three bedroom units with no 4 bed units. Consideration should also be given to child density. A policy-compliant percentage of wheelchair housing across the whole site should be provided.

Proportions to be split between Fully Accessible (M4(3)(2)(b) and Adaptable (M4(3)(2)(a) wheelchair homes. Currently it is not considered that the proposed housing mix would deliver a

	<p>mixed and balanced community.</p> <p>TransportThe Transport Assessment states that the development will be secured as a car-free development via a S106 agreement. This would mean future residents would be unable to obtain residents parking permits to park on the public highway in the vicinity of the site. This is welcomed by Camden as it will encourage future residents to use active and sustainable means of transport.</p> <p>The development proposes to provide residents disabled parking for 3% of the proposed 1100 flats, with the ability to provide additional parking for a further 7% of flats. This is in line with the (intend to publish) London Plan. Eight operational and four disabled parking bays are proposed for the nonresidential uses, which is welcomed.</p> <p>The Transport Assessment estimates that a total of 70 vehicles movements (40 Heavy Goods Vehicles and 30 Light Goods Vehicles) per day will occur from Jan 2023 to Dec 2024. This represents the peak vehicle movements of 4the construction programme. Further details should be secured within a Construction Logistics Plan (CLP) if planning permission is granted. The CLP should be reviewed and approved prior to implementation. The TLRN should be used for construction vehicle movements, and local roads used only to access the site from the TLRN.</p> <p><u>Amenity</u></p> <p>Whilst the proposal is for an overly large development which would have an impact on the townscape, it is not considered that the development would</p>
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	<p>harm the amenity of Camden residents in terms of daylight, sunlight, outlook or privacy.</p> <p>On the basis of the submitted information, the development is considered unacceptable due to the bulk of block A, the affordable housing provision, and the loss of retail floorspace and lack of community provision, therefore failing to provide a sustainable and appropriately designed development.</p> <p>This would harm the local economy, vitality and viability of the local community, existing health services, and character and appearance of the surrounding townscape, which would be contrary to policies C1, C2, C3, D1, E1, E2, G1, H4, H6, H7, H8, TC1, TC4 and TC5 of the Camden Local Plan 2017. It is requested that the application is refused unless the above concerns can be adequately addressed.</p>
London Borough of Brent	The London Borough of Brent, the Local Planning Authority, have considered the proposal and have NO OBJECTION.
Metropolitan Police Service	I do not object to this proposal but due to the reported issues affecting the ward and potential issues as highlighted, I would respectfully request that a planning condition is attached to any approval, whereby each development must achieve Secured By Design accreditation, prior to occupation.
Natural England	Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily

	protected nature conservation sites or landscapes.
Thames Water	<p>Thames Water would advise that with regard to SURFACE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Thames Water are currently working with the developer of application 20/3564/OUT to identify and deliver the off-site FOUL WATER infrastructure needs to serve the development. Thames Water have identified that some capacity exists within the foul water network to serve 500 dwellings but beyond that, upgrades to the waste water network will be required. Works are ongoing to understand this in more detail and as such Thames Water feel it would be prudent for an appropriately worded planning condition to be attached to any approval to ensure development doesn't outpace the delivery of essential infrastructure.</p> <p>Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree a position on water networks but have been unable to do so in the time available and as such Thames Water would request that a condition be added to any planning permission.</p>
Railway Terraces Community Association	The Railway Terraces Residents' Association objects strongly to this proposed development and we request Barnet's planning committee reject this application in its present form. Our main concerns are the height and

	<p>density of the buildings, the total disregard for the present street scene and the increased stress on the local infrastructure.</p> <p>We live in a Conservation Area. Very high tower blocks ranging from 15 to 25 storeys will be visible and overbearing and will destroy the important uninterrupted views in and out of the terraces, referred to in the 'Railway Terraces Conservation Area Character Appraisal' document (reviewed in 2016 para 4.2 Views and Vistas). These tower blocks will be seen across the open space of the allotments (also in the conservation area) and over the roofs of our homes to Cricklewood and beyond. The Planning (Listed Buildings and Conservation Areas) Act 1990, Section 72 states 'special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the area.' The proposed development is extremely detrimental to the character and appearance of the Railway Terraces.</p> <p>Furthermore, page 21 of Barnet's Tall Buildings Update 2019, states, 'Historic England and CABI guidance on tall buildings notes that the effect on the historic context should be considered to '...ensure that the proposal will preserve and/or enhance historic buildings, sites, landscapes and skylines' and goes on to note that the impact on views to and from historic buildings should be considered over a wide area....Figure 4 shows the locations of existing tall buildings in the context of the conservation areas in Barnet. This highlights that most tall buildings are located some distance away from the conservation areas.' Why then are these massive tower blocks being put right next to the Railway Terraces Conservation Area?</p>
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	<p>The cottages are built on a near north south axis following the railway. It follows that we have approximately half a day of sunlight on either side of our homes. The side of the cottages opposite the development and which faces east, will be in the development's shadow and suffer a 20% loss of sunlight which is significant when that side of your home has sunlight for only half a day. Montreaux has dismissed this as negligible. We are also concerned about the loss of light to Kara Way Playground so important for the health of local children.</p> <p>There are no very tall buildings in Cricklewood. Barnet planning committee reduced the storeys on the Co-op site to 9 storeys and Brent has reduced the buildings on the Matalan site to 7 storeys. Page 31 of 'Barnet's Tall Buildings Update 2019', states that 6 to 14 storeys is appropriate for buildings in Cricklewood. We would argue that since the site is on a hill, the buildings should be no higher than 6 storeys. The architecture in Cricklewood is predominantly Victorian and Edwardian, 2 to 4 storeys high. The proposed plans do not fit with local architecture and will destroy the street scene.</p> <p>Cricklewood is one of the most densely populated areas in Barnet. 1,100 housing units will equate to some 3,000 or more new residents. This will put enormous pressure on local services, which are already stretched such as GP surgeries, transport, leisure facilities and local parks. The site is linked to the A5 by Depot Approach. All vehicular access to and from the site (deliveries, services, visitors) will be via Depot Approach which runs alongside Kara Way playground, increasing pollution to</p>
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	<p>the playground and increasing pollution and congestion on the A5, already one of the most polluted and congested roads in London.</p> <p>The description of Cricklewood Station, as a convenient 'transport hub', is misleading. It is the only rail station in Cricklewood and serves only the City and South East London. We do not have an underground and links to the West End, West and North London are by bus and are already slow due to congestion.</p> <p>Many of our residents attended the public consultation and spent a great deal of time studying and discussing the plans and diagrams with Montreaux representatives, who were told repeatedly that the buildings were too high and too dense for our area. Indeed communications with other local residents associations, lead us to believe that most, if not all, Cricklewood residents, who attended the consultation agreed. Yet no significant changes have been made to the plans. Montreaux has not listened to local residents and we have no alternative but to conclude the consultation process a sham and a tick-box exercise, and, as such, we ask the Council to disregard it.</p> <p>In conclusion, there is a strong community in Cricklewood, across borough dividing lines, and residents view the application as an attack on their community. We are disappointed and insulted. Disappointed in that we feel this is a missed opportunity to develop, for the enhancement of all Cricklewood, a site, which few would disagree, needs developed. Insulted, in that, we have been ignored. Also, had Montreaux and Barnet Councillors included local residents in their Pre-</p>
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	application Workshops 2 and 3 on 24th June 2019 and 16th August 2019, when height, massing and public realm issues were discussed, the present and extensive conflict may have been avoided.
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4.5 Officers are content that the matters raised in the consultation responses above have been adequately addressed within the main body of the report. It should be noted that consultation letters were also sent to the parties listed below, with no responses being received:

- Network Rail - Infrastructure Protection
- London Fire Brigade
- British Telecom
- Twentieth Century Society
- UK Power Networks

#### Responses from Internal Consultees

4.6 The responses received from internal consultees can be summarised as follows:

Consultee	Response
Environmental Health	No objection subject to conditions and assessment of further information at reserved matters stage.
Transport and Highways	XXXX TO BE ADDED XXXXXX
Trees and Arboriculture	<p>The quality of the site is very low in terms of tree cover and bio-diversity as the vast majority of the land is hard surfacing or buildings.</p> <p>There are trees on the site that merit retention G9, G10, T19 &amp; T21 on the tree plan which is a row of London Plane trees along site the railway line. They provide vital screening to the railway lines. The trees will also provide screening from Cricklewood Station towards any development on the site. The proposal retains these trees.</p>

	<p>Similarly, the mixed group of trees at the Cricklewood Lane entrance provide significant tree amenity (T48 to T74). Only 7 trees of this group will be retained in the outline proposal, the extent of tree loss is unacceptable. The extent of building A must be re-adjusted to ensure all the established trees are retained.</p> <p>The remaining trees on the site are of little merit and new landscape will provide an acceptable level of replacement planting.</p> <p>No detailed landscaping plans have been submitted. However, the indicative landscape plans for the ground floor, podium and roof areas appear to be providing a reasonable level of green infrastructure for the development. The development must meet the Urban Greening factor target of 0.4 as required in the forthcoming London Plan.</p> <p>With buildings up to 25 stories the visual impact of the proposal on the street scene will be considerable. The proposed new. The applicants must look to Trees and Design Action Group's publication Trees in the Hardscape (<a href="http://www.tdag.org.uk">www.tdag.org.uk</a>) for suitable systems to establish of trees within the scheme.</p> <p>Cricklewood Green is the only public open space in the vicinity of the development with Gladstone Park and Clairmont Parks some distance away. Due to the slope and the design, currently it appears to be under used by local residents. There must be considerable enhancement to this space to create a pocket park that will service the residents and visitors to Cricklewood. The retention of the</p>
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	<p>mature trees in this space is essential.</p> <p>No objection, subject to the alteration of block A to include all the established trees at the main entrance to the development.</p>
Heritage and Conservation	<p>Whilst there is no in-principle objection to the redevelopment of this site, it is clearly demonstrated within the applicant's own submissions, that in terms of the overall scale, density, massing, height, layout, and relationship to neighbouring buildings and the local area more generally, the proposal does not promote or reinforce local distinctiveness. It can clearly be considered that little thought has been given to the connections between people and places, the character of the surrounding vernacular and building typology in the local area and the integration of this gargantuan development into the existing built and historic environment.</p> <p>It is interesting to note, looking through the applicant's Built Heritage, Townscape and Visual Impact Assessment (HTVIA), that the proposed development is merely outlined with a blue line, rather than fully blocked out, which would be a fairer representation of the impact of the development in views. It is clearly evident, even in long distance views such as 1,3 and 4 for example, the sheer scale, height and mass of the proposed development is visually intrusive. But view 5 truly demonstrates the vast disparity and inappropriateness of scale, height and massing between the existing built environment of the locality and the proposal.</p>

	<p>There are two designated heritage assets which are in close proximity to the site and which are situated within Barnet.</p> <p><u>The Crown Public House:</u></p> <p>This is a Grade II listed building, listed in 1981, situated on Cricklewood Broadway. The list description is as follows:</p> <p><i>The Crown Public House TQ 28 NW 7/11 20.11.81</i></p> <p><i>II</i></p> <p><i>2. Dated 1900. Grand "Jacobean" public house of 2 storeys with 2 dormered storeys in mansard roof. Three storey wing to right 4 bays faced in sandstone. Rusticated attached columns and pilasters flank 4 entrance doors to main block and 2 doors to wing, first floor projection of 16 lights with single flanking 2 light windows. Two windows to wing. Two bay decorative gabling at second floor with mullioned windows surmounted by blind archway. Second floor to wing battlemented with ornamental crest, pyramid roof and decorative finial.</i></p> <p>The building is set back from the pavement with a large forecourt to its front. It is connected, by a rear extension, to the neighbouring Clayton Crown Hotel, which sits forward of the pub in the street. Due to the difference in architectural appearance of both buildings, the pub appears in the streetscene as a standalone structure. It is a prominent building within the townscape, viewed and experienced as it is with its iconic roofscape and a clear sky above and around it.</p>
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	<p>The applicant's HTVIA clearly shows that due to the vast height of the proposed main tower, this block would be clearly visible in views from the public realm looking north. Another smaller block would be then be seen to "fill in" the existing space between the pub and its neighbour to the north.</p> <p>It is clear therefore, that whilst no actual harm may be done to the heritage asset itself, its significance within the streetscape and Cricklewood town Centre would be diminished by the visual intrusiveness of the proposal.</p> <p>The Cricklewood Railway Terraces Conservation Area:</p> <p>The Railway Terraces, Cricklewood Conservation Area was designated by the Council in March 1998. Conservation Area status acknowledges the importance of an area, highlighting its real and potential attractiveness. It also means that the Council's efforts in the area are geared to preserving and enhancing its special character and appearance. The majority of historic buildings are also locally listed, so are undesignated heritage assets which need consideration. The formal, regular street scape and building layout, together with the unusual relationship between buildings, private and public open space all help to give the area a distinctive, intimate but ordered feel. The area is characterised by small scale, dense development with regular building rhythms and designs.</p> <p>Views into and out of the conservation area are important. It is interesting to note that the original character appraisal for the area recognises that</p>
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	<p>harm has been caused with “views from the Conservation Area to intrusive features such as the mast to the north east across the railway line and the new industrial building on Kara Way and glimpsed views of the ends of Gratton Road from Edgware Road.”</p> <p>The fact that these developments are considered intrusive pales into insignificance in relation to the scale of intrusiveness that the proposed development will have on views, particularly looking south and east. It should be pointed out that the various views submitted by the applicant from within the conservation area are taken at ground level and fail to recognise the views that resident will have of the development from within their properties at first floor level. However, nowhere more so is the vast disparity in scale, height mass and bulk and its impact demonstrated more clearly between the locally listed buildings within the conservation area and the proposed scheme than in view 14, taken from the allotments to the east.</p> <p>It is quite clear in this view, despite the LPA’s consistent message to the applicant that the blocks nearer the CA need to be more respectful in size and scale to the existing terraces, that whilst they do diminish in storey height the closer they come to the terraces, far greater significant reduction in storey height would need to happen in order for this to be achieved. Given that all the blocks are prominent in most views looking south this would need to be applied to all the mega tower blocks</p> <p>The most recent appraisal states that “Chimneys are part of the historic streetscape, and an important visual</p>
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	<p>feature because of their prominence as seen against the shallow pitch roofs, making a positive contribution to the conservation area. They usually have tall terracotta clay pots which are striking features against the skyline.” These features are identified as positive characteristics within the conservation area. It is quite obvious that in views looking south towards the scheme, these positive features will disappear into the mass of the new development behind which adversely affects their significance in their contribution to the CA.</p> <p>Conversely, the appraisal talks about inappropriate development. Certain development which borders the conservation area, such as the Cricklewood Timber warehouse on Kara Way, has failed to respect the character of the original buildings within the conservation area and careful consideration would need to be given to the scale, siting and design of any new development and a high standard of design and materials will be expected.</p> <p>As such it can be considered that the proposed development, in terms of its excessive scale, mass, bulk and height will have a detrimental impact and cause less than substantial harm to the setting of both of these designated heritage assets, aside what other interested 3rd parties may identify in regard to other heritage assets further afield.</p> <p><u>Conclusion:</u></p> <p>Policy DM01 states that: Protecting Barnet’s Character and Amenity states that development proposals should preserve or enhance local character</p>
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	<p>and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets. In order to protect character Policy DM01: Protecting Barnet's Character and Amenity requires development to demonstrate a good understanding of the local characteristics of an area. Proposals which are out of keeping with the character of an area will be refused.</p> <p>Core Strategy Policy CS5 states that: Protecting and Enhancing Barnet's Character to Create High Quality Places highlights that development in Barnet should respect the local context and distinctive local character.</p> <p>It is quite clear in terms of scale, mass, bulk and height that the proposed development does not concord with these policies.</p> <p>Paragraph 196 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal. Whilst officers may consider that the additional residential units and open space being provided creates public benefit, it should also be born in mind that there are also negative public impacts, often brought to the LPA's attention by objectors, such as the impact on existing local services and vehicular infrastructure, to name just a few, which need to be considered as weighing against the perceived public benefit of increased residential units.</p>
Urban Design	<u>Design background</u>

	<p>We have engaged with the applicant on dedicated design workshops in 2019. The workshops covered the proposed masterplan on a plot by plot basis, landscape and overall masterplanning principles were discussed tested and scrutinised.</p> <p>We need to stress at this point that this exercise did not involve any architectural discussion nor is the submitted relevant with architectural expression, the outcome is a masterplan which encloses building envelopes, open spaces and road network.</p> <p><u>Masterplan Concept</u></p> <p>The current masterplan has been designed to respond to the site-specific attributes such as the conservation area, existing retail environments and the improvement of the existing B&amp;Q site. The overarching vision is to create a high-quality living environment that is integrated into the wider context through a circulation network which is defined and overlooked by building frontages.</p> <p>The proposed masterplan is based on a hierarchy of buildings and interconnected open spaces framed by varying scale height and density. There is no dominant architectural pattern here as the proposed consists of building envelopes as part of the masterplan. The perimeter of the development plots is designed to provide a positive pedestrian experience which will ensure future enjoyment of spaces by residents.</p> <p>The masterplan responds to the existing hospital and demonstrates a seamless stitch with station facilities</p>
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	<p>with a legible transition to residential areas. The focal point of a square associated with the Cricklewood Lane area is justified due to the footfall of the station and the need for public areas for people to enjoy while visiting.</p> <p><u>Height, bulk, scale and massing</u></p> <p>As mentioned above the proposed built form of the site comprises a series of building envelopes organised in a linear fashion. The bulk, scale and massing of individual building envelopes varies to account for the proposed uses and the scale of the spaces that they frame or relate to. This provides variation in character, visual interest, identity, place and way-finding across the masterplan.</p> <p>The tallest element proposed by the square is envisaged to mark the station, while the tallest residential elements are located on the Eastern part of the site overlooking the rail lines. This is an acceptable move.</p> <p>The overall design approach is proposing to enrich the area by creating diverse places within the masterplan. In order to achieve legible environments that are familiar, comfortable and easy to navigate, we envisage that future architectural proposals can build on this overarching principle in order to deliver through architecture the envisaged environments of this particular masterplan.</p> <p><u>Character</u></p> <p>The overall character of the masterplan is defined through the layout of buildings and related open spaces. It is a varied environment that</p>
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	<p>predominantly stays lower on the Northern edge to stitch to and respond to the Conservation area.</p> <p>This language manifests differently on the different typologies of buildings, further highlighting individual character but with a familiar design language. This attempt is welcome as it could reinforce wayfinding, provide more robust edges where needed and differentiate between public and private spaces.</p> <p><u>Visual impact and views</u></p> <p>Under the Local Plan, the protection of existing amenity arrangements in any area is an important aspect of determining whether a proposal is acceptable or otherwise. The protection of existing residential amenity is required through good design in new developments which intern promotes quality environments. More specifically Policy DM01 states that proposals should seek to manage the impact of new developments to ensure that there is not an excessive loss of amenity in terms of daylight/sunlight, outlook and privacy for existing occupiers.</p> <p>Separation distances internally and with regards to the neighbouring structures are taken in to account while designing, this is apparent by the proposed masterplan which specifically stresses the attention to separation distances of buildings. There is however increased sensitivity in terms of sunlight amenity, this however is an aspect highlighted by the masterplan for future designs to consider and mitigated.</p> <p>The study on views and subsequent impact is very satisfactory as the</p>
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	<p>design team managed to demonstrate minimum interruption to existing views, partly because of the manipulation of topography on site and partly because the proposed building envelopes are sensitive with regards to the existing urban fabric.</p> <p><u>Layout and connectivity</u></p> <p>The movement strategy creates optimum car flows without compromising the ability for pedestrians and cyclists to move around in an attractive environment, without interruptions, with minimal exposure to noise and air pollution and with clear and frequent views to destinations. This is achieved by the clarity of routes proposed within the masterplan, these are primary routes, emergency routes and most importantly pedestrian only routes.</p> <p>These new links reinforce the connectivity towards the existing hospital depending on which part of the masterplan the journey starts. Vehicular movement is not a dominant feature throughout and is designed for minimum interaction with pedestrians, allowing for people to activate the streets and resulting in more outdoor areas for future residents to enjoy and use in a positive way.</p> <p>The use and encouragement of alternative mobility such as cycling, carpooling or plainly encouraging walking should be applied on site. The rise in population will mean a significant rise in demand for transport and infrastructure; this could put a strain on the local system if not supported by an alternative mobility strategy.</p>
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	<p>The improved connectivity and permeability of the site, which accords with the intent of London Plan and Barnet Core Strategy reconnects the site with its surrounding areas as well as improved access to adjacent public transport and the wider network.</p> <p><u>Landscaping</u></p> <p>The majority of the landscaping works such as open space and squares Will be presented in detail along with future applications for the development of plots.</p> <ul style="list-style-type: none"> <li>- Proposed Plaza</li> <li>- Residential garden areas (front and back)</li> <li>- Street planting</li> <li>- Car parking</li> <li>- Play space</li> </ul> <p>The proposed masterplan incorporates a variety of open spaces which are sufficient to provide a much needed balance between grey and green infrastructure at this point in time. Finally the play provision is also incorporated within the masterplan proposal, ensuring that it is a major design element, not to be overlooked in future applications. The proposed landscaping details largely adhere to these requirements.</p> <p><u>Play space</u></p> <p>According to Housing SPG standard 1.2.2, the development is required to make appropriate play provisions in accordance with a GLA formula and calculation tool, whereby 10sqm of play space should be provided per child, with under-5 child play space provided on-site as a minimum, in accordance with the London Plan</p>
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	<p>'Shaping Neighbourhoods: Play &amp; Informal Recreation SPG and 'Providing for Children and Young People's Play and Informal Recreation' SPG'.</p> <p>The proposed play space is therefore acceptable and we anticipate more detail on the designs when applications for the development of plots come forward.</p>
Flood Risk and Drainage	No objection in principle subject to conditions.

- 4.7 Officers are content that the matters raised in the consultation responses above have been adequately addressed within the main body of the report.

## PLANNING ASSESSMENT

### 5.0 Principle of Development

- 5.1 The application site comprises a large retail use with a large expanse of surface level car parking. The application site has a PTAL of 4/5 and is located directly adjacent to Cricklewood Station. The site is located within the Brent Cross/ Cricklewood Opportunity Area and Brent Cross/ Cricklewood Regeneration Area. The site is located outside of Cricklewood Town Centre as designated within the Local Plan.

#### Retail and Commercial Use

- 5.2 The existing retail use has a gross internal floorspace of 7990 sqm, with the proposed development proposing a total of 1200 sqm of flexible use commercial floorspace. The development would therefore result in a loss of 6790 in retail floorspace.
- 5.3 Policy CS6 and DM11 of the Local Plan seek to protect and enhance Barnet's town centres through seeking to ensure that retail uses, and other appropriate town centre uses are located within the town centre. The application site lies on the edge of the designated town centre and as such there is no policy prerogative for protection of retail floorspace in this location and no in principle objection in this regard.
- 5.4 The development proposes 1200 sqm of flexible use commercial floorspace which would comprise of Use Classes A3, B1, D1, D2 under the previous Use Classes Order

however which are all covered by the Class E under the new Use Classes Order (1<sup>st</sup> September 2020). The application was submitted prior to the 1<sup>st</sup> September change to the legislation and as such is assessed under the transitional arrangements which refer to the old use classes.

- 5.5 The quantum of commercial floorspace provided is considered to be appropriate for the development and will serve the needs of the development population which would also support the vitality of Cricklewood Green and the new public square. It is considered that this in turn would support the row of commercial units opposite within the designated Cricklewood Town Centre which represent Secondary Retail Frontage.

#### Residential Use

- 5.6 As noted above, the application site is located within the Brent Cross/ Cricklewood Opportunity Area and Brent Cross/ Cricklewood Regeneration Area. This site represents a highly sustainable, brownfield site. Given the location and designation of the site, there is strong policy support for the optimisation of the site for housing delivery.
- 5.7 The Opportunity Area is recognised as a 'significant strategic growth area' with the A5 Edgware Road identified as a key corridor of change for mainly residential-led mixed use development and improved public realm. Proposals in these locations should seek to optimise residential output and densities, providing necessary social and other infrastructure to sustain growth.
- 5.8 At London level, London Plan Policy GG2 'Making the best use of land' seeks to enable the development of brownfield land and sets out that sites which are well-connected by existing rail stations should be prioritised. Policy H1 also supports housing delivery on brownfield sites, especially those with PTAL ratings of 3-6 or those located within 800m of a station or town centre boundary.
- 5.9 At local level, Policy CS1 sets out Barnet's place shaping strategy, which plans to concentrate and consolidate housing and economic growth in well located areas, to create a quality environment that will have positive economic impacts on the deprived neighbourhoods that surround them. Housing and employment growth will be specifically promoted within the west side of the Borough including at Brent Cross – Cricklewood.
- 5.10 Alongside these strategic policies which seek to direct development to locations such as the application site, it is also pertinent to consider local and regional housing

targets and the contribution that the development would make towards these targets.

+++ GUMMERY TO INCLUDE COMMENTARY ON 5YHLS +++

+ BTR ++

- 5.11 The application proposes 1100 residential units which would clearly make a substantial contribution towards the boroughs housing targets. Commensurate with this contribution, the housing delivery should thus be given significant weight in the wider planning balance exercise.

#### Community Use

- 5.12 As noted previously, the development would comprise of 1200 sqm of flexible use commercial space. The fundamental purpose of the flexible nature of the floorspace is to seek to maximise the likelihood of occupation and to ensure the vitality and vibrancy of the space. Community use (Use Class D2) is one of those uses that is included within the range of flexible uses.
- 5.12 It is noted that many of the objections received to the application, include objections to the impact of the new development on community infrastructure in the local area, including healthcare. It is noted that on the adjoining site at 1-13 Cricklewood Lane, a recently approved development secured the reprovision of the NHS facility that is currently on site.
- 5.13 In order to augment the reprovision of the facility on the adjoining site, the S106 for the current application would ensure that XXXX sqm of the flexible use floorspace would be ringfenced for occupation as a healthcare use. The S106 would require engagement with the LPA and NHS and the submission of a strategy for the occupation of the space including details of the specifications of the space as well as the lease terms.

#### Conclusion

- 5.14 The principle of the redevelopment of the site for a residential-led, mixed use development is supported by local and regional strategic policies. The site is brownfield site in a highly sustainable location. The provision of 1100 residential units would make a substantial contribution towards the boroughs housing targets. The level of non-residential uses is considered to be appropriate for the site's

location on the edge of the town centre. For these reasons, the principle of development is considered to be acceptable.

## **6.0 Residential Density**

- 6.1 The London Plan 2021 was formally adopted in March 2021 and moves away from the density matrix that was included within the previous plan. The 2021 Plan takes a less prescriptive approach and Policy D3 states *inter alia* that the density of a development should result from a design-led approach to determine the capacity of the site with particular consideration should be given to the site context, its connectivity and accessibility by walking and cycling, and existing and planned public transport (including PTAL) and the capacity of surrounding infrastructure.
- 6.2 The site has an area of 2.78 hectares with 1100 residential units proposed, giving a residential density of 482 dwellings per hectare. London Plan Policy D3 seeks to ensure that well located, sustainable sites are optimised in terms of housing delivery and states that “higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling”. In this case, the site enjoys a highly sustainable location immediately adjacent to Cricklewood Station and several bus routes and as such officers consider that, in principle, the site is suitable for high density development.
- 6.3 The key assessment criteria for Policy D3 and the key consideration in this case is how the housing density manifests itself visually and the policy seeks to ensure that each scheme is subject to a design-led approach. In this case, the site has been the subject of a design-led approach and the layout, density and heights have been calibrated so as to best optimise both the delivery of houses and public open space. These matters are addressed in detail in subsequent sections of this report.

## **7.0 Residential Standards and Living Quality**

- 7.1 A high quality built environment, including high quality housing in support of the needs of occupiers and the community is part of the ‘sustainable development’ imperative of the NPPF. It is also 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.

### **Dwelling Mix**

- 7.2 Policy DM08 of the Local Plan states that new residential development should provide an appropriate mix of dwellings.
- 7.3 The development proposes 1100 residential units which would be of a mixture of studios, 1 beds 2beds and 3 beds. The current application is outline in nature and as such, the final mix of units would be agreed at Reserved Matters stage however the following indicative mix is provided:

	<b>Studio</b>	<b>1 Bed</b>	<b>2 Bed</b>	<b>3 Bed</b>	<b>Total</b>
Units	143	413	434	105	1100
%	13%	38%	39%	10%	100%

- 7.4 The final mix would be agreed at reserved matters stage however, based on the indicative mix, it is considered that the scheme has the potential to deliver a good mix of units with a good number of larger family sized accommodation.
- 7.5 It should be noted that part of the housing component will be Build to Rent (BTR) housing. The NPPF defines BTR as purpose-built housing that is typically 100% rented. It can form part of a wider multi-tenure development comprising either flats or houses but should be on the same site and/or contiguous with the main development. BTR schemes usually offer longer tenancy agreements of three years or more and will typically be professionally managed stock in single ownership and management control. BTR homes are designed and built specifically for renting with the sector offering longer tenancies, excellent on-site amenities, and good access to transport.
- 7.6 Officers recognise that BTR housing is an integral part of ensuring that demand for rented accommodation is met and in ensuring a suitable mix of tenures, appropriate for housing trends. The principle of BTR housing as part of the wider housing offer is therefore considered to be acceptable.

#### Residential Space Standards

- 7.7 Table 3.3 in the London Plan provides a minimum gross internal floor area for different sizes of dwelling. This is set out in the table below, which shows the areas relevant to the units proposed within the development:
- 7.8 The application is submitted in outline form with matters of layout reserved. Indicative details submitted show that each of the residential units could achieve the requisite minimum standards and a full assessment would be undertaken at Reserved Matters stage to ensure that this was the case with the detailed proposals.

### Wheelchair Housing

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

### Amenity Space

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

Outdoor Amenity Space Requirements	Development Scale
For Flats: 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

- 7.12 The parameters set out propose a mix of private and communal amenity areas. All units will have access to private amenity space in the form of private balconies either recessed or projecting but all achieving the requisite space standard. All residents will also benefit from access to areas of shared communal amenity space along with areas of landscaped public open space retained within the development (public open

space is assessed in further detail in a subsequent section of this report). Further detail of the private amenity spaces would be secured at reserved matters stage.

#### Children's Play Space

- 7.13 London Plan Policy S4 requires development proposals to make provisions for play and informal recreation based on the expected child population generated by the scheme. The Mayor's Play and Recreation SPG and London Plan Policy S4 refer to a playspace calculator, updated in October 2019 which sets out how much playspace a development should be provided by a development based on the number of children. Based on the indicative housing mix, the calculator sets out that the development should provide 3438 sqm of playspace.
- 7.14 The submitted outline scheme outlines that a total of 3614 sqm of playspace would be provided which represents 105% of the requirement. The target for each age group is also met and exceeded in each case. The playspace would be located throughout the site with doorstep play provided within the communal amenity areas and playspace for the older age groups located within the public space. Notably, a large area of playspace would be located opposite the existing Kara Way playspace which would compliment its use and provide benefit through scale. Landscaping and layout are reserved matters so full details of the playspace provision would be secured at reserved matters stage.

#### Daylight/Sunlight and Overshadowing

- 7.15 As an outline application, the final layout of the development is a reserved matter however the parameters sought set a building envelope which is necessary in order for the ES testing, Accordingly, the parameters sought must be assessed at outline and it is appropriate that daylight/sunlight impact is assessed at this stage.
- 7.16 In order to demonstrate the daylight/sunlight levels to future housing units, the applicant has submitted an 'Internal Daylight and Sunlight Assessment' by GIA Surveyors. In terms of methodology, the assessment used the following:
- Daylight potential assessments on the elevations (Vertical Sky Component);
  - Sunlight potential assessments on the elevations within 90° of due south (Probable Sunlight Hours both annually and for the winter months); and
  - Overshadowing assessments for the public/communal areas of outdoor amenity (Sun Hours on Ground).

- 7.17 As an outline application with layout reserved, there are no floorplans included within the assessment and no empirical data on number of units affected and levels of VSC are represented through a colour scale on a 3D model. On all of the Blocks, the daylight assessment shows that the north elevations and courtyard elevations would have lower levels of VSC whilst the remaining elevations would have a good level as demonstrated by the colour scale. Overall, it is considered that the assessment shows a good potential for daylighting of the scheme. On the elevations where the lower VSC levels are identified, these will be unlikely to come forward with single aspect units given their location which would help to ensure that any harm is minimised.
- 7.18 In terms of sunlight, as with daylight, the ASPH results are shown through a colour scale on a 3D model. The results show good levels across the majority of the elevations with some exceptions on north facing and courtyard elevations. Again, these will be unlikely to come forward with single aspect units given their location which would help to ensure that any harm is minimised. Overall, it is considered that the scheme would deliver a good level of sunlight.
- 7.19 In terms of overshadowing, BRE guidance recommends that there should be at least 2 hours sun on ground when assessed on 21<sup>st</sup> March for winter sun and 21<sup>st</sup> June for summer sun. The GIA document shows the results of the overshadowing assessment and shows that on 21<sup>st</sup> March the vast majority of the ground floor open space would have the requisite level of sun on ground. The only exception to that is the area between Block A and Block C which would have less than the 2 hours along with some isolated areas around Block B. Similarly, the 21<sup>st</sup> June results show that the vast majority of the ground floor open space would have the requisite level of sun on ground. Again, the area between Block A and Block C and the isolated areas around Block B would have lower levels of sun on ground. Overall, it is considered that the development would ensure that the ground floor open spaces would retain a good level of sunlight.

## **8.0 Open Space**

- 8.1 The application site is located on the edge of Cricklewood Town Centre which suffers from a lack of open space. Most open spaces are more than 1km from the Site leaving Cricklewood town centre without meaningful open green space within walking distance with the exception of Cricklewood Green, to the front of the site, and this is reflected in the status of the space as an Asset of Community Value.
- 8.2 The development proposes a central area of public realm which would run north to south through the site. This would link two larger areas of public realm at the

northern and southern ends of the site. The area to the north of the site would be directly opposite the Kara Way playground and as such would create a larger, enhanced public area which would benefit from increased scale. Similarly, to the south of the site, a new town square would be created adjacent to Cricklewood Green which would enhance the usability and the function of the existing green space. Flexible use commercial and community uses would be located around the town square which would support the vitality and vibrancy of the town square and green.

- 8.3 Cricklewood Green itself is located outside of the red line boundary of the site however comprehensive landscape improvements to the space would be secured as part of the S106. This would include improved access and terracing of the slope to make the space more usable. Full details of the works and the layout and landscaping of the overall public realm would be secured at reserved matters stage.

## **9.0 Affordable Housing**

- 9.1 The Barnet Core Strategy (Policy CS4) seeks a borough wide target of 40% affordable homes on sites capable of accommodating ten or more dwellings. Policy H4 of the London plan states that the strategic target is for 50 per cent of all new homes delivered across London to be genuinely affordable. Policy H5 of the London Plan sets out a threshold approach to applications and states that a minimum of 35 per cent affordable housing should be provided on site. Schemes can benefit from the fast track route (whereby no financial viability appraisal is required) if a minimum of 35% affordable housing is provided which meets the boroughs prescribed tenure split as well as other criteria. In this case, the application is supported by a financial viability appraisal and is subject to the viability tested route.
- 9.2 A financial viability assessment was submitted in support of the application, undertaken by Montagu Evans. The Council subsequently instructed BNP Paribas to undertake a review of the document.
- 9.3 The initial affordable housing proposals envisaged a provision of 35% affordable housing with a tenure split of 70% intermediate and 30% low cost rent. The intermediate tenure would be a split of Shared Ownership and Discounted Market Rent (for the BTR units) whilst the low cost rented component would consist of Affordable Rent.
- 9.4 In assessing the initial affordable housing proposals, it was noted that this tenure split did not accord with the Council's target tenure mix of 60% rented and 40% intermediate. As a result of the deviation from the target tenure mix, officers

requested that sensitivity testing also be undertaken to test alternative viability scenarios in order to ascertain if was viable to provide a tenure mix closer to the Council's target mix. The submitted FVA therefore assessed the following:

- 30% low cost rent, 70% intermediate (the application proposals);
- 50% low cost rent, 50% intermediate;
- 60% low cost rent, 40% intermediate (Policy CS4 target).

## 9.5

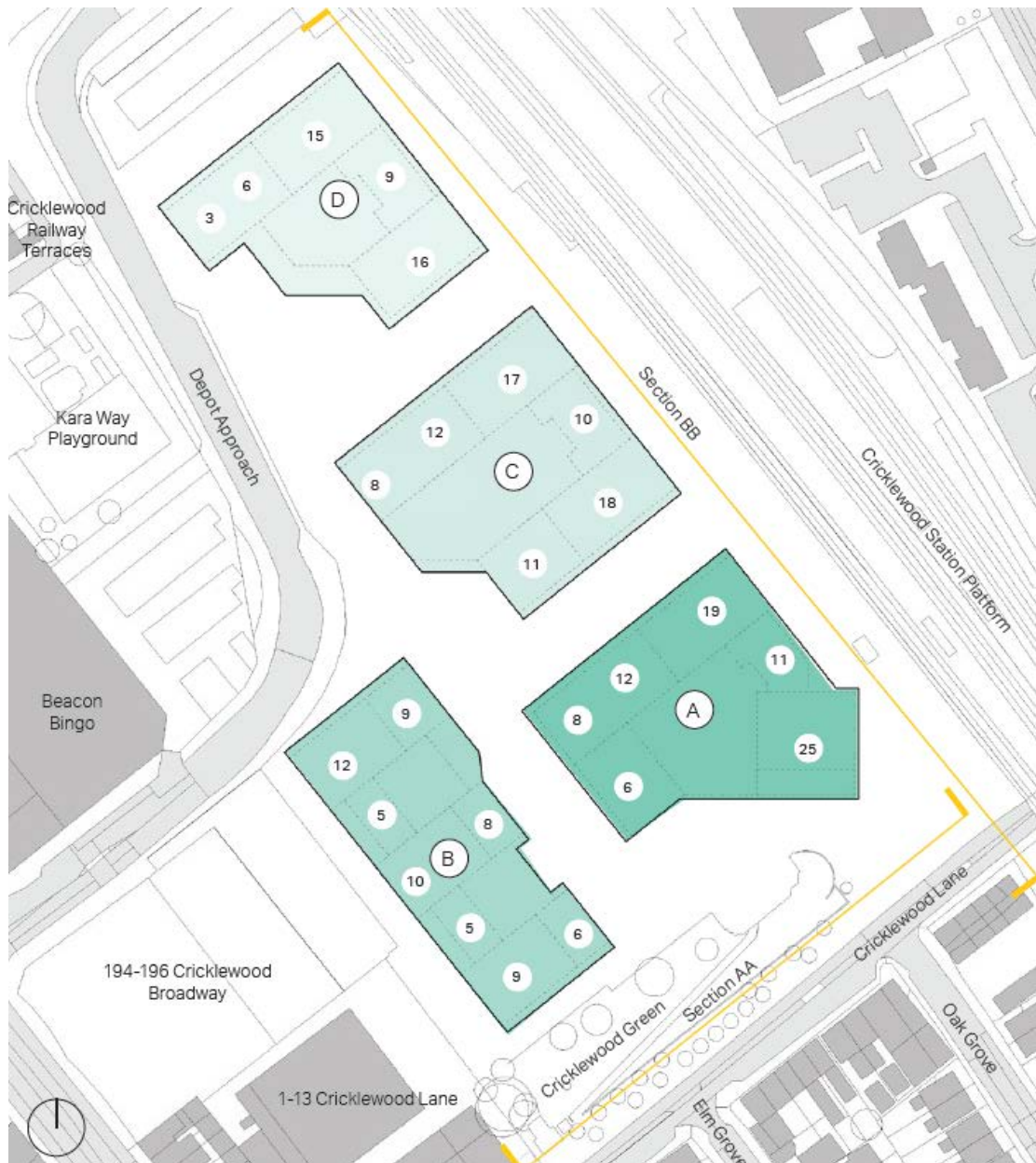
### 9.0 Tall Buildings, Design, Appearance and Visual Impact

#### Tall Buildings

- 9.1 The outline consent seeks permission for development across four development parcels, A, B, C and D. Within each of these parcels would be a number of buildings of varying heights which are set out below.

Block	Building Heights (Storeys)
Block A	25 19 12 11 8 6
Block B	12 10 9 9 8 6 5 5
Block C	18 17 12 11 10 8
Block D	16 15 9 6

- 9.2 The location of the aforementioned building heights can be clearly seen on the image below (extracted from the Design and Access Statement).



- 9.3 As is clear above, the majority of the buildings would constitute a tall building for the purposes of assessment, with the Barnet Local Plan defining a tall building as one which is 8 storeys or above. The height of the proposed buildings therefore necessarily dictates that a tall buildings assessment of the application must be undertaken.

- 9.4 Draft London Plan Policy D9 (Tall Buildings) states that tall buildings should only be developed in locations that are identified in Development Plans. The impact of buildings in long, mid range and immediate views should be addressed and the environmental impact of tall buildings should also be tested with regard to wind, daylight and sunlight, noise and cumulative impacts.
- 9.5 Paragraph 3.8.1 to this policy further states that whilst high density does not need to imply high rise, tall buildings can form part of a plan-led approach to facilitating regeneration opportunities and managing future growth, contributing to new homes and economic growth particularly in order to make optimal use of the capacity of sites which are well-connected by public transport and have good access to services and amenities. Tall buildings can help people navigate through the city by providing reference points and emphasising the hierarchy of a place such as its main centres of activity, and important street junctions and transport interchanges.
- 9.6 Core Strategy Policy CS5 of the Barnet Core Strategy identifies those areas of the borough where tall buildings will be suitable. The site is located within the Colindale Regeneration Area which is identified as one of the areas suitable for tall buildings by the Policy. The application site is located within the Brent Cross Cricklewood Regeneration Area which is identified as being suitable for tall buildings.
- 9.7 Given the compliance with Policy CS5 and D6, officers consider that the overarching principle of tall buildings in this location is acceptable. Nevertheless, further assessment is required as to whether the proposed building heights in themselves would be acceptable within their context. In order to fully assess this, it is necessary to carry out further assessment under Policy DM05 of the Local Plan which identifies 5 criteria which tall buildings would adhere to. These criteria are set out below with an assessment of the application against each criterion.
- i) An active street frontage
- 9.8 Development blocks A-D would be built with a podium deck with communal amenity areas located at podium level and as such the interface between the tall buildings and the public realm would be at ground floor level. Notwithstanding the podium nature of the development blocks, the public realm facing elevations of the podium elevations would incorporate active frontages. Whilst layout and design are reserved matters, outline details set out that residential core entrances would be located on the elevations facing the central public open space whilst flexible use commercial and community uses would be located on the elevations of Blocks A and B facing the new public square and Cricklewood Green. These active frontages comply with the criterion and can be clearly seen in the image below (flexible use units in yellow).



ii) Successful integration into the urban fabric

9.9 In order to fully assess the visual impact of the proposed development and its level of integration into the surrounding urban fabric, a Heritage, Townscape and Visual Impact Assessment (HTVIA) from Montagu Evans was submitted in support of the application. Subsequent to this, a further Urban Design Study was submitted and was subject to a further consultation exercise.

9.10 In order to assess the visual impact of the development within its context, a number of viewpoints were identified and assessed within the HTVIA, these are set out below (those views marked with a \* are assessed under a subsequent section of this report). All views are considered cumulatively with other consented development.

- 1) Clitterhouse Playing Fields looking South
- 2) Claremont Road/The Vale Junction looking South
- 3) Hampstead Cemetery looking West
- 4) Cricklewood Lane (The Tavern) looking West
- 5) Cricklewood Station looking South-west
- 6) Oak Grove looking North-west
- 7) Elm Grove looking North-west
- 8) Cricklewood Broadway (The Crown Pub) looking North\*
- 9) Chichele Road looking North-east
- 10) Walm Lane/St Gabriel's Church looking North-east\*
- 11) Ashford Road looking North-east
- 12) Cricklewood Broadway looking South-east
- 13) Railway Terraces Needham Terrace looking South-east\*
- 14) Railway Terraces Allotments looking South-east\*
- 15) Railway Terraces Johnston Terrace looking South-east\*
- 16) Railway Terraces Rockhall Way Gardens looking South-east\*
- 17) LVMF View 5A.2 Greenwich Park, the General Wolfe Statue\*

9.11 View 1 is taken from Clitterhouse Playing Fields looking South. The existing view is characterised by green open in both the foreground and middleground. The backdrop is formed of continuous hedgerow boundaries and mature trees which extend from right to left and partially screen residential properties within the Golders Green Estate to the south. The cumulative view would show the proposed development and the consented Brent Cross development scheme (BXC) rising above the continuous hedgerow boundary. Officers consider that the magnitude of change would not be substantial, with a minor adverse impact due to the distance and the level of screening by the foliage.

9.12 View 2 is taken from Claremont Road/The Vale Junction looking South. The existing view is characterised by suburban residential development, associated roads and surrounding vegetation which reflects a typical suburban street scene. The cumulative view shows that the proposed BXC development would totally obscure the proposed development. The impact of the development in this view would therefore be nil.

- 9.13 View 3 is taken from Hampstead Cemetery looking West. The existing view is characterised by regimented rows of gravestones and funerary monuments laid out within the middleground and background of the view, along with interspersed low-lying vegetation and mature trees shown from left to right. The cumulative view shows that the proposed development would present in background of the view above the tree line. Officers consider that the magnitude of change would not be substantial, with a minor adverse impact due to the distance and the level of screening by the foliage.
- 9.14 View 4 is taken from Cricklewood Lane (The Tavern) looking West. The existing view represents the main western route into Cricklewood town centre, this view is linear in configuration and characterised by mixed urban development either side of the road. The recent development at 112-132 Cricklewood Lane rises above the prevailing townscape to 8 storeys. The cumulative view shows that the proposed development would rise above the prevailing townscape with 4 tall elements decreasing in height from Block A to the left of the view. Officers consider that the magnitude of change would be moderate, with a minor adverse impact.
- 9.15 View 5 is taken from Cricklewood Station looking South-west. The existing view is characterised by the low rise station buildings and associated infrastructure with Cricklewood Lane leading to the west/left of the view. The cumulative view shows that the proposed development would present clearly and dominantly in this view in the middle and background of the view to the rear of the station. Officers consider that the magnitude of change would be significant. In terms of the effect of the change, this view represents a comparatively short-range view and development of any meaningful scale, accordant with strategic imperatives around optimisation would represent a high magnitude of change given the low-rise character of the station.
- 9.16 Paragraph 3.8,1 of the London Plan states, inter alia, that tall buildings can help people navigate through the city by providing reference points and emphasising the hierarchy of a place such as its main centres of activity, and important street junctions and transport interchanges. In this case, the tallest element at Block A would provide such a reference point and contribute toward the legibility and hierarchy of the area. In this regard, officers consider that the effect of the impact is neutral with any negative impact counterweighed by the positive impact to legibility.
- 9.17 View 6 is taken from Oak Grove looking North-west. The existing view is residential in nature. It is characterised by red brick terraced properties and more modern developments of comparable scale either side of the linear road view. The cumulative view would show Block A of the proposed development at 25 storeys

presenting dominantly at the end of the linear view. In terms of magnitude of change, officers consider that it is significant. Given the prevailing scale of development and the established residential character of the street, officers consider that the effect would be major adverse.

- 9.18 View 7 is taken from Elm Grove looking North-west. Similarly to view 6, the view is residential in nature and is characterised by red brick terraced properties either side of the linear road view. The cumulative view would show Block A of the proposed development at 25 storeys presenting dominantly at the end of the linear view with Blocks B and C presenting to the left and to the background respectively. In terms of magnitude of change, officers consider that it is significant. Given the prevailing scale of development and the established residential character of the street, officers consider that the effect would be major adverse.
- 9.19 View 9 is taken from Chichele Road looking North-east. The view is characterised by residential properties either side of the street which comprise uniform mansion blocks and terraced properties of three and four storeys. The cumulative view shows that the proposed development would present centrally within the linear view, consented scheme 1-13 Cricklewood Lane would also present in the foreground of the proposed development. Officers consider that the magnitude of change would be moderate, with a minor adverse impact.
- 9.20 View 11 is taken from Ashford Road looking North-east. The existing view is characterised by residential terraced housing and the 9-storey tall inter-war flat block of Ashford Court either side of the linear road. The cumulative view shows that the proposed development would present across the skyline from left to right, with the consented development at 194-196 Cricklewood Broadway also viewable. Officers consider that the magnitude of change would be moderate, with a minor adverse impact due to the distance and the height of existing development in the foreground.
- 9.21 View 12 is characterised by a mixed commercial and residential street with the view is framed on the left by a terrace of locally listed buildings (nos. 1-40 Gratton Terrace) which form a consistent building line and set piece in the left frame of the view. The cumulative view shows that Grafton Terrace would totally obscure the proposed development. The impact of the development in this view would therefore be nil.
- 9.22 In summary, officers note that there are instances of adverse impacts, most notably in Views 6 and 7. Notwithstanding these views where major adverse impacts are identified, officers must take a view of the scheme in the whole and in the context of

the strategic policy designations for the site. The site is identified as being suitable for tall buildings and as an area for intensification under its designation as a Regeneration Area/Opportunity Area. In this context and particularly in views 6 and 7, development of any scale which sought to align with these strategic objectives would represent a significant magnitude of change given the existing state of the application site and the low rise nature of the residential areas to the south. It is therefore largely inexorable that delivering a high density scheme which delivered on the strategic objectives would result in harm in views from the south of the site.

- 9.23 Nevertheless, the harm is identified and officers have taken this into account in taking a holistic view of the townscape (excluding heritage assets) impact. Given the limited viewpoints from where major adverse impacts are identified, it is considered that taken as a whole, the development would result in less than substantial townscape harm which will be taken into account in the wider planning balance.

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

- 9.24 View 17 represents the London View Management Framework View 5A.2 which is taken from Greenwich Park adjacent to the General Wolfe Statue. The LVMF describes the view as follows:

*‘Viewing location 5A includes two Assessment Points. The view from the statue, at Assessment Point 5A.1, takes in the formal, axial arrangement between Greenwich Palace, and the Queen’s House. The view also includes Greenwich Reach and the tall buildings on the Isle of Dogs.*

*The eastern extent of the panorama is towards central London and St Paul’s Cathedral. This is best seen from Assessment Point 5A.2, and includes a Protected Vista towards the Cathedral.*

*The relationship between Tower Bridge, the Monument to the Great Fire and St Paul’s Cathedral are important elements of the view. The threshold height of the Protected Vista between Assessment Point 5A.2 and St Paul’s Cathedral acknowledges the visual relationship between these three landmarks. The relationship, and the elements themselves, are integral to the viewer’s ability to recognise and appreciate St Paul’s Cathedral and its western towers in the view.*

*Therefore, new development should preserve or enhance the setting of the landmarks and the relationship between them.”*

9.25 The cumulative view shows that the development would not be readily perceptible in the view and as such there would be a negligible impact.

iv) Not cause harm to heritage assets and their setting

9.26 In terms of heritage assets, the HTVIA identified a number of assets which were incorporated into the assessment, within the study area. The study focuses on those assets which are likely to experience change as a result of the development and has excluded those which are unlikely to experience change. Those assets excluded are outlined below.

- Milestone Sited Outside Nos. 3 and 4 Gratton Terrace (Grade II) (4);
- Willesden Green Underground Station (Grade II) (8);
- Dollis Hill Synagogue and Forecourt Railings (Grade II) (9);
- Pair of K2 Telephone Kiosks outside The Recreation Ground (Grade II)(10);
- 128, Fortune Green Road (Grade II) (11);
- Beckford Primary School, Attached Railings and Gateway, and Building approx 23m to East within Playground (Grade II) (12);
- Kingsley Court (Grade II) (13);
- St Luke's Church Vicarage (Grade II) (14);
- Kings College: College Chapel, The Summerhouse, Kidderpore Hall, The Maynard Wing, and The Skeel Library (Grade II) (15);
- Golder's Green Synagogue (Grade II) (16);
- Untitled [Listening] Sculpture (Grade II) (17);
- 6, 8, 12, 14, 26, 26A, 33 and 35 Ferncroft Avenue (Grade II) (18);
- Church of St Francis (Grade II) (19);
- Cattle Trough at junction with Hermitage Lane (20); and
- 17, Rosecroft Avenue (Grade II) (21).

9.27 The study focuses on the following designated heritage assets which are likely to experience change as a result of the development.

- Railway Terraces Conservation Area;
- Mapesbury Conservation Area (LB Brent);
- The Crown Public House and Three Lamp Standards in front of The Crown Public House (Grade II);
- Church of St Gabriel (Grade II);
- Church of St Michael (Grade II);
- Hampstead Cemetery Mortuary Chapels, Monuments and Tombs (Grade II).

- 9.28 The Railway Terraces Conservation Area is assessed through viewpoints 13, 14, 15 and 16 within the HTVIA which are taken from Needham Terrace, Allotments, Johnston Terrace and Rockhall Way Gardens respectively. All of the views look south-east towards the application site.
- 9.29 As set out in the comments received from the Council's Heritage and Conservation officers, The Railway Terraces, Cricklewood Conservation Area was designated by the Council in March 1998. Conservation Area status acknowledges the importance of an area, highlighting its real and potential attractiveness. It also means that the Council's efforts in the area are geared to preserving and enhancing its special character and appearance. The majority of historic buildings are also locally listed, so are undesignated heritage assets which need consideration. The formal, regular street scape and building layout, together with the unusual relationship between buildings, private and public open space all help to give the area a distinctive, intimate but ordered feel. The area is characterised by small scale, dense development with regular building rhythms and designs.
- 9.29 The assessment undertaken by the Council's Heritage and Conservation officers identifies that in all of the assessed views from the CA, the development would be overly dominant and create a visual disparity in scale.
- 9.30 The assessment also identifies the positive contribution that chimneys make to the historic streetscape within the CA, "chimneys are part of the historic streetscape, and an important visual feature because of their prominence as seen against the shallow pitch roofs, making a positive contribution to the conservation area. They usually have tall terracotta clay pots which are striking features against the skyline." The assessment goes on to identify that these positive features will disappear into the mass of the new development behind which adversely affects their significance in their contribution to the CA.
- 9.31 The assessment concludes that "as such it can be considered that the proposed development, in terms of its excessive scale, mass, bulk and height will have a detrimental impact and cause less than substantial harm to the setting of both of these designated heritage assets, aside what other interested 3rd parties may identify in regard to other heritage assets further afield".
- 9.32 In balancing the views of the Council's Heritage and Conservation officer, it is necessary to understand the policy context. In this case, based on the views set out within the HTVIA and the assessment of the Conservation Officer, it is clear that the development would result in harm to the setting of the CA. However, the conclusion of the Conservation Officer is that this would constitute less than substantial harm.

9.33 in such instances Paragraph 196 of the NPPF is relevant and relates to the assessment of impacts on the settings of heritage assets. Paragraph 196 states that “where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.”

9.33 The less than substantial harm therefore needs to be balanced against the public benefits of the scheme. Most significant of these is the delivery of 1100 homes, 35% of which would be affordable. This must be afforded significant weight in any balancing exercise. Further public benefit is derived from the delivery of substantial new public realm, a new town square and enhancements to Cricklewood Green in an area lacking in open space.

9.34 Officers consider that the cumulative weight of the public benefits, in particular the delivery of a significant number of affordable houses, outweighs the less than substantial harm identified by Conservation officers.

9.35 The Crown Public House is Grade II listed located on Cricklewood Broadway and is assessed through viewpoints

9.36 The listed building description for the asset states the following:

*“Dated 1900. Grand “Jacobean” public house of 2 storeys with 2 dormered storeys in mansard roof. Three storey wing to right 4 bays faced in sandstone. Rusticated attached columns and pilasters flank 4 entrance doors to main block and 2 doors to wing, first floor projection of 16 lights with single flanking 2 light windows. Two windows to wing. Two bay decorative gabling at second floor with mullioned windows surmounted by blind archway. Second floor to wing battlemented with ornamental crest, pyramid roof and decorative finial.*

*The building is set back from the pavement with a large forecourt to its front. It is connected, by a rear extension, to the neighbouring Clayton Crown Hotel, which sits forward of the pub in the street. Due to the difference in architectural appearance of both buildings, the pub appears in the streetscene as a standalone structure. It is a prominent building within the townscape, viewed and experienced as it is with its iconic roofscape and a clear sky above and around.”*

- 9.37 The impact on the setting of the asset is assessed through viewpoint 8 taken from Cricklewood Broadway looking North past the pub and encompassing the backdrop of the asset.
- 9.38 In assessing the impact the Council's Conservation officers have outlined that the height of the proposed main tower (Block A) would be clearly visible in views from the public realm looking north, in the backdrop of the asset whilst another smaller block would be then be seen to "fill in" the existing space between the pub and its neighbour to the north.
- 9.39 The Conservation officer concludes to say that whilst no actual harm may be done to the heritage asset itself, its significance within the streetscape and Cricklewood town Centre would be diminished by the visual intrusiveness of the proposal. In this case, it is also concluded that this would constitute less than substantial harm.
- 9.40 Again, officers must have regard to Paragraph 196 of the NPPF and weigh the less than substantial harm against the public benefit arising from the scheme. Again, officers consider that the cumulative weight of the public benefits, in particular the delivery of a significant number of affordable houses, outweighs the less than substantial harm identified by Conservation officers.
- 9.41 The HTVIA considers the impact on the assets at Church of St Gabriel (Grade II), Church of St Michael (Grade II), Hampstead Cemetery Mortuary Chapels, Monuments and Tombs (Grade II) and Mapesbury Conservation Area (LB Brent). In all cases, the impacts are considered to be negligible and no objection is raised to the impact on their setting by conservation officers.
- 9.42 Taking the heritage impact as a whole and based on the requisite assessment under Paragraph 196 of the NPPF, officers consider that the cumulative weight of the public benefits, in particular the delivery of a significant number of affordable houses, outweighs the less than substantial harm to the identified heritage assets. Nevertheless, officers will take the harm into account in the wider planning balance.
- v) That the potential microclimate effect does not adversely affect existing levels of comfort in the public realm
- 9.43 The impact of the development on the local microclimate is assessed within the ES (ES Volume I -Chapter 16: Wind Microclimate). A comprehensive assessment of baseline (existing) and likely pedestrian level wind conditions upon completion of the Proposed Development was undertaken, based on wind tunnel testing of a

physical scale model and the industry standard Lawson Comfort Criteria. The methodology and the scope of the assessment are considered to be acceptable.

- 9.44 The baseline assessment (worst case scenario) below shows that the application site benefits from largely benign wind conditions with the assessment points being at the lower end of the Lawson scale (blue and green).



- 9.45 The proposed conditions assessment (worst case scenario) shows that wind conditions would worsen across the site however mostly only up to a medium comfort level (yellow). Some areas between the buildings would experience worse wind conditions (purple) however these spots are limited and are located in areas likely to be transitory thoroughfares.



9.46 The ES assessment recognises that mitigation measures could improve likely wind conditions. Given the outline nature of the scheme and the lack of fixed detail on layout and landscaping, and the fact that the detailed design of the building will affect aerodynamics, these details will be secured at reserved matters stage.

### Design and Appearance

9.47 In terms of the visual appearance of the scheme, this is a reserved matter and only indicative details are provided with a Design Guidance Document (DGD). This document is provided as a secondary control document, with the aim to inform the detail design development of future RMAs so that a sense of coherence and continuity in design can be ensured.

9.48 In terms of appearance, the DGD sets out fundamental principles to which the future RMA detail would adhere, including complementary variation in brick tones for individual development parcels and subtle variation in brick tone within individual parcels. In terms of materiality, the document state that RMA proposals should be of

exemplary design, with the palette of materials limited to ensure a coherent architectural language. It is also state that the primary building material should be brickwork.

- 9.49 Officers consider that the DGD provides a good basis for the design of the scheme to evolve and be fixed at RMA stage.

#### Supplementary Urban Design Study

- 9.50 Subsequent to the submission of the original application, a further Urban Design Study (UDS) by 'City Designer' was submitted in support of the application. This report provides a design assessment and assesses the qualitative visual townscape effects of the proposed development on the application site.
- 9.51 As well as the viewpoints assessed within the HTVIA, the UDS assesses the following additional viewpoints:
- View A: Edgware Road, bus stop north of Longley Way (render)
  - View B: Cricklewood Broadway looking along Cricklewood Lane (render)
  - View C: Fordwych Road by No.108 (render)
  - View D: Cricklewood Lane by Church of St Agnes (render)
  - View E: Kara Way (render)
- 9.52 In respect of the viewpoints assessed within the HTVIA, some of these viewpoints are also rendered with indicative elevations within the document for additional clarity. The rendered images do not alter the substance of the officer assessment and conclusions on each of the viewpoints in the preceding section of this report.
- 9.53 In terms of the additional viewpoints assessed, viewpoint A is taken from Edgware Road adjacent to the bus stop north of Longley Way. The view shows Block A of the development rising above the roofline of the residential terraced roofline on the edge of the Railway Terraces CA. Whilst the development would be visible above the roofline, the level of impact would be lessened by the distance which would be readily perceptible in the view.
- 9.54 Viewpoint B is taken from Cricklewood Broadway looking along Cricklewood Lane and shows Block A rising significantly above the existing parade at 1-13 Cricklewood Lane. Seen in this context, the sensitivity of the view is not high and it is considered the visibility and prominence of Block A in this view would enhance the permeability and local hierarchy through marking the transport interchange.

- 9.55 Viewpoint C is taken from Fordwych Road looking at the application site. The view shows that the development would be clearly visible, framed centrally in the linear view by the terraces to either side. The development would not rise perceptibly above the rooflines in the view.
- 9.56 View D is taken from Cricklewood Lane adjacent the church of St Agnes. The view is similar to View 4 of the HTVIA and the recent development at 112-132 Cricklewood Lane is even more perceptible in this view, rising above the prevailing townscape to 8 storeys. The view shows that the proposed development would rise above the prevailing townscape with 4 tall elements decreasing in height from Block A to the left of the view.
- 9.57 View E is a short-range view taken from Kara Way playground looking south east at the development. The view is a short range one looking directly at the site and as such the development dominates the view. There is a visual and spatial gap between the development and the terraces which lessens the perceptibility the disparity in height.
- 9.58 In summary, officers consider that the supplementary UDS document submitted, does not alter the conclusions drawn in the assessment of the townscape impact from the HTVIA. Taken as a whole, it is considered that the views show that the development would result in less than substantial townscape harm which will be taken into account in the wider planning balance.

## **10.0 Amenity Impact on Neighbouring Properties**

### Daylight, Sunlight and Overshadowing

- 10.1 The application was accompanied by a Daylight/Sunlight report from AECOM within the ES (ES Volume: Chapter 11: Daylight, Sunlight and Overshadowing). The standardised assessment methodology for daylighting is set out within the BRE document Site Layout Planning for Daylight and Sunlight (BRE, 2011). Within this document it is set out that the primary tools for the assessment of daylight are Vertical Sky Component (VSC)). For VSC the guideline value for windows to retain the potential for good daylighting is 27% or more than 0.8 times its former value.
- 10.2 In line with BRE guidelines, it is only necessary to carry out the detailed assessment on a neighbouring window if a 25-degree line drawn from the centre of the window would subtend the facing elevation of the subject development. In this case, the report identifies the following neighbouring properties as necessitating the additional assessment:

- 1-11 Campion Terrace;
- Crown Terrace (2-20 Cricklewood Lane);
- 26-28 Cricklewood Lane;
- 32A & 34-40 Cricklewood Lane;
- 42-48 Cricklewood Lane;
- 1-8 Oakhouse;
- Raynes Court;
- Dairyman Close;
- Kemps Court; and
- Lansdowne Care Home.

10.3 In addition to the existing receptors identified above, the following consented schemes were assessed.

- 1-13 Cricklewood Lane; and
- 194-196 Cricklewood Broadway.

10.4 Average Daylight Factor (ADF) methodology was used to assess the of consented but not built or occupied buildings.

10.5 The VSC results for the existing receptors are set out below:

Receptor	No. of Windows Tested	No. of Windows that meet BRE criteria	%
1-11 Campion Terrace;	55	50	91%
Crown Terrace (2-20 Cricklewood Lane)	65	56	86%
26-28 Cricklewood Ln	8	5	63%
32A Cricklewood Ln	7	5	71%
34-40 Cricklewood Ln	12	0	0%
42-48 Cricklewood Ln	31	13	42%
Oak House	24	0	0%
Raynes Court	12	1	8%
Dairyman Close	156	84	54%
Kemps Court	12	11	92%
Lansdowne Care Home	46	30	65%
<b>TOTAL</b>	<b>428</b>	<b>255</b>	<b>60%</b>

10.6 It is clear from the table above that there would be notable daylight failures at 34-40 Cricklewood Lane and Oak House with 0% of windows meeting the criteria; and at Raynes Court with 8% of windows meeting the criteria.

- 10.7 The results are predicated on the assessed receptors retaining the prescribed level of VSC as set out in BRE guidance. However, the assessment notes that VSC target levels are predicated on suburban environments and that each of the windows assessed retains over 15% VSC which is considered acceptable for an urban environment (and has been noted as acceptable on similarly scaled and located schemes in London). In addition, all of the windows assessed at Oak House serve bedrooms which are less sensitive to daylight reductions than primary living spaces
- 10.8 In addition to the existing receptors, future developments at 194-196 Cricklewood Broadway and 1-13 Cricklewood Lane were tested. At 194-196 Cricklewood, 34 (58%) of the 59 rooms within this future property would retain levels of daylight in line with or above BRE recommendations in terms of ADF. At 1-13 Cricklewood Lane, 111 of the 166 assessed rooms (67%) would experience a negligible or beneficial effect with the proposed development in place.
- 10.9 As well as individually, the daylight results must also be considered in the whole and in this regard officers consider that an adherence level of 60% for VSC represents a good level of adherence in the context of the wider benefits of the scheme, the urban context and the need to deliver on the strategic objectives of the Opportunity/Regeneration Area. It is important to note that the assessments set out in the BRE guidelines are not intended to be applied rigidly and do allow for some flexibility in the context of the development. This approach is also supported in the February 2019 NPPF which states that guidelines relating to daylight and sunlight should be applied flexibly to enable a development site to be used efficiently, particularly when considering applications for housing. Cognisant of the above, officers consider that the daylight impact of the proposed development would be acceptable.
- 10.10 In relation to sunlight, the BRE recommends that the Annual Probable Sunlight Hours (APSH) received at a given window in the proposed condition should be at least 25% of the total available including at least 5% during the winter months. Where the proposed values fall short of these, and the absolute loss is greater than 4%, then the proposed values should not be less than 0.8 times their previous value in each period.
- 10.11 The BRE guidelines state that “..all main living rooms of dwellings should be checked if they have a window facing within 90 degrees of due south. Kitchens and bedrooms are less important, although care should be taken not to block out too much sun”. In accordance with the BRE Guidelines the following properties were therefore assessed shown with the APSH results:

Receptor	No. of Windows Tested	No. of Windows that meet BRE criteria	%
1-11 Campion Terrace;	3	3	100%
26-28 Cricklewood Ln	2	2	100%
32A Cricklewood Ln	3	3	100%
42-48 Cricklewood Ln	7	7	100%
Raynes Court	12	12	100%
Dairyman Close	132	87	66%
Kemps Court	12	12	100%
Lansdowne Care Home	45	41	91%
<b>TOTAL</b>	<b>216</b>	<b>167</b>	<b>77%</b>

10.12 Taken both as a whole and individually, it is considered that the results show that the surrounding receptors would retain a good level of sunlight.

10.13 In terms of overshadowing, all 10 sensitive receptors experience a Negligible (not significant) effects.

#### Privacy and Outlook

10.14 The development would enjoy significant separation distances from all surrounding development which is considered would be sufficient to ensure that there would be no unacceptable harm in terms of privacy or outlook.

#### Conclusion

10.12 With the above in mind, officers consider that, on balance, the application is in accordance with Policy DM01 in terms of impact on residential amenity and would not result in any unacceptable harm to the living conditions of any surrounding occupiers.

### **11.0 Sustainability**

11.1 The 2021 London Plan, requires within Policy SI2 that major development be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:

- be lean: use less energy and manage demand during operation.
- be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly.

- be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site. be seen: monitor, verify and report on energy performance.

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

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

#### Be Lean

11.5 Energy demand will be significantly reduced beyond Part L requirements, and will be expected to exceed the GLA's target for a minimum 10% reduction in residential carbon emissions and 15% in non-residential carbon emissions over Part L 2013 through passive design and energy efficiency measures alone. The demand reduction would be achieved by a combination of the measures including those detailed below:

- Building Fabric Insulation
- Cold Bridging
- Air Tightness
- Natural Daylight
- Solar Gain
- Shading
- Corridor Ventilation
- Heating and Hot Water System Insulation
- Heating Systems
- Cooling
- Ventilation Systems
- Lighting
- Smart Controls / Metering
- Appliances

#### Be Clean

11.6 The site is not located near to an existing heat network serving the area. However the Energy Statement sets out that the site has been identified as a possible heat network opportunity site, therefore a provision for a centralised heat network was explored. The proposed development will be provided with a secondary building network which will connect all apartments, commercial and other non-domestic

uses, and supply heat for space heating and domestic hot water generation. This secondary distribution within the development will be designed in accordance with CIBSE CP1 Heat Networks: Code of Practice.

#### Be Green

- 11.7 The renewable technologies feasibility study carried out for the development identified photovoltaics and air source heat pumps as suitable technologies for the development and both would be implemented.
- 11.8 In total, all of the measures combined would achieve CO2 savings of 43.3%. Recognising the London wide net zero target the applicant is therefore required to mitigate the regulated CO2 emissions, through a contribution of £1,793,647 to the borough's offset fund. This contribution would be predicated on the formula set out within GLA guidance which would be secured through the Section 106.

#### **12.0 Transport / Highways**

- 12.1 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.

#### Residential Car Parking

- 12.2 The London Plan 2021 sets out the standards for residential parking based on inner/outer London and PTAL. Outer London PTAL 2 is up to 1 space per dwelling and Outer London PTAL 3 requires 0.75 spaces per dwelling.
- 12.3 Car parking standards for residential development are also set out in the Barnet Local Plan and recommend a range of parking provision for new dwellings based on the site's Public Transport Accessibility Level (PTAL) and the type of unit proposed. Policy DM17 of the Local Plan sets out the parking requirements for different types of units with the range of provision is as follows:
- Four or more-bedroom units - 2.0 to 1.5 parking spaces per unit
  - Two and three-bedroom units - 1.5 to 1.0 parking spaces per unit
  - One-bedroom units - 1.0 to less than 1.0 parking space per unit

- 12.4 A total of 110 residential car parking spaces is proposed (parking ratio of 0.1 spaces per unit). All spaces will be of a size suitable for disabled drivers; however, 3% (33) will be allocated for disabled drivers from the outset with the residual 7% (77) available as standard spaces with the ability to be demarcated as parking for disabled residents in the future if demand exceeds the initial 3%.
- 12.5 The site is located immediately adjacent to Cricklewood Station and several bus routes with a high PTAL and the level of car parking provision proposed is in line with current policy which seeks to encourage sustainable and active modes travel.
- 12.6 Reduced levels of parking proposed can be supported where accompanied by improved accessibility measures, suitable overspill parking control / protection and the provision of sustainable transport measures. The proposed development will deliver a suite of improved accessibility measures as set out in the HoT at the start of this report. Future residents would also be prevented from applying for parking permits in surrounding CPZs.
- 12.7 There are surrounding roads in vicinity of the site and within LBB boundaries that are not suitability protected by a CPZ. Therefore, a contribution of £42k would be secured through the S106 to undertake a review of local CPZs to establish if any changes or extensions are required to mitigate the impact of the development.
- 12.8 Subject to the matters outlined, it is considered that the level of residential parking is in line with both the LBB Local Plan (Policy DM17) and the London Plan (2021).

#### Cycle Parking

- 12.9 Cycle parking should be provided, designed and laid out in accordance with the new London Plan (2021) and the guidance contained in London Cycling Design Standards (it is noted that there has been slight changes to the standards from the previous 'Intend to Publish' London Plan to the now adopted London Plan).
- 12.10 The TA sets out that the development would provide a minimum of 1,846 long-stay and 28 short-stay cycle parking spaces for the residential use. At this stage, the non-residential uses are proposed to have 12 long-stay and 32 short-stay cycle parking spaces. The phased provision / design / location of long and short-term cycle parking should be detailed as part of the reserved matters submissions. Appropriate conditions would secure the requisite provision.

#### Trip Generation / Network Impact

- 12.11 Technical Note 5 suggests that the forecast residential vehicle trips for the proposed development shall be 35 and 24 two-way trips in the AM and PM peak hour periods respectively (with a daily total of 265 vehicle trips). This compares with the original Transport Assessment that forecasted 118 and 85 two-way vehicle trips in the AM and PM peak hour respectively (with a daily total of 898 vehicle trips). The new

assessment now suggests forecasted vehicle trips that are approximately 30% of the original forecasts.

- 12.12 The methodology set out within Technical Note 5 is not a standard process. It is not clear why the combined 'Residential M - Mixed private / Affordable housing' land use was not selected as per the proposed development, but instead private and affordable were calculated individually. The reason given for calculating residential vehicle trip rates per parking space are noted. However, this is not standard practice when using the TRICS database. It is advised that 'trip rate calculations per parking space are only available for land uses where it can be considered with good confidence that the vast majority of parking takes place on-site and where it is also considered most relevant.' The TRICS trip rate parameters for residential land consist of site area, dwellings, housing density and bedrooms. It is also noted that the standard TRICS methodology uses weighted averages for the standard parameters and that the calculations undertaken within Technical Note 5 do not.
- 12.13 However, the LB Barnet Transport team have undertaken an initial assessment for comparison purposes and have concluded that the forecast vehicle trips are acceptable.
- 12.14 The existing retail use peak hour traffic generation reported in Table 5.1 includes 'rat-run' traffic and is therefore not suitable to use when undertaking a net comparison review of land use generation. Therefore, the net reduction in peak hour vehicle trips shown in Table 5.3 and stated in Paragraph 5.2 is queried.
- 12.15 The traffic generation numbers shown in Tables 5.1 and 5.2 is not reflective in the traffic flow diagrams. It is also not understood why there are negative numbers shown on the traffic flow diagrams. Clarification on the development distribution assumptions is sought (it is noted that in the TA one distribution diagram is provided however we are not sure of the assumptions behind this and to what peak hour period it relates to). Perhaps a direct discussion with the Transport consultant would help address / clarify this issue.

#### Access

- 12.16 It is proposed that vehicular access would be from Depot Approach, a private access road, with the closure of the existing vehicle access onto Cricklewood Lane. The closure of the existing vehicle access onto Cricklewood Lane will require a s278 Agreement and would include improvements to the pedestrian environment and this is included within the agreed heads of terms.
- 12.17 In terms of the access from Depot Approach, it is noted that this is a private road under the ownership of an adjoining landowner. It is also noted that the adjoining landowner has objected to the application on the basis that the applicant has no legal right to install a new access from the private road. The LPA have taken legal advice on the matter from HBPL and it is advised that there is no legal basis for resisting the application on this basis and that an appropriately worded condition

would serve to secure the relevant access in so far as the LPA granting consent is concerned.

### Conclusion

- 12.18 Having regard to the above and subject to the relevant conditions and S106 obligations, it is considered that the application is in accordance with relevant Barnet and Mayoral policies and is acceptable from a transport and highways perspective.

## **13.0 Other Matters**

### Flood Risk

- 13.1 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.
- 13.2 A Flood Risk Assessment is submitted in support of the application which shows that the site is located in Flood Zone 1, which indicates a low risk of flooding. The flood risk from groundwater is also assessed as low and the existing flood risk from surface water is assessed as low to medium. No objection was received from the Council’s drainage officers and a condition would be attached requiring the submission of a full SUDS strategy at RMA stage.

### Ecology

- 13.4 An Ecological Appraisal from AECOM was submitted in support of the application. The Ecological reporting comprises a summary of the potential impacts of the Proposed Development, along with appropriate mitigation measures and relevant recommended enhancement to biodiversity as part of the Reserved Matters application.
- 13.5 The Phase 1 Habitat Survey, bat emergence survey and the desktop ecology study have provided evidence that the Sites current ecological receptors do not cause a constraint to delivery of the regeneration if appropriate mitigation set out within the appraisal is implemented. The prescribed mitigation would be secured by condition as appropriate.

### Ground Conditions

- 13.6 An assessment of ground conditions submitted in support of the application sets out that there are potential sources of ground based contamination on site, linked to historical railway sidings and a former warehouse potential contamination sources

include existing made ground which is likely to have incorporated demolition materials from the historic developments on-site. Ground water across the Site has been found to be of reasonable quality. The risks identified with the assessment at the demolition and construction phase can be mitigated through the delineation and remediation of the contaminated soil hotspots identified during the historic site investigation and the commissioning of desk based assessment, prior excavation and oiling works at the Site.

- 13.7 A robust condition would be attached to any consent requiring a full ground survey to be undertaken prior to any works. The Council's EHO has no objection to the application on ground condition matters subject to such a condition.

#### Air Quality

- 13.7 The application site is located within an Air Quality Management Area ('AQMA') that has been designed by the Council for exposure to exceedances of annual mean objectives for nitrogen dioxide and particulate matter. The proposed development as considered the Construction and Operational phase effects in terms of Dust and local concentration of both nitrogen dioxide and particulate matter. It has been determined that there would be no discernible effects from the construction site associated with the proposal with appropriate mitigation measures put in place.
- 13.8 The assessment has identified that at future receptors, the effect of impacts on local air quality are negligible for NO<sub>2</sub> and PM<sub>10</sub> concentrations. Therefore, the overall effect of the Proposed Development on local air quality is defined as not significant. The Council's EHO has no objection to the application on air quality matters.

#### Arboriculture

- 13.9 The Council's Arboriculture officer identifies that the quality of the site is very low in terms of tree cover and bio-diversity as the vast majority of the land is hard surfacing or buildings.
- 13.10 He also goes on to identify that there are trees on the site that merit retention G9, G10, T19 & T21 on the tree plan which is a row of London Plane trees along site the railway line. They provide vital screening to the railway lines. The trees will also provide screening from Cricklewood Station towards any development on the site. The proposal retains these trees.
- 13.11 Similarly, he also identifies the mixed group of trees at the Cricklewood Lane entrance provide significant tree amenity (T48 to T74). Only 7 trees of this group will be retained in the outline proposal which the Council's Arboriculture officer considers unacceptable.
- 13.12 In terms of landscaping no detailed landscaping plans have been submitted given that it is a reserved matter however the indicative landscape plans for the ground

floor, podium and roof areas appear to be providing a reasonable level of green infrastructure for the development.

- 13.13 In balancing the views of the Arboriculture officer, the comments must be considered holistically in the context of the scheme. The scheme would deliver a substantial new area of public realm with opportunities for new tree planting and is proposing to retain most of the trees identified as meriting retention. On this basis, it is considered that the loss of the trees identified is outweighed by the wider benefits of the scheme.

#### Other Matters

- 13.9 Archaeology, Climate Change, Socio-economics and Health and Noise and Vibration are also assessed as part of the ES. No significant impacts are identified subject to mitigation and conditions where necessary and such conditions are attached accordingly.

#### **14.0 Equalities and Diversity**

- 14.1 Section 149 of the Equality Act 2010, which came into force on 5th April 2011, imposes important duties on public authorities in the exercise of their functions, including a duty to have regard to the need to:

“(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.”

- 14.2 For the purposes of this obligation the term “protected characteristic” includes:

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

- 14.3 The above duties require an authority to demonstrate that any decision it makes is reached “in a fair, transparent and accountable way, considering the needs and the rights of different members of the community and the duty applies to a local planning authority when determining a planning application.

- 14.4 Officers consider that the application does not give rise to any concerns in respect of the above.

## **15.0 Conclusion**

- 15.0 In conclusion, officers consider that a balanced recommendation must be made having regard to the benefits of the scheme weighed against any harm identified.
- 15.1 The application site is located within the Brent Cross Cricklewood Regeneration / Opportunity Area and the principle of optimising the site for housing delivery is supported. The site is located within an area identified as being suitable for tall buildings and as such the principle of tall buildings is also supported. The scheme would deliver 1100 homes which must be afforded significant weight in the context of the boroughs housing targets. 35% pf the 1100 homes would be delivered as affordable housing which must also be afforded significant weight.
- 15.2 The scheme would also deliver substantial new public realm, including a new town square, as well as improvements to Cricklewood Green. The scheme would also deliver public realm, highways, employment and enterprise and sustainability improvements through the Section 106 as well as a CIL payment of £XXXXX to be spent on local infrastructure.
- 15.3 Weighing against the application, and as set out in the relevant section of the report, the scheme would result in some harm in some townscape views and would also result in some harm to the setting of nearby heritage assets. In terms of the townscape views, on balance, the harm is not considered to be substantial. It is fully acknowledged that the development would represent a high magnitude of change, given the low-rise nature of the existing site. However, the highly sustainable, brownfield location of the site and the location within a Regeneration / Opportunity Area means that any development which sought to align with the strategic objectives of the site would inexorably represent a high magnitude of change.
- 15.4 In terms of heritage harm, the harm to both the Railway Terraces Conservation Area and the Crown Hotel as less than substantial. In such circumstances the NPPF requires the decision maker to undertake a balancing exercise between the identified harm and the level of public benefit arising from the scheme. In both cases, individually and taken together, officers consider that the public benefit outweighs the less than substantial harm to the setting of the heritage assets.
- 15.5 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.

- 15.6 In this case, the benefits of the scheme are considered to outweigh the harm. Officers consider that, when taken as a whole, the application is consistent with the development plan,

**RECOMMENDATION: TO GRANT OUTLINE CONSENT SUBJECT TO CONDITIONS AND A SECTION 106, AND REFERRAL TO THE MAYOR OF LONDON**

## **Appendix 1: Site Location Plan**

## **Appendix 2: Conditions**

## Carter, Richard

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**From:** Kumarasinghe, Devinda  
**Sent:** 30 June 2021 16:03  
**To:** Griffiths, Carl  
**Cc:** Bowker, Paul  
**Subject:** B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT) – Transport

Hello Carl – As requested please find attached draft LB Barnet Transport comments in relation to the above application. These comments can be finalised once we receive further information from the applicant following our meeting yesterday.

Regards

Devinda Kumarasinghe

**Transport Manager**



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**B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT) – LB Barnet**  
**Transport Comment**

The London Borough of Barnet Transport Team have reviewed the transport related submissions supporting the above outline planning application. Our comments are set out below.

**Proposed Development**

It is understood that the development will be up to 1,100 new homes (35% affordable) and 1,200sqm of commercial / community use. The residential element shall consist of 148 studio flats, 413 x 1 bed flats, 434 x 2 bed flats and 105 x 3 bed flats. Vehicle access shall be from Depot Approach, a private access road, with the closure of the existing vehicle access onto Cricklewood Lane.

The draft construction programme has been provided indicating the following:

- Phase 1: Block A shall be completed on March 2025 and Block B shall be completed on September 2024
- Phase 2: Block C shall be completed on December 2025
- Phase 3: Block D shall be completed on July 2026.

A detailed TA would need to be submitted to support each of the above Phases (secured by condition and provided as part of the reserved matters applications).

The closure of the existing vehicle access onto Cricklewood Lane will require a s278 Agreement and should include improvements to the pedestrian environment.

The proposed new landscaped routes through Cricklewood Green are expected to be secured by means of a legal agreement (s278/s106). Likely to be S106 as any works within the public highway will be covered in the S278 mentioned above.

The description of development proposes that the means of access is to be determined but layout is a reserved matter. Accordingly, the internal roads are illustrative only. The revised drawings of the two vehicle access points are noted (Dwg. No. SK305 Rev A and SK305 Rev A). Detail access design to be conditioned (reserved matters application).

It is noted that the layout is a reserved matter and full details will be provided as part of any reserved matters application. All vehicles should enter and exit the site in a forward direction with collections made in accordance with standard trolleying distances. A reversing movement of a large vehicle along the internal road and across a junction would be queried in terms of safety and operation. In any event, it is noted that the internal layout is a reserved matter.

The need for a Manage Waste Strategy is noted.

A Delivery and Servicing Management Plan should be conditioned. This would include the dimensions of the largest vehicles permitted on site.

**Parking**

The TA states that as the layout is a reserved matter *'the total number of car and cycle parking spaces are not defined as part of this application.'* We shall await the reserved matters applications for confirmation of numbers and design.

It is mentioned that there shall be a minimum of 1,846 long-stay and 28 short-stay cycle parking spaces for the residential use. At this stage, the non-residential uses are proposed to have 12 long-stay and 32 short-stay cycle parking spaces. The phased provision / design / location of long and short term cycle parking should be detailed as part of the reserved matters submissions.

Cycle parking provision should be provided in line with the London Plan (not Intend to Publish London Plan) and the London Cycle Design Standard guidance (via planning condition).

The TA mentions that the illustrative masterplan has been tested to demonstrate that it can accommodate 110 car parking spaces (suitable for disabled persons). Car parking should be provided in accordance with Barnet's Local Plan and the new London Plan (noting that accessible spaces are also required for non-residential uses and therefore more spaces than the 110 currently proposed may be required). Reserved matter.

In addition to the above, reduced levels of parking proposed would only be supported if there is to be improved accessibility measures, suitable overspill parking control / protection and the provision of sustainable transport measures.

Future residents of the development should not be eligible for on-street parking permits. Noted that S106 cannot legally be used for this purpose (may need to use S16 of the GLCGPA 1974).

More than just the 1 car club space should be provided. The principle of a Car Club will be secured by condition (or S106); the number of spaces will be determined at the reserved matters stage in consultation with LBB and potential commercial operators. The uptake of Car Club membership will be monitored as part of the Travel Plan; this will inform the number of spaces in successive phases. This facility should be provided on-site in a visible location.

It is suggested that car and cycle parking provision will be controlled and regulated by means of a Parking Design and Management Plan (PDMP). A PDMP would need to be conditioned.

There appears to be potential for overspill on-street parking on Depot Approach. As it is a private road, the TA suggests that the developer / owner will be able to implement private enforcements measures. The suggested private enforcement measures should be proposed and detailed further to support the lower levels of parking proposed. These measures will form part of the PDMP, secured by condition.

There are surrounding roads in vicinity of the site and within LBB boundaries that are not suitability protected by a CPZ. Therefore, there is concern that the proposed development with low on-site car parking provision would have potential for overspill parking onto the surrounding road network resulting a negative impact on the local amenity. Some roads such as Litchfield Road have no restrictions whilst others are protected from commuter parking with a weekday 1 hour restriction (Mon-Fri 10am-11am) which would not directly address residential overspill demand times. It is considered that the proposed development should help enable a review of the CPZ to address the above concerns.

The above issue has been discussed with the LB Barnet Parking Team who have confirmed that the surrounding area is under review and have noted that the control times may need to be revised to help manage parking stress as a result of the development. The LB Barnet Parking Team have requested a financial contribution of £42,000 towards a CPZ review / upgrade (secured via s106 agreement). The Parking Team have provided further justification below.

The environment committee approved the development of a programme to create new and review existing controlled parking zones in January of this year. We have identified that the Cricklewood CPZ requires a review following an assessment of recent complaints, petitions, historical parking issues and forthcoming planned developments. Our programme will also take into account housing growth in the area, modal shift, new stations and the Ultra-Low Emission Zone.

Cricklewood CPZ area review - the zone was first introduced in July 2001 and this CPZ has had no wider review since that time. There was a small extension to the zone in May 2016, although there was no review of the surrounding area. The review will be an opportunity to ask residents and businesses if the CPZ is working well and if any amendments will help with their parking needs.

The vast majority of the CPZ operates Mon - Fri 10am - 11am, however there are a number of roads within the zone that has a mix of operational times. We will look to align the operational times and days where

possible as this provides an opportunity to declutter the CPZ by removing unnecessary signage.

There are a number of roads in proximity to the development that do not have controls and we will consult residents and business to ascertain if there is support to extend the CPZ. As a result of this redevelopment, other adjoining CPZs may require reviews in the future.

Some of the key drivers in terms of complaints is that the area experiences high parking occupancy due to the proximity to local shops. We have identified that there are weekend parking issues due to lack of controls.

- In terms of transport issues, we have Cricklewood Station which is a trip attractor, limiting parking opportunities outside of the controlled times.
- And we have a new rail station, 'Brent Cross West' planned to open in 2022. It is expected that two million passengers will use the station in the first year.

There is lots of development taking place in the area, such as the Brent Cross redevelopment. And this area likely requires a review due to associated commuter parking and construction site workers.

- Some of the other developments in the Cricklewood area are the Beacon Bingo, Broadway Retail Park and Granville Road Estate. So the area in all is expected to see significant housing growth for the next 2-3 years
- In this area we have 7 Primary and 1 prep school, and as we all know schools are the cause of some of the parking traffic congestion issues during school pick up and drop off.

And some of the shopping areas is that we have the Brent Cross and the new Brent Cross Town nearby and Finchley Road & Cricklewood Lane.

Due to all of the reasons above and as previously expressed, a CPZ contribution, from this proposed development, towards the review and/or implementation of CPZ infrastructure is sought as follows:

- Scheme design = 8k
- Informal consultation = 8k
- TROs - stat consultation = 8K
- Implementation (infrastructure, signs, lines & stats) = 18K

Total = 42k

### **Transport Implementation Strategy**

The Framework Travel Plan (FTP), Delivery and Servicing Plan (DSP) and Construction Logistics Plan (CLP) should be secured by a planning condition. A Construction Worker Travel Plan (CWTP) should also be conditioned.

As stated in the FTP, individual TPs will be prepared for the residential and commercial elements of the development, based on the principles set out in the submitted FTP. These will be secured by appropriate condition.

### **Trip Generation**

Technical Note 5 suggests that the forecast residential vehicle trips for the proposed development shall be 35 and 24 two-way trips in the AM and PM peak hour periods respectively (with a daily total of 265 vehicle trips). This compares with the original Transport Assessment that forecasted 118 and 85 two-way vehicle trips in the AM and PM peak hour respectively (with a daily total of 898 vehicle trips). The new assessment now suggests forecasted vehicle trips that are approximately 30% of the original forecasts.

The methodology set out within Technical Note 5 is not a standard process. It is not clear why the combined 'Residential M - Mixed private / Affordable housing' land use was not selected as per the proposed development, but instead private and affordable were calculated individually. The reason given for calculating residential vehicle trip rates per parking space are noted. However, this is not standard practice when using the TRICS database. It is advised that 'trip rate calculations per parking space are only available for land uses where it can be considered with good confidence that the vast majority of parking takes place on-site and where it is also considered most relevant.' The TRICS trip rate parameters for residential land

consist of site area, dwellings, housing density and bedrooms. It is also noted that the standard TRICS methodology uses weighted averages for the standard parameters and that the calculations undertaken within Technical Note 5 do not.

However, the LB Barnet Transport team have undertaken an initial assessment for comparison purposes and have concluded that the forecast vehicle trips are acceptable.

Awaiting further information from applicant. The existing retail use peak hour traffic generation reported in Table 5.1 includes 'rat run' traffic and is therefore not suitable to use when undertaking a net comparison review of land use generation. Therefore, the net reduction in peak hour vehicle trips shown in Table 5.3 and stated in Paragraph 5.2 is queried.

The traffic generation numbers shown in Tables 5.1 and 5.2 is not reflective in the traffic flow diagrams. It is also not understood why there are negative numbers shown on the traffic flow diagrams. Clarification on the development distribution assumptions is sought (it is noted that in the TA one distribution diagram is provided however we are not sure of the assumptions behind this and to what peak hour period it relates to).

The assumptions for committed development / cumulative impact have not been set out for review.

Taking into account site traffic re-assignment due to the closure of the Cricklewood Lane access, it is noted that there would be additional vehicles at the already congested Depot Approach / A5 and the Cricklewood Lane / A5 signalised junctions. We are not sure of how or what assessment has been done in order to conclude that the development is 'not expected to have any material effect on the operation of those junctions.'

The reserved matters applications would need to detail the cumulative impact assessment relevant to each of the respective Phases.

### **Outstanding comments**

We await TfL comments in relation to bus impacts.

We await Network Rail comments in relation to train impacts.

### **Transport Improvements**

The following improvements / contributions are noted / required:

1. New pedestrian/cycle route between Depot Approach and Cricklewood Lane (needs to be secured with further design detail provided at the reserved matters stage);
2. Removal vehicle access from Cricklewood Lane (requires s278);
3. New public realm including a new public square, open space and play areas (likely S106, not S278 as no work within the public highway);
4. Improvements to existing public realm, including Cricklewood Green enhancements to be secured by s106/s278 agreement (probably S106 as any S278 matters will be addressed by item 2);
5. New Car Club space to provide for new residents and the wider local community (may require more than 1 space on-site, should be included in layout plans and Travel Plan);
6. Land safeguarded so as not to preclude future southern access into Cricklewood Station;
7. Travel Plan monitoring contributions and Travel Plan incentives;
8. s278 agreement for improvements to the pedestrian environment which comprises controlled crossing facility on Cricklewood Lane and improvements to the pedestrian route beneath the rail

bridge. This would require further work with Council's Highways Team and TfL;

9. s106 contribution towards CPZ review (£42,000);

10. School streets scheme at Childs Hill School (s106 contribution). Further details below.

The council is rolling out a programme of School streets to assist with Active Travel, road safety, congestion, emissions reduction and social distancing around schools usually in response to requests from schools given increases in traffic volumes locally since lockdown. Childs Hill primary is one such school where requests have been received.

From several online meetings with the school it has become apparent that there is a local congestion problem and also a potential risk to road safety, the school has already supported a school crossing patrol member. The council is looking at developing a schools street scheme for the school and seeking residents and parents support through consultation.

The nominal cost is likely to be 50-60k mostly made up of the costs of providing cameras and kit for enforcement at around 20,000 per camera (2) and also traffic orders, consultation, scheme design and project management. If consultation is successful, we will aim to roll out the scheme in the first term of the new school year.

If the B&Q development generates increased demand for school places and associated traffic during the morning and afternoon school peaks this will exacerbate the current problems.

Accordingly, it is considered that funding for the school street proposals should be granted as a means of mitigating potential impact on school traffic and road safety in the vicinity of the development.

We would suggest that any s106 funding be provided in the order of 10-15k for design pm and consultation, with the remaining 45k contingent on successful outcome of consultation and a chief officers Decision to Proceed with the scheme.

11. Neighbourhood measures scheme for Cricklewood (proposed scheme)

A design for the scheme is to be developed (refer to study area below). Estimates of costs are in the region of £200,000 - £250,000. Further information to be provided.



## Carter, Richard

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**From:** Dillon, Andrew  
**Sent:** 30 June 2021 17:25  
**To:** Griffiths, Carl  
**Subject:** RE: Draft Report

Minor comments, Jonathan Hardy really doesn't like it does he. Can't see it getting through on the 13<sup>th</sup>. Is the deadline definitely 2<sup>nd</sup> or has Committee service said they will accept up to Monday.

**Andrew Dillon MRTPI**  
**Planning Manager**  
**Major Projects Team**  
**Development and Regulatory Services**  
London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW  
Tel: 020 8359 4729  
Barnet Online: [www.barnet.gov.uk](http://www.barnet.gov.uk)

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**SHORTLIST**



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**From:** Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>  
**Sent:** 29 June 2021 13:06

To: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>  
Subject: Draft Report

FYI – a few things still to do

**Carl Griffiths**  
Principal Planner  
Major Projects

**Strategic Planning and Regeneration  
Regional Enterprise**

2 Bristol Avenue, Colindale, NW9 4EW

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**LOCATION:** B And Q  
Broadway Retail Park  
Cricklewood Lane  
London  
NW2 1ES

**REFERENCE:** 20/3564/OUT      Validated: 19.08.2020

**WARD:** Childs Hill      Expiry: 18.11.2020

**APPLICANT:** Montreaux Cricklewood Development Ltd

**PROPOSAL:** Outline planning application (including means of access with all other matters reserved) for the demolition of existing buildings and the comprehensive phased redevelopment of the site for a mix of uses including up to 1100 residential units (Use Class C3), and up to 1200 sqm of flexible commercial and community floorspace (Use Classes A3/B1/D1 and D2) in buildings ranging from 3 to 25 storeys along with car and cycle parking landscaping and associated works.

## RECOMMENDATION

### Recommendation 1

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

XXXXXXXXXXXXXXXXXXXXXXX HOT TO BE ADDED XXXXXXXXXXXXXXXXXXXXXXXXXX

## MATERIAL CONSIDERATIONS

### 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 (2021) published 2<sup>nd</sup> March 2021 sets out the Mayor's overarching strategic planning framework from 2019 up to 2041. This document replaced the London Plan 2016.

Commented [DA1]: Policy references

#### **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.

Commented [DA2]: Need to add in Reg 19 section, Denisse just updated this morning I think on the pre app template.

Commented [DA3]: Also policies>

#### **National Planning Guidance:**

National planning policies are set out in the National Planning Policy Framework (NPPF) (2019).

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.

#### The Community Infrastructure Levy Regulations 2010:

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

#### Environmental Impact Assessment Regulations 2017

The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 (hereafter referred to as 'the EIA Regulations') requires that for certain planning applications, an Environmental Impact Assessment (EIA) must be undertaken.

The term EIA is used to describe the procedure that must be followed for certain projects before they can be granted planning consent. The procedure is designed to draw together an assessment of the likely environmental effects (alongside economic and social factors) resulting from a proposed development. These are reported in a document called an Environmental Statement (ES).

Section 13 of the EIA Regulations allows applicants to request from the local planning authority a written statement, ascertaining their opinion as to the scope of information to be provided in the ES. Whilst not a statutory requirement of the EIA process, requesting a Scoping Opinion clarifies the content and methodology of the EIA between the local planning authority and the applicant.

A formal Scoping Request was made by the applicant's agents Iceni Project and a Scoping Opinion was adopted by the Council in February 2019. The Scoping Opinion agreed the following scope for the ES, and the ES has been submitted in accordance with the agreed scope:

- Chapter 8: Air Quality;
- Chapter 9: Archaeology;
- Chapter 10: Climate Change;
- Chapter 11: Daylight, Sunlight & Overshadowing;

- Chapter 12: Ground Conditions and Contamination;
- Chapter 13: Noise & Vibration;
- Chapter 14: Socio-economics and Health;
- Chapter 15: Traffic and Transport; and
- Chapter 16: Wind Microclimate.

The following non-technical chapters are also provided as part of ES Volume I:

- Chapter 1: Introduction;
- Chapter 2: Planning Policy Context;
- Chapter 3: Existing Site and Surroundings;
- Chapter 4: Alternatives and Design Evolution;
- Chapter 5: The Proposed Development;
- Chapter 6: Demolition and Construction;
- Chapter 7: EIA Methodology;
- Chapter 17: Effect Interactions;
- Chapter 18: Summary of Mitigation; and
- Chapter 19: Residual Effects and Conclusions.

## **1.0 Site Description**

- 1.1 The application site comprises a site of approximately 2.78 hectares within Cricklewood, immediately to the west of Cricklewood Station and to the north of Cricklewood Road. The site was previously occupied by retail uses, the largest of which was a B&Q retail store accommodated within a large warehouse style building. Aside from the buildings which accommodating the retail uses, the rest of the site is largely made up of hardstanding providing a large expanse of ground level parking.
- 1.2 Immediately to the south of the site is an area of green space which buffers the site from Cricklewood Road; Cricklewood Green. This area of greenspace is identified as an Asset of Community Value (ACV).
- 1.3 Immediately to the west of the site is a series of commercial buildings adjacent to Cricklewood Lane and further to the north, a Bingo complex with associated car park.
- 1.4 To the north of the site is a builders merchants and associated hardstanding. Also to the north and north-west of the site is the Railway Terraces estate which is a designated Conservation Area. Kara Way playground is located to the north-west of the site which provides a children's play area for the local community.

- 1.5 immediately to the east of the site is Cricklewood Station and the associated railway infrastructure. Given the proximity to the station and to nearby bus routes, the site has a Public Transport Accessibility Level (PTAL) of 4-5.
- 1.6 The site is located in the Brent Cross Cricklewood Growth Area and is designated within the Cricklewood and Brent Cross Opportunity Area as designated within the London Plan. The site is also located within the Brent Cross Cricklewood Regeneration Area as designated within the Barnet Local Plan.
- 1.7 There are no statutory designated heritage assets on the Site, however as well as the designated Railway Terraces Conservation Area, there are three Grade II listed structures are located within a 500 metres radius of the Site. These include the Milestone Sited Outside Number 3 and 4 Gratton Terrace, t three Lamp Standards in front of the Crown Public House and the Crown Public House itself.

## **2.0 Proposed Development**

- 2.1 Outline planning consent (with all matters reserved apart from access) is sought for the comprehensive redevelopment of the B&Q Cricklewood site. The description of development is as follows:

*Outline planning application (including means of access with all other matters reserved) for the demolition of existing buildings and the comprehensive phased redevelopment of the site for a mix of uses including up to 1100 residential units (Use Class C3), and up to 1200 sqm of flexible commercial and community floorspace (Use Classes A3/B1/D1 and D2) in buildings ranging from 3 to 25 storeys along with car and cycle parking landscaping and associated works (this application is accompanied by an Environmental Statement)*

## **3.0 Relevant Planning History**

- 3.1 The following applications relate directly to the application site:
- 19/6632/ESC - Environmental Impact Assessment Scoping Opinion. Formal Scoping. Opinion issued: 19.02.2020
  - 17/6211/ADV - Non illuminated and illuminated fascia signs. Approved: 31.01.2018.

- F/03051/10 - Retention of a mezzanine floor measuring 301 sq m for the purposes of storage ancillary to the existing retail units. Approved: 06.10.2010.
- C00640BD/01 - Erection of 2m high perimeter fencing and landscaping works. Approved: 24.12.2001.
- C00640AY/00 - Externally illuminated signs and pole sign. Refused: 17.05.2000.
- C00640AX/99 - Demolition of rear extension and rebuilding, new garden centre, sprinkler tank and pump house, and conversion of retail unit to B & Q Warehouse. Approved: 07.02.2000.

3.2 In addition to the aforementioned planning applications, the planning history of the surrounding sites and area is relevant to the consideration of the current application.

3.3 1-13 Cricklewood (18/6353/FUL) – Residential-led redevelopment of the site to include demolition of existing buildings and erection of three blocks ranging from 6 to 9 storeys with flexible retail (Class A1-A4 & D1) at ground and basement level and 145 residential units (Class C3) on upper floors, with associated parking, servicing arrangements, amenity space, public realm improvements and all necessary ancillary and enabling works. This application has a resolution to approve granted by committee in November 2019 however is awaiting signing of the S106 Agreement.

Commented [DA4]: Can update this now.

3.4 194 -196 Cricklewood Broadway (17/0233/FUL) – Redevelopment of site to provide a 6-storey building comprising 3,457sqm of Class A1 use (food store) at ground floor level and 96no. self-13 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. This application was approved in January 2018 and is currently commencing on site.

3.5 In addition to the above, it should be noted that the application site is located within the Brent Cross Cricklewood Regeneration Area which has extensive planning history associated with the comprehensive Brent Cross redevelopment scheme.

#### 4.0 Consultations

4.1 As part of the consultation exercise, 2362 letters were sent to neighbouring occupiers with 1787 objections, 39 letters of support and 7 representations subsequently being received. These responses were received over two consultation exercises with one undertaken in August 2020 and one undertaken in May 2021 following submission of additional information in the form of an Urban Design Study.

##### Summary of Neighbour Objections

- 4.2 The material planning considerations contained within the objections received from neighbouring residents can be summarised as follows. In the interests of brevity, objections have been summarised and categorised. The substance of each objection is addressed within the main body of the report.

XXXXXXXXXXXXXXXXXXXXXXXXX OBJECTIONS TO BE SUMMARISED XXXXXXXXXXXXXXXX

- 4.3 In addition to the 1787 objections from neighbouring residents, objections were also received from the following:
- Mike Freer MP
  - Cllr Anne Clarke AM (Ward Member for Cricklewood and London Assembly Member)
  - Cllr Peter Zinkin (Ward Member for Cricklewood)
  - Andrew Dismore AM (former London Assembly Member)

Responses from External Consultees

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

Consultee	Response
Greater London Authority	<p><u>Principle of Development</u></p> <p>The development of this well-connected, under-utilised site within an opportunity area and town centre location for residential-led uses is strongly supported.</p> <p><u>Affordable Housing:</u></p> <p>The 35% affordable housing offer (by habitable room), is welcomed; however, the tenure of 30% affordable rent and 70% intermediate does not meet the Council's specified tenure mix; affordable rent units at 65% of market rent and all of the Build to Rent Discount Market Rent units at 80% of market rents do not meet affordability requirements. Assessment of the Financial Viability Assessment is ongoing.</p> <p><u>Urban design and Historic Environment:</u></p>

	<p>The proposals would be a step-change in scale when viewed from the prevailing Victorian/Edwardian surrounding streets; however, the heights proposed are broadly in line with planning policy in this highly accessible town centre and Opportunity Area location.</p> <p>The visual, functional, environmental, and cumulative impacts have been rigorously assessed and are acceptable. The size of the site provides an exceptional opportunity for high-density housing delivery, with tall buildings that do not unacceptably impact the surroundings. The illustrative scheme demonstrates that an appropriate design quality could be achieved, with no harm to the significance of heritage assets; however, this is subject to amendment of the Development Heights Parameter Plan, which does not give sufficient control over building heights.</p> <p>Example floor plans should also be provided and an outline fire statement.</p> <p><u>Transport:</u></p> <p>The site is highly accessible with very good public transport access, and will result in a significant reduction in vehicle trips, which will benefit the adjoining road network. The proposal is supported; however further information is required on bus service impacts; active travel zone assessment; cycle parking; walking/cycling and public realm improvements; and step-free access to Cricklewood Station. Planning conditions and obligations are required.</p> <p>Climate change and environment: Further information is required on energy, the circular economy,</p>
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	water-related matters, and urban greening.
London Borough of Camden	<p><u>Land Use</u></p> <p>Concern is raised regarding the small proportion of commercial floorspace being proposed, especially the lack of a mix of uses which is proposed across the blocks with block C and D having no commercial offering which is considered to be contrary to chapters 2 and 6 of the National Planning Policy Framework 2019. 1,100 residential units are proposed with a small proportion of community infrastructure being proposed to support the development.</p> <p>The planning statement draws on the creation of a 'civic heart' yet there is no community space offering which could support this. The commercial offer is 1,500sqm of all use classes (A1-A3, D1 and D2). Whilst the document states that it is unlikely that one use could occupy all of the commercial space, this is a possibility and therefore the lack of commercial floorspace is of a concern, especially due to the range of retail services which the existing site offers to the local community. This is further challenged through the lack of community infrastructure that the development is proposing.</p> <p>Camden is concerned at the loss of the retail provision and lack of community space being proposed. This in turn would put further pressure on the community facilities in Camden and would fail to deliver a mixed and balanced sustainable development.</p> <p>Of particular concern is the current pressure on GP services within the area.</p>

	<p>Within the submitted document ES Volume one Chapter 14, it states: '14.4.31- At the eight practices there are 22.3 FTE GPs in total. The average number of patients per FTE GP across the practices (2,177) far exceeds the target ratio of 1,800 patients per FTE GP and therefore has no capacity for additional residents.' It is stated that one of the key objectives of the development is to "Provide a new civic space and community facilities, reflecting and building on Cricklewood local residents' civic aspirations and pride." (Page 30 of Design and Access Statement).</p> <p>This is not achieved nor considered to be included within the current application and this is of considerable concern to Camden due to the pressure the development could put on Camden's health services.</p> <p><u>Design and Bulk</u></p> <p>Concern is raised regarding the bulk of block A. It is considered that it sits proud of block C and harms the visual links through the scheme which the development is trying to achieve. Due to the height of the proposed buildings, relief needs to be provided at the ground floor level across the site, and currently this is not achieved. By reducing the bulk of Block A and lining it up with Block C, further connection through the site could be achieved and a further enhanced area of public open space delivered as demonstrated within an early sketch on page 34 of the DAS. This would break up the bulk and provide some meaningful open space which would reduce the pressure on open space in Camden.</p>
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	<p>Concern is raised regarding the proposed maximum building heights to allow for varying maximum amounts of plant, lift overruns, stair access to roof and building management units. This should all be contained within the building envelope and total maximum height. Through incorporating such additions within the design of the building, this would reduce a cluttered skyline and associated paraphernalia which would otherwise harm longer views of the proposal when viewed from Camden.</p> <p><u>Affordable Housing</u></p> <p>Camden would want to see the policy-compliant amount of Affordable Housing on site, which should be split between Social Rent and some Intermediate Housing affordable to working families (eg: key workers). On mixed tenure schemes, Camden would expect to see a larger number of homes for social rent, along with a smaller proportion of intermediate housing units.</p> <p>In order to create mixed, balanced communities, a mix of sizes should be provided, including 1, 2, 3 and 4 bed homes, with a policy-compliant proportion to be family sized units. There are 105 three bedroom units with no 4 bed units.</p> <p>Consideration should also be given to child density. A policy-compliant percentage of wheelchair housing across the whole site should be provided.</p> <p>Proportions to be split between Fully Accessible (M4(3)(2)(b) and Adaptable (M4(3)(2)(a) wheelchair homes. Currently it is not considered that the proposed housing mix would deliver a</p>
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	<p>mixed and balanced community.</p> <p>Transport The Transport Assessment states that the development will be secured as a car-free development via a S106 agreement. This would mean future residents would be unable to obtain residents parking permits to park on the public highway in the vicinity of the site. This is welcomed by Camden as it will encourage future residents to use active and sustainable means of transport.</p> <p>The development proposes to provide residents disabled parking for 3% of the proposed 1100 flats, with the ability to provide additional parking for a further 7% of flats. This is in line with the (intend to publish) London Plan. Eight operational and four disabled parking bays are proposed for the non-residential uses, which is welcomed.</p> <p>The Transport Assessment estimates that a total of 70 vehicles movements (40 Heavy Goods Vehicles and 30 Light Goods Vehicles) per day will occur from Jan 2023 to Dec 2024. This represents the peak vehicle movements of 4the construction programme. Further details should be secured within a Construction Logistics Plan (CLP) if planning permission is granted. The CLP should be reviewed and approved prior to implementation. The TLRN should be used for construction vehicle movements, and local roads used only to access the site from the TLRN.</p> <p><u>Amenity</u></p> <p>Whilst the proposal is for an overly large development which would have an impact on the townscape, it is not considered that the development would</p>
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	<p>harm the amenity of Camden residents in terms of daylight, sunlight, outlook or privacy.</p> <p>On the basis of the submitted information, the development is considered unacceptable due to the bulk of block A, the affordable housing provision, and the loss of retail floorspace and lack of community provision, therefore failing to provide a sustainable and appropriately designed development.</p> <p>This would harm the local economy, vitality and viability of the local community, existing health services, and character and appearance of the surrounding townscape, which would be contrary to policies C1, C2, C3, D1, E1, E2, G1, H4, H6, H7, H8, TC1, TC4 and TC5 of the Camden Local Plan 2017. It is requested that the application is refused unless the above concerns can be adequately addressed.</p>
London Borough of Brent	The London Borough of Brent, the Local Planning Authority, have considered the proposal and have NO OBJECTION.
Metropolitan Police Service	I do not object to this proposal but due to the reported issues affecting the ward and potential issues as highlighted, I would respectfully request that a planning condition is attached to any approval, whereby each development must achieve Secured By Design accreditation, prior to occupation.
Natural England	Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily

	protected nature conservation sites or landscapes.
Thames Water	<p>Thames Water would advise that with regard to SURFACE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Thames Water are currently working with the developer of application 20/3564/OUT to identify and deliver the off-site FOUL WATER infrastructure needs to serve the development. Thames Water have identified that some capacity exists within the foul water network to serve 500 dwellings but beyond that, upgrades to the waste water network will be required. Works are ongoing to understand this in more detail and as such Thames Water feel it would be prudent for an appropriately worded planning condition to be attached to any approval to ensure development doesn't outpace the delivery of essential infrastructure.</p> <p>Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree a position on water networks but have been unable to do so in the time available and as such Thames Water would request that a condition be added to any planning permission.</p>
Railway Terraces Community Association	The Railway Terraces Residents' Association objects strongly to this proposed development and we request Barnet's planning committee reject this application in its present form. Our main concerns are the height and

	<p>density of the buildings, the total disregard for the present street scene and the increased stress on the local infrastructure.</p> <p>We live in a Conservation Area. Very high tower blocks ranging from 15 to 25 storeys will be visible and overbearing and will destroy the important uninterrupted views in and out of the terraces, referred to in the 'Railway Terraces Conservation Area Character Appraisal' document (reviewed in 2016 para 4.2 Views and Vistas). These tower blocks will be seen across the open space of the allotments (also in the conservation area) and over the roofs of our homes to Cricklewood and beyond. The Planning (Listed Buildings and Conservation Areas) Act 1990, Section 72 states 'special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the area.' The proposed development is extremely detrimental to the character and appearance of the Railway Terraces.</p> <p>Furthermore, page 21 of Barnet's Tall Buildings Update 2019, states, 'Historic England and CABI guidance on tall buildings notes that the effect on the historic context should be considered to '...ensure that the proposal will preserve and/or enhance historic buildings, sites, landscapes and skylines' and goes on to note that the impact on views to and from historic buildings should be considered over a wide area....Figure 4 shows the locations of existing tall buildings in the context of the conservation areas in Barnet. This highlights that most tall buildings are located some distance away from the conservation areas.' Why then are these massive tower blocks being put right next to the Railway Terraces Conservation Area?</p>
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	<p>The cottages are built on a near north south axis following the railway. It follows that we have approximately half a day of sunlight on either side of our homes. The side of the cottages opposite the development and which faces east, will be in the development's shadow and suffer a 20% loss of sunlight which is significant when that side of your home has sunlight for only half a day. Montreaux has dismissed this as negligible. We are also concerned about the loss of light to Kara Way Playground so important for the health of local children.</p> <p>There are no very tall buildings in Cricklewood. Barnet planning committee reduced the storeys on the Co-op site to 9 storeys and Brent has reduced the buildings on the Matalan site to 7 storeys. Page 31 of 'Barnet's Tall Buildings Update 2019', states that 6 to 14 storeys is appropriate for buildings in Cricklewood. We would argue that since the site is on a hill, the buildings should be no higher than 6 storeys. The architecture in Cricklewood is predominantly Victorian and Edwardian, 2 to 4 storeys high. The proposed plans do not fit with local architecture and will destroy the street scene.</p> <p>Cricklewood is one of the most densely populated areas in Barnet. 1,100 housing units will equate to some 3,000 or more new residents. This will put enormous pressure on local services, which are already stretched such as GP surgeries, transport, leisure facilities and local parks. The site is linked to the A5 by Depot Approach. All vehicular access to and from the site (deliveries, services, visitors) will be via Depot Approach which runs alongside Kara Way playground, increasing pollution to</p>
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	<p>the playground and increasing pollution and congestion on the A5, already one of the most polluted and congested roads in London.</p> <p>The description of Cricklewood Station, as a convenient 'transport hub', is misleading. It is the only rail station in Cricklewood and serves only the City and South East London. We do not have an underground and links to the West End, West and North London are by bus and are already slow due to congestion.</p> <p>Many of our residents attended the public consultation and spent a great deal of time studying and discussing the plans and diagrams with Montreaux representatives, who were told repeatedly that the buildings were too high and too dense for our area. Indeed communications with other local residents associations, lead us to believe that most, if not all, Cricklewood residents, who attended the consultation agreed. Yet no significant changes have been made to the plans. Montreaux has not listened to local residents and we have no alternative but to conclude the consultation process a sham and a tick-box exercise, and, as such, we ask the Council to disregard it.</p> <p>In conclusion, there is a strong community in Cricklewood, across borough dividing lines, and residents view the application as an attack on their community. We are disappointed and insulted. Disappointed in that we feel this is a missed opportunity to develop, for the enhancement of all Cricklewood, a site, which few would disagree, needs developed. Insulted, in that, we have been ignored. Also, had Montreaux and Barnet Councillors included local residents in their Pre-</p>
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	application Workshops 2 and 3 on 24th June 2019 and 16th August 2019, when height, massing and public realm issues were discussed, the present and extensive conflict may have been avoided.
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- 4.5 Officers are content that the matters raised in the consultation responses above have been adequately addressed within the main body of the report. It should be noted that consultation letters were also sent to the parties listed below, with no responses being received:

- Network Rail - Infrastructure Protection
- London Fire Brigade
- British Telecom
- Twentieth Century Society
- UK Power Networks

#### Responses from Internal Consultees

- 4.6 The responses received from internal consultees can be summarised as follows:

Consultee	Response
Environmental Health	No objection subject to conditions and assessment of further information at reserved matters stage.
Transport and Highways	XXXX TO BE ADDED XXXXXX
Trees and Arboriculture	<p>The quality of the site is very low in terms of tree cover and bio-diversity as the vast majority of the land is hard surfacing or buildings.</p> <p>There are trees on the site that merit retention G9, G10, T19 &amp; T21 on the tree plan which is a row of London Plane trees along site the railway line. They provide vital screening to the railway lines. The trees will also provide screening from Cricklewood Station towards any development on the site. The proposal retains these trees.</p>

	<p>Similarly, the mixed group of trees at the Cricklewood Lane entrance provide significant tree amenity (T48 to T74). Only 7 trees of this group will be retained in the outline proposal, the extent of tree loss is unacceptable. The extent of building A must be re-adjusted to ensure all the established trees are retained.</p> <p>The remaining trees on the site are of little merit and new landscape will provide an acceptable level of replacement planting.</p> <p>No detailed landscaping plans have been submitted. However, the indicative landscape plans for the ground floor, podium and roof areas appear to be providing a reasonable level of green infrastructure for the development. The development must meet the Urban Greening factor target of 0.4 as required in the forthcoming London Plan.</p> <p>With buildings up to 25 stories the visual impact of the proposal on the street scene will be considerable. The proposed new. The applicants must look to Trees and Design Action Group's publication Trees in the Hardscape (<a href="http://www.tdag.org.uk">www.tdag.org.uk</a>) for suitable systems to establish of trees within the scheme.</p> <p>Cricklewood Green is the only public open space in the vicinity of the development with Gladstone Park and Clairmont Parks some distance away. Due to the slope and the design, currently it appears to be under used by local residents. There must be considerable enhancement to this space to create a pocket park that will service the residents and visitors to Cricklewood. The retention of the</p>
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	<p>mature trees in this space is essential.</p> <p>No objection, subject to the alteration of block A to include all the established trees at the main entrance to the development.</p>
Heritage and Conservation	<p>Whilst there is no in-principle objection to the redevelopment of this site, it is clearly demonstrated within the applicant's own submissions, that in terms of the overall scale, density, massing, height, layout, and relationship to neighbouring buildings and the local area more generally, the proposal does not promote or reinforce local distinctiveness. It can clearly be considered that little thought has been given to the connections between people and places, the character of the surrounding vernacular and building typology in the local area and the integration of this gargantuan development into the existing built and historic environment.</p> <p>It is interesting to note, looking through the applicant's Built Heritage, Townscape and Visual Impact Assessment (HTVIA), that the proposed development is merely outlined with a blue line, rather than fully blocked out, which would be a fairer representation of the impact of the development in views. It is clearly evident, even in long distance views such as 1,3 and 4 for example, the sheer scale, height and mass of the proposed development is visually intrusive. But view 5 truly demonstrates the vast disparity and inappropriateness of scale, height and massing between the existing built environment of the locality and the proposal.</p>

	<p>There are two designated heritage assets which are in close proximity to the site and which are situated within Barnet.</p> <p><u>The Crown Public House:</u></p> <p>This is a Grade II listed building, listed in 1981, situated on Cricklewood Broadway. The list description is as follows:</p> <p><i>The Crown Public House TQ 28 NW 7/11 20.11.81</i></p> <p><i>II</i></p> <p><i>2. Dated 1900. Grand "Jacobean" public house of 2 storeys with 2 dormered storeys in mansard roof. Three storey wing to right 4 bays faced in sandstone. Rusticated attached columns and pilasters flank 4 entrance doors to main block and 2 doors to wing, first floor projection of 16 lights with single flanking 2 light windows. Two windows to wing. Two bay decorative gabling at second floor with mullioned windows surmounted by blind archway. Second floor to wing battlemented with ornamental crest, pyramid roof and decorative finial.</i></p> <p>The building is set back from the pavement with a large forecourt to its front. It is connected, by a rear extension, to the neighbouring Clayton Crown Hotel, which sits forward of the pub in the street. Due to the difference in architectural appearance of both buildings, the pub appears in the streetscene as a standalone structure. It is a prominent building within the townscape, viewed and experienced as it is with its iconic roofscape and a clear sky above and around it.</p>
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	<p>The applicant's HTVIA clearly shows that due to the vast height of the proposed main tower, this block would be clearly visible in views from the public realm looking north. Another smaller block would be then be seen to "fill in" the existing space between the pub and its neighbour to the north.</p> <p>It is clear therefore, that whilst no actual harm may be done to the heritage asset itself, its significance within the streetscape and Cricklewood town Centre would be diminished by the visual intrusiveness of the proposal.</p> <p>The Cricklewood Railway Terraces Conservation Area:</p> <p>The Railway Terraces, Cricklewood Conservation Area was designated by the Council in March 1998. Conservation Area status acknowledges the importance of an area, highlighting its real and potential attractiveness. It also means that the Council's efforts in the area are geared to preserving and enhancing its special character and appearance. The majority of historic buildings are also locally listed, so are undesignated heritage assets which need consideration. The formal, regular street scape and building layout, together with the unusual relationship between buildings, private and public open space all help to give the area a distinctive, intimate but ordered feel. The area is characterised by small scale, dense development with regular building rhythms and designs.</p> <p>Views into and out of the conservation area are important. It is interesting to note that the original character appraisal for the area recognises that</p>
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	<p>harm has been caused with “views from the Conservation Area to intrusive features such as the mast to the north east across the railway line and the new industrial building on Kara Way and glimpsed views of the ends of Gratton Road from Edgware Road.”</p> <p>The fact that these developments are considered intrusive pales into insignificance in relation to the scale of intrusiveness that the proposed development will have on views, particularly looking south and east. It should be pointed out that the various views submitted by the applicant from within the conservation area are taken at ground level and fail to recognise the views that resident will have of the development from within their properties at first floor level. However, nowhere more so is the vast disparity in scale, height mass and bulk and its impact demonstrated more clearly between the locally listed buildings within the conservation area and the proposed scheme than in view 14, taken from the allotments to the east.</p> <p>It is quite clear in this view, despite the LPA’s consistent message to the applicant that the blocks nearer the CA need to be more respectful in size and scale to the existing terraces, that whilst they do diminish in storey height the closer they come to the terraces, far greater significant reduction in storey height would need to happen in order for this to be achieved. Given that all the blocks are prominent in most views looking south this would need to be applied to all the mega tower blocks</p> <p>The most recent appraisal states that “Chimneys are part of the historic streetscape, and an important visual</p>
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	<p>feature because of their prominence as seen against the shallow pitch roofs, making a positive contribution to the conservation area. They usually have tall terracotta clay pots which are striking features against the skyline.” These features are identified as positive characteristics within the conservation area. It is quite obvious that in views looking south towards the scheme, these positive features will disappear into the mass of the new development behind which adversely affects their significance in their contribution to the CA.</p> <p>Conversely, the appraisal talks about inappropriate development. Certain development which borders the conservation area, such as the Cricklewood Timber warehouse on Kara Way, has failed to respect the character of the original buildings within the conservation area and careful consideration would need to be given to the scale, siting and design of any new development and a high standard of design and materials will be expected.</p> <p>As such it can be considered that the proposed development, in terms of its excessive scale, mass, bulk and height will have a detrimental impact and cause less than substantial harm to the setting of both of these designated heritage assets, aside what other interested 3rd parties may identify in regard to other heritage assets further afield.</p> <p><u>Conclusion:</u></p> <p>Policy DM01 states that: Protecting Barnet’s Character and Amenity states that development proposals should preserve or enhance local character</p>
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	<p>and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets. In order to protect character Policy DM01: Protecting Barnet's Character and Amenity requires development to demonstrate a good understanding of the local characteristics of an area. Proposals which are out of keeping with the character of an area will be refused.</p> <p>Core Strategy Policy CS5 states that: Protecting and Enhancing Barnet's Character to Create High Quality Places highlights that development in Barnet should respect the local context and distinctive local character.</p> <p>It is quite clear in terms of scale, mass, bulk and height that the proposed development does not concord with these policies.</p> <p>Paragraph 196 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal. Whilst officers may consider that the additional residential units and open space being provided creates public benefit, it should also be born in mind that there are also negative public impacts, often brought to the LPA's attention by objectors, such as the impact on existing local services and vehicular infrastructure, to name just a few, which need to be considered as weighing against the perceived public benefit of increased residential units.</p>
Urban Design	<u>Design background</u>

	<p>We have engaged with the applicant on dedicated design workshops in 2019. The workshops covered the proposed masterplan on a plot by plot basis, landscape and overall masterplanning principles were discussed tested and scrutinised.</p> <p>We need to stress at this point that this exercise did not involve any architectural discussion nor is the submitted relevant with architectural expression, the outcome is a masterplan which encloses building envelopes, open spaces and road network.</p> <p><u>Masterplan Concept</u></p> <p>The current masterplan has been designed to respond to the site-specific attributes such as the conservation area, existing retail environments and the improvement of the existing B&amp;Q site. The overarching vision is to create a high-quality living environment that is integrated into the wider context through a circulation network which is defined and overlooked by building frontages.</p> <p>The proposed masterplan is based on a hierarchy of buildings and interconnected open spaces framed by varying scale height and density. There is no dominant architectural pattern here as the proposed consists of building envelopes as part of the masterplan. The perimeter of the development plots is designed to provide a positive pedestrian experience which will ensure future enjoyment of spaces by residents.</p> <p>The masterplan responds to the existing hospital and demonstrates a seamless stich with station facilities</p>
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	<p>with a legible transition to residential areas. The focal point of a square associated with the Cricklewood Lane area is justified due to the footfall of the station and the need for public areas for people to enjoy while visiting.</p> <p><u>Height, bulk, scale and massing</u></p> <p>As mentioned above the proposed built form of the site comprises a series of building envelopes organised in a linear fashion. The bulk, scale and massing of individual building envelopes varies to account for the proposed uses and the scale of the spaces that they frame or relate to. This provides variation in character, visual interest, identity, place and way-finding across the masterplan.</p> <p>The tallest element proposed by the square is envisaged to mark the station, while the tallest residential elements are located on the Eastern part of the site overlooking the rail lines. This is an acceptable move.</p> <p>The overall design approach is proposing to enrich the area by creating diverse places within the masterplan. In order to achieve legible environments that are familiar, comfortable and easy to navigate, we envisage that future architectural proposals can build on this overarching principle in order to deliver through architecture the envisaged environments of this particular masterplan.</p> <p><u>Character</u></p> <p>The overall character of the masterplan is defined through the layout of buildings and related open spaces. It is a varied environment that</p>
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	<p>predominantly stays lower on the Northern edge to stitch to and respond to the Conservation area.</p> <p>This language manifests differently on the different typologies of buildings, further highlighting individual character but with a familiar design language. This attempt is welcome as it could reinforce wayfinding, provide more robust edges where needed and differentiate between public and private spaces.</p> <p><u>Visual impact and views</u></p> <p>Under the Local Plan, the protection of existing amenity arrangements in any area is an important aspect of determining whether a proposal is acceptable or otherwise. The protection of existing residential amenity is required through good design in new developments which intern promotes quality environments. More specifically Policy DM01 states that proposals should seek to manage the impact of new developments to ensure that there is not an excessive loss of amenity in terms of daylight/sunlight, outlook and privacy for existing occupiers.</p> <p>Separation distances internally and with regards to the neighbouring structures are taken in to account while designing, this is apparent by the proposed masterplan which specifically stresses the attention to separation distances of buildings. There is however increased sensitivity in terms of sunlight amenity, this however is an aspect highlighted by the masterplan for future designs to consider and mitigated.</p> <p>The study on views and subsequent impact is very satisfactory as the</p>
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	<p>design team managed to demonstrate minimum interruption to existing views, partly because of the manipulation of topography on site and partly because the proposed building envelopes are sensitive with regards to the existing urban fabric.</p> <p><u>Layout and connectivity</u></p> <p>The movement strategy creates optimum car flows without compromising the ability for pedestrians and cyclists to move around in an attractive environment, without interruptions, with minimal exposure to noise and air pollution and with clear and frequent views to destinations. This is achieved by the clarity of routes proposed within the masterplan, these are primary routes, emergency routes and most importantly pedestrian only routes.</p> <p>These new links reinforce the connectivity towards the existing hospital depending on which part of the masterplan the journey starts. Vehicular movement is not a dominant feature throughout and is designed for minimum interaction with pedestrians, allowing for people to activate the streets and resulting in more outdoor areas for future residents to enjoy and use in a positive way.</p> <p>The use and encouragement of alternative mobility such as cycling, carpooling or plainly encouraging walking should be applied on site. The rise in population will mean a significant rise in demand for transport and infrastructure; this could put a strain on the local system if not supported by an alternative mobility strategy.</p>
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	<p>The improved connectivity and permeability of the site, which accords with the intent of London Plan and Barnet Core Strategy reconnects the site with its surrounding areas as well as improved access to adjacent public transport and the wider network.</p> <p><u>Landscaping</u></p> <p>The majority of the landscaping works such as open space and squares Will be presented in detail along with future applications for the development of plots.</p> <ul style="list-style-type: none"> <li>- Proposed Plaza</li> <li>- Residential garden areas (front and back)</li> <li>- Street planting</li> <li>- Car parking</li> <li>- Play space</li> </ul> <p>The proposed masterplan incorporates a variety of open spaces which are sufficient to provide a much needed balance between grey and green infrastructure at this point in time. Finally the play provision is also incorporated within the masterplan proposal, ensuring that it is a major design element, not to be overlooked in future applications. The proposed landscaping details largely adhere to these requirements.</p> <p><u>Play space</u></p> <p>According to Housing SPG standard 1.2.2, the development is required to make appropriate play provisions in accordance with a GLA formula and calculation tool, whereby 10sqm of play space should be provided per child, with under-5 child play space provided on-site as a minimum, in accordance with the London Plan</p>
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	<p>'Shaping Neighbourhoods: Play &amp; Informal Recreation SPG and 'Providing for Children and Young People's Play and Informal Recreation' SPG'.</p> <p>The proposed play space is therefore acceptable and we anticipate more detail on the designs when applications for the development of plots come forward.</p>
Flood Risk and Drainage	No objection in principle subject to conditions.

- 4.7 Officers are content that the matters raised in the consultation responses above have been adequately addressed within the main body of the report.

## PLANNING ASSESSMENT

### 5.0 Principle of Development

- 5.1 The application site comprises a large retail use with a large expanse of surface level car parking. The application site has a PTAL of 4/5 and is located directly adjacent to Cricklewood Station. The site is located within the Brent Cross/ Cricklewood Opportunity Area and Brent Cross/ Cricklewood Regeneration Area. The site is located outside of Cricklewood Town Centre as designated within the Local Plan.

#### Retail and Commercial Use

- 5.2 The existing retail use has a gross internal floorspace of 7990 sqm, with the proposed development proposing a total of 1200 sqm of flexible use commercial floorspace. The development would therefore result in a loss of 6790 in retail floorspace.
- 5.3 Policy CS6 and DM11 of the Local Plan seek to protect and enhance Barnet's town centres through seeking to ensure that retail uses, and other appropriate town centre uses are located within the town centre. The application site lies on the edge of the designated town centre and as such there is no policy prerogative for protection of retail floorspace in this location and no in principle objection in this regard.
- 5.4 The development proposes 1200 sqm of flexible use commercial floorspace which would comprise of Use Classes A3, B1, D1, D2 under the previous Use Classes Order

however which are all covered by the Class E under the new Use Classes Order (1<sup>st</sup> September 2020). The application was submitted prior to the 1<sup>st</sup> September change to the legislation and as such is assessed under the transitional arrangements which refer to the old use classes.

- 5.5 The quantum of commercial floorspace provided is considered to be appropriate for the development and will serve the needs of the development population which would also support the vitality of Cricklewood Green and the new public square. It is considered that this in turn would support the row of commercial units opposite within the designated Cricklewood Town Centre which represent Secondary Retail Frontage.

#### Residential Use

- 5.6 As noted above, the application site is located within the Brent Cross/ Cricklewood Opportunity Area and Brent Cross/ Cricklewood Regeneration Area. This site represents a highly sustainable, brownfield site. Given the location and designation of the site, there is strong policy support for the optimisation of the site for housing delivery.
- 5.7 The Opportunity Area is recognised as a 'significant strategic growth area' with the A5 Edgware Road identified as a key corridor of change for mainly residential-led mixed use development and improved public realm. Proposals in these locations should seek to optimise residential output and densities, providing necessary social and other infrastructure to sustain growth.
- 5.8 At London level, London Plan Policy GG2 'Making the best use of land' seeks to enable the development of brownfield land and sets out that sites which are well-connected by existing rail stations should be prioritised. Policy H1 also supports housing delivery on brownfield sites, especially those with PTAL ratings of 3-6 or those located within 800m of a station or town centre boundary.
- 5.9 At local level, Policy CS1 sets out Barnet's place shaping strategy, which plans to concentrate and consolidate housing and economic growth in well located areas, to create a quality environment that will have positive economic impacts on the deprived neighbourhoods that surround them. Housing and employment growth will be specifically promoted within the west side of the Borough including at Brent Cross – Cricklewood.
- 5.10 Alongside these strategic policies which seek to direct development to locations such as the application site, it is also pertinent to consider local and regional housing

targets and the contribution that the development would make towards these targets.

+++ GUMMERY TO INCLUDE COMMENTARY ON 5YHLS +++

+ BTR ++

- 5.11 The application proposes 1100 residential units which would clearly make a substantial contribution towards the boroughs housing targets. Commensurate with this contribution, the housing delivery should thus be given significant weight in the wider planning balance exercise.

#### Community Use

- 5.12 As noted previously, the development would comprise of 1200 sqm of flexible use commercial space. The fundamental purpose of the flexible nature of the floorspace is to seek to maximise the likelihood of occupation and to ensure the vitality and vibrancy of the space. Community use (Use Class D2) is one of those uses that is included within the range of flexible uses.
- 5.12 It is noted that many of the objections received to the application, include objections to the impact of the new development on community infrastructure in the local area, including healthcare. It is noted that on the adjoining site at 1-13 Cricklewood Lane, a recently approved development secured the reprovision of the NHS facility that is currently on site.
- 5.13 In order to augment the reprovision of the facility on the adjoining site, the S106 for the current application would ensure that XXXX sqm of the flexible use floorspace would be ringfenced for occupation as a healthcare use. The S106 would require engagement with the LPA and NHS and the submission of a strategy for the occupation of the space including details of the specifications of the space as well as the lease terms.

Commented [DA6]: Doubt the NHS would be interested but does give a knockback on the objections

#### Conclusion

- 5.14 The principle of the redevelopment of the site for a residential-led, mixed use development is supported by local and regional strategic policies. The site is brownfield site in a highly sustainable location. The provision of 1100 residential units would make a substantial contribution towards the boroughs housing targets. The level of non-residential uses is considered to be appropriate for the site's

location on the edge of the town centre. For these reasons, the principle of development is considered to be acceptable.

## **6.0 Residential Density**

- 6.1 The London Plan 2021 was formally adopted in March 2021 and moves away from the density matrix that was included within the previous plan. The 2021 Plan takes a less prescriptive approach and Policy D3 states *inter alia* that the density of a development should result from a design-led approach to determine the capacity of the site with particular consideration should be given to the site context, its connectivity and accessibility by walking and cycling, and existing and planned public transport (including PTAL) and the capacity of surrounding infrastructure.
- 6.2 The site has an area of 2.78 hectares with 1100 residential units proposed, giving a residential density of 482 dwellings per hectare. London Plan Policy D3 seeks to ensure that well located, sustainable sites are optimised in terms of housing delivery and states that “higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling”. In this case, the site enjoys a highly sustainable location immediately adjacent to Cricklewood Station and several bus routes and as such officers consider that, in principle, the site is suitable for high density development.
- 6.3 The key assessment criteria for Policy D3 and the key consideration in this case is how the housing density manifests itself visually and the policy seeks to ensure that each scheme is subject to a design-led approach. In this case, the site has been the subject of a design-led approach and the layout, density and heights have been calibrated so as to best optimise both the delivery of houses and public open space. These matters are addressed in detail in subsequent sections of this report.

## **7.0 Residential Standards and Living Quality**

- 7.1 A high quality built environment, including high quality housing in support of the needs of occupiers and the community is part of the ‘sustainable development’ imperative of the NPPF. It is also 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.

### **Dwelling Mix**

- 7.2 Policy DM08 of the Local Plan states that new residential development should provide an appropriate mix of dwellings.
- 7.3 The development proposes 1100 residential units which would be of a mixture of studios, 1 beds 2beds and 3 beds. The current application is outline in nature and as such, the final mix of units would be agreed at Reserved Matters stage however the following indicative mix is provided:

	<b>Studio</b>	<b>1 Bed</b>	<b>2 Bed</b>	<b>3 Bed</b>	<b>Total</b>
Units	143	413	434	105	1100
%	13%	38%	39%	10%	100%

- 7.4 The final mix would be agreed at reserved matters stage however, based on the indicative mix, it is considered that the scheme has the potential to deliver a good mix of units with a good number of larger family sized accommodation.
- 7.5 It should be noted that part of the housing component will be Build to Rent (BTR) housing. The NPPF defines BTR as purpose-built housing that is typically 100% rented. It can form part of a wider multi-tenure development comprising either flats or houses but should be on the same site and/or contiguous with the main development. BTR schemes usually offer longer tenancy agreements of three years or more and will typically be professionally managed stock in single ownership and management control. BTR homes are designed and built specifically for renting with the sector offering longer tenancies, excellent on-site amenities, and good access to transport.
- 7.6 Officers recognise that BTR housing is an integral part of ensuring that demand for rented accommodation is met and in ensuring a suitable mix of tenures, appropriate for housing trends. The principle of BTR housing as part of the wider housing offer is therefore considered to be acceptable.

#### Residential Space Standards

- 7.7 Table 3.3 in the London Plan provides a minimum gross internal floor area for different sizes of dwelling. This is set out in the table below, which shows the areas relevant to the units proposed within the development:
- 7.8 The application is submitted in outline form with matters of layout reserved. Indicative details submitted show that each of the residential units could achieve the requisite minimum standards and a full assessment would be undertaken at Reserved Matters stage to ensure that this was the case with the detailed proposals.

### Wheelchair Housing

- 7.9 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 ~~2.8D7~~.
- 7.10 The applicant's Planning Statement sets out that 10% of the residential units would be provided as wheelchair adaptable in line with aforementioned policy context and in accordance with Part M4(3) of the Building Regulations. This is considered to be acceptable and a condition is attached which would ensure that this is secured as part of Reserved Matters applications.

### Amenity Space

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

Outdoor Amenity Space Requirements	Development Scale
For Flats: 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

- 7.12 The parameters set out propose a mix of private and communal amenity areas. All units will have access to private amenity space in the form of private balconies either recessed or projecting but all achieving the requisite space standard. All residents will also benefit from access to areas of shared communal amenity space along with areas of landscaped public open space retained within the development (public open

space is assessed in further detail in a subsequent section of this report). Further detail of the private amenity spaces would be secured at reserved matters stage.

#### Children's Play Space

- 7.13 London Plan Policy S4 requires development proposals to make provisions for play and informal recreation based on the expected child population generated by the scheme. The Mayor's Play and Recreation SPG and London Plan Policy S4 refer to a playspace calculator, updated in October 2019 which sets out how much playspace a development should be provided by a development based on the number of children. Based on the indicative housing mix, the calculator sets out that the development should provide 3438 sqm of playspace.
- 7.14 The submitted outline scheme outlines that a total of 3614 sqm of playspace would be provided which represents 105% of the requirement. The target for each age group is also met and exceeded in each case. The playspace would be located throughout the site with doorstep play provided within the communal amenity areas and playspace for the older age groups located within the public space. Notably, a large area of playspace would be located opposite the existing Kara Way playspace which would compliment its use and provide benefit through scale. Landscaping and layout are reserved matters so full details of the playspace provision would be secured at reserved matters stage.

#### Daylight/Sunlight and Overshadowing

- 7.15 As an outline application, the final layout of the development is a reserved matter however the parameters sought set a building envelope which is necessary in order for the ES testing. Accordingly, the parameters sought must be assessed at outline and it is appropriate that daylight/sunlight impact is assessed at this stage.
- 7.16 In order to demonstrate the daylight/sunlight levels to future housing units, the applicant has submitted an 'Internal Daylight and Sunlight Assessment' by GIA Surveyors. In terms of methodology, the assessment used the following:
- Daylight potential assessments on the elevations (Vertical Sky Component);
  - Sunlight potential assessments on the elevations within 90° of due south (Probable Sunlight Hours both annually and for the winter months); and
  - Overshadowing assessments for the public/communal areas of outdoor amenity (Sun Hours on Ground).

- 7.17 As an outline application with layout reserved, there are no floorplans included within the assessment and no empirical data on number of units affected and levels of VSC are represented through a colour scale on a 3D model. On all of the Blocks, the daylight assessment shows that the north elevations and courtyard elevations would have lower levels of VSC whilst the remaining elevations would have a good level as demonstrated by the colour scale. Overall, it is considered that the assessment shows a good potential for daylighting of the scheme. On the elevations where the lower VSC levels are identified, these will be unlikely to come forward with single aspect units given their location which would help to ensure that any harm is minimised.
- 7.18 In terms of sunlight, as with daylight, the ASPH results are shown through a colour scale on a 3D model. The results show good levels across the majority of the elevations with some exceptions on north facing and courtyard elevations. Again, these will be unlikely to come forward with single aspect units given their location which would help to ensure that any harm is minimised. Overall, it is considered that the scheme would deliver a good level of sunlight.
- 7.19 In terms of overshadowing, BRE guidance recommends that there should be at least 2 hours sun on ground when assessed on 21<sup>st</sup> March for winter sun and 21<sup>st</sup> June for summer sun. The GIA document shows the results of the overshadowing assessment and shows that on 21<sup>st</sup> March the vast majority of the ground floor open space would have the requisite level of sun on ground. The only exception to that is the area between Block A and Block C which would have less than the 2 hours along with some isolated areas around Block B. Similarly, the 21<sup>st</sup> June results show that the vast majority of the ground floor open space would have the requisite level of sun on ground. Again, the area between Block A and Block C and the isolated areas around Block B would have lower levels of sun on ground. Overall, it is considered that the development would ensure that the ground floor open spaces would retain a good level of sunlight.

## **8.0 Open Space**

- 8.1 The application site is located on the edge of Cricklewood Town Centre which suffers from a lack of open space. Most open spaces are more than 1km from the Site leaving Cricklewood town centre without meaningful open green space within walking distance with the exception of Cricklewood Green, to the front of the site, and this is reflected in the status of the space as an Asset of Community Value.
- 8.2 The development proposes a central area of public realm which would run north to south through the site. This would link two larger areas of public realm at the

northern and southern ends of the site. The area to the north of the site would be directly opposite the Kara Way playground and as such would create a larger, enhanced public area which would benefit from increased scale. Similarly, to the south of the site, a new town square would be created adjacent to Cricklewood Green which would enhance the usability and the function of the existing green space. Flexible use commercial and community uses would be located around the town square which would support the vitality and vibrancy of the town square and green.

- 8.3 Cricklewood Green itself is located outside of the red line boundary of the site however comprehensive landscape improvements to the space would be secured as part of the S106. This would include improved access and terracing of the slope to make the space more usable. Full details of the works and the layout and landscaping of the overall public realm would be secured at reserved matters stage.

## **9.0 Affordable Housing**

- 9.1 The Barnet Core Strategy (Policy CS4) seeks a borough wide target of 40% affordable homes on sites capable of accommodating ten or more dwellings. Policy H4 of the London plan states that the strategic target is for 50 per cent of all new homes delivered across London to be genuinely affordable. Policy H5 of the London Plan sets out a threshold approach to applications and states that a minimum of 35 per cent affordable housing should be provided on site. Schemes can benefit from the fast track route (whereby no financial viability appraisal is required) if a minimum of 35% affordable housing is provided which meets the boroughs prescribed tenure split as well as other criteria. In this case, the application is supported by a financial viability appraisal and is subject to the viability tested route.
- 9.2 A financial viability assessment was submitted in support of the application, undertaken by Montagu Evans. The Council subsequently instructed BNP Paribas to undertake a review of the document.
- 9.3 The initial affordable housing proposals envisaged a provision of 35% affordable housing with a tenure split of 70% intermediate and 30% low cost rent. The intermediate tenure would be a split of Shared Ownership and Discounted Market Rent (for the BTR units) whilst the low cost rented component would consist of Affordable Rent.
- 9.4 In assessing the initial affordable housing proposals, it was noted that this tenure split did not accord with the Council's target tenure mix of 60% rented and 40% intermediate. As a result of the deviation from the target tenure mix, officers

requested that sensitivity testing also be undertaken to test alternative viability scenarios in order to ascertain if was viable to provide a tenure mix closer to the Council's target mix. The submitted FVA therefore assessed the following:

- 30% low cost rent, 70% intermediate (the application proposals);
- 50% low cost rent, 50% intermediate;
- 60% low cost rent, 40% intermediate (Policy CS4 target).

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9.5

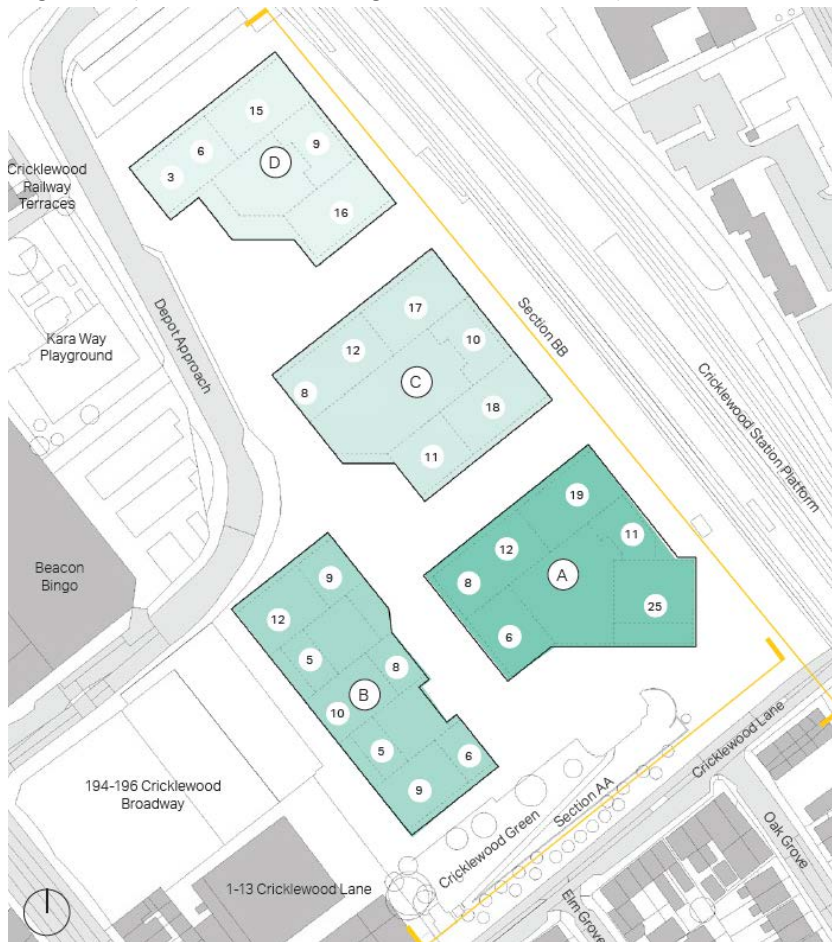
## 9.0 Tall Buildings, Design, Appearance and Visual Impact

### Tall Buildings

- 9.1 The outline consent seeks permission for development across four development parcels, A, B, C and D. Within each of these parcels would be a number of buildings of varying heights which are set out below.

Block	Building Heights (Storeys)
Block A	25
	19
	12
	11
	8
	6
Block B	12
	10
	9
	9
	8
	6
	5
Block C	18
	17
	12
	11
	10
	8
Block D	16
	15
	9
	6

- 9.2 The location of the aforementioned building heights can be clearly seen on the image below (extracted from the Design and Access Statement).



- 9.3 As is clear above, the majority of the buildings would constitute a tall building for the purposes of assessment, with the Barnet Local Plan defining a tall building as one which is 8 storeys or above. The height of the proposed buildings therefore necessarily dictates that a tall buildings assessment of the application must be undertaken.

- 9.4 Draft London Plan Policy D9 (Tall Buildings) states that tall buildings should only be developed in locations that are identified in Development Plans. The impact of buildings in long, mid range and immediate views should be addressed and the environmental impact of tall buildings should also be tested with regard to wind, daylight and sunlight, noise and cumulative impacts.
- 9.5 Paragraph 3.8.1 to this policy further states that whilst high density does not need to imply high rise, tall buildings can form part of a plan-led approach to facilitating regeneration opportunities and managing future growth, contributing to new homes and economic growth particularly in order to make optimal use of the capacity of sites which are well-connected by public transport and have good access to services and amenities. Tall buildings can help people navigate through the city by providing reference points and emphasising the hierarchy of a place such as its main centres of activity, and important street junctions and transport interchanges.
- 9.6 Core Strategy Policy CS5 of the Barnet Core Strategy identifies those areas of the borough where tall buildings will be suitable. The site is located within the Colindale Regeneration Area which is identified as one of the areas suitable for tall buildings by the Policy. The application site is located within the Brent Cross Cricklewood Regeneration Area which is identified as being suitable for tall buildings.
- 9.7 Given the compliance with Policy CS5 and D6, officers consider that the overarching principle of tall buildings in this location is acceptable. Nevertheless, further assessment is required as to whether the proposed building heights in themselves would be acceptable within their context. In order to fully assess this, it is necessary to carry out further assessment under Policy DM05 of the Local Plan which identifies 5 criteria which tall buildings would adhere to. These criteria are set out below with an assessment of the application against each criterion.
- i) An active street frontage
- 9.8 Development blocks A-D would be built with a podium deck with communal amenity areas located at podium level and as such the interface between the tall buildings and the public realm would be at ground floor level. Notwithstanding the podium nature of the development blocks, the public realm facing elevations of the podium elevations would incorporate active frontages. Whilst layout and design are reserved matters, outline details set out that residential core entrances would be located on the elevations facing the central public open space whilst flexible use commercial and community uses would be located on the elevations of Blocks A and B facing the new public square and Cricklewood Green. These active frontages comply with the criterion and can be clearly seen in the image below (flexible use units in yellow).

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ii) Successful integration into the urban fabric

9.9 In order to fully assess the visual impact of the proposed development and its level of integration into the surrounding urban fabric, a Heritage, Townscape and Visual Impact Assessment (HTVIA) from Montagu Evans was submitted in support of the application. Subsequent to this, a further Urban Design Study was submitted and was subject to a further consultation exercise.

9.10 In order to assess the visual impact of the development within its context, a number of viewpoints were identified and assessed within the HTVIA, these are set out below (those views marked with a \* are assessed under a subsequent section of this report). All views are considered cumulatively with other consented development.

- 1) Clitterhouse Playing Fields looking South
- 2) Claremont Road/The Vale Junction looking South
- 3) Hampstead Cemetery looking West
- 4) Cricklewood Lane (The Tavern) looking West
- 5) Cricklewood Station looking South-west
- 6) Oak Grove looking North-west
- 7) Elm Grove looking North-west
- 8) Cricklewood Broadway (The Crown Pub) looking North\*
- 9) Chichele Road looking North-east
- 10) Walm Lane/St Gabriel's Church looking North-east\*
- 11) Ashford Road looking North-east
- 12) Cricklewood Broadway looking South-east
- 13) Railway Terraces Needham Terrace looking South-east\*
- 14) Railway Terraces Allotments looking South-east\*
- 15) Railway Terraces Johnston Terrace looking South-east\*
- 16) Railway Terraces Rockhall Way Gardens looking South-east\*
- 17) LVMF View 5A.2 Greenwich Park, the General Wolfe Statue\*

9.11 View 1 is taken from Clitterhouse Playing Fields looking South. The existing view is characterised by green open in both the foreground and middleground. The backdrop is formed of continuous hedgerow boundaries and mature trees which extend from right to left and partially screen residential properties within the Golders Green Estate to the south. The cumulative view would show the proposed development and the consented Brent Cross development scheme (BXC) rising above the continuous hedgerow boundary. Officers consider that the magnitude of change would not be substantial, with a minor adverse impact due to the distance and the level of screening by the foliage.

9.12 View 2 is taken from Claremont Road/The Vale Junction looking South. The existing view is characterised by suburban residential development, associated roads and surrounding vegetation which reflects a typical suburban street scene. The cumulative view shows that the proposed BXC development would totally obscure the proposed development. The impact of the development in this view would therefore be nil.

- 9.13 View 3 is taken from Hampstead Cemetery looking West. The existing view is characterised by regimented rows of gravestones and funerary monuments laid out within the middleground and background of the view, along with interspersed low-lying vegetation and mature trees shown from left to right. The cumulative view shows that the proposed development would present in background of the view above the tree line. Officers consider that the magnitude of change would not be substantial, with a minor adverse impact due to the distance and the level of screening by the foliage.
- 9.14 View 4 is taken from Cricklewood Lane (The Tavern) looking West. The existing view represents the main western route into Cricklewood town centre, this view is linear in configuration and characterised by mixed urban development either side of the road. The recent development at 112-132 Cricklewood Lane rises above the prevailing townscape to 8 storeys. The cumulative view shows that the proposed development would rise above the prevailing townscape with 4 tall elements decreasing in height from Block A to the left of the view. Officers consider that the magnitude of change would be moderate, with a minor adverse impact.
- 9.15 View 5 is taken from Cricklewood Station looking South-west. The existing view is characterised by the low rise station buildings and associated infrastructure with Cricklewood Lane leading to the west/left of the view. The cumulative view shows that the proposed development would present clearly and dominantly in this view in the middle and background of the view to the rear of the station. Officers consider that the magnitude of change would be significant. In terms of the effect of the change, this view represents a comparatively short-range view and development of any meaningful scale, accordant with strategic imperatives around optimisation would represent a high magnitude of change given the low-rise character of the station.
- 9.16 Paragraph 3.8,1 of the London Plan states, inter alia, that tall buildings can help people navigate through the city by providing reference points and emphasising the hierarchy of a place such as its main centres of activity, and important street junctions and transport interchanges. In this case, the tallest element at Block A would provide such a reference point and contribute toward the legibility and hierarchy of the area. In this regard, officers consider that the effect of the impact is neutral with any negative impact counterweighed by the positive impact to legibility.
- 9.17 View 6 is taken from Oak Grove looking North-west. The existing view is residential in nature. It is characterised by red brick terraced properties and more modern developments of comparable scale either side of the linear road view. The cumulative view would show Block A of the proposed development at 25 storeys

presenting dominantly at the end of the linear view. In terms of magnitude of change, officers consider that it is significant. Given the prevailing scale of development and the established residential character of the street, officers consider that the effect would be major adverse.

- 9.18 View 7 is taken from Elm Grove looking North-west. Similarly to view 6, the view is residential in nature and is characterised by red brick terraced properties either side of the linear road view. The cumulative view would show Block A of the proposed development at 25 storeys presenting dominantly at the end of the linear view with Blocks B and C presenting to the left and to the background respectively. In terms of magnitude of change, officers consider that it is significant. Given the prevailing scale of development and the established residential character of the street, officers consider that the effect would be major adverse.
- 9.19 View 9 is taken from Chichele Road looking North-east. The view is characterised by residential properties either side of the street which comprise uniform mansion blocks and terraced properties of three and four storeys. The cumulative view shows that the proposed development would present centrally within the linear view, consented scheme 1-13 Cricklewood Lane would also present in the foreground of the proposed development. Officers consider that the magnitude of change would be moderate, with a minor adverse impact.
- 9.20 View 11 is taken from Ashford Road looking North-east. The existing view is characterised by residential terraced housing and the 9-storey tall inter-war flat block of Ashford Court either side of the linear road. The cumulative view shows that the proposed development would present across the skyline from left to right, with the consented development at 194-196 Cricklewood Broadway also viewable. Officers consider that the magnitude of change would be moderate, with a minor adverse impact due to the distance and the height of existing development in the foreground.
- 9.21 View 12 is characterised by a mixed commercial and residential street with the view is framed on the left by a terrace of locally listed buildings (nos. 1-40 Gratton Terrace) which form a consistent building line and set piece in the left frame of the view. The cumulative view shows that Grafton Terrace would totally obscure the proposed development. The impact of the development in this view would therefore be nil.
- 9.22 In summary, officers note that there are instances of adverse impacts, most notably in Views 6 and 7. Notwithstanding these views where major adverse impacts are identified, officers must take a view of the scheme in the whole and in the context of

the strategic policy designations for the site. The site is identified as being suitable for tall buildings and as an area for intensification under its designation as a Regeneration Area/Opportunity Area. In this context and particularly in views 6 and 7, development of any scale which sought to align with these strategic objectives would represent a significant magnitude of change given the existing state of the application site and the low rise nature of the residential areas to the south. It is therefore largely inexorable that delivering a high density scheme which delivered on the strategic objectives would result in harm in views from the south of the site.

- 9.23 Nevertheless, the harm is identified and officers have taken this into account in taking a holistic view of the townscape (excluding heritage assets) impact. Given the limited viewpoints from where major adverse impacts are identified, it is considered that taken as a whole, the development would result in less than substantial townscape harm which will be taken into account in the wider planning balance.

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

- 9.24 View 17 represents the London View Management Framework View 5A.2 which is taken from Greenwich Park adjacent to the General Wolfe Statue. The LVMF describes the view as follows:

*‘Viewing location 5A includes two Assessment Points. The view from the statue, at Assessment Point 5A.1, takes in the formal, axial arrangement between Greenwich Palace, and the Queen’s House. The view also includes Greenwich Reach and the tall buildings on the Isle of Dogs.*

*The eastern extent of the panorama is towards central London and St Paul’s Cathedral. This is best seen from Assessment Point 5A.2, and includes a Protected Vista towards the Cathedral.*

*The relationship between Tower Bridge, the Monument to the Great Fire and St Paul’s Cathedral are important elements of the view. The threshold height of the Protected Vista between Assessment Point 5A.2 and St Paul’s Cathedral acknowledges the visual relationship between these three landmarks. The relationship, and the elements themselves, are integral to the viewer’s ability to recognise and appreciate St Paul’s Cathedral and its western towers in the view.*

*Therefore, new development should preserve or enhance the setting of the landmarks and the relationship between them.”*

9.25 The cumulative view shows that the development would not be readily perceptible in the view and as such there would be a negligible impact.

iv) Not cause harm to heritage assets and their setting

9.26 In terms of heritage assets, the HTVIA identified a number of assets which were incorporated into the assessment, within the study area. The study focuses on those assets which are likely to experience change as a result of the development and has excluded those which are unlikely to experience change. Those assets excluded are outlined below.

- Milestone Sited Outside Nos. 3 and 4 Gratton Terrace (Grade II) (4);
- Willesden Green Underground Station (Grade II) (8);
- Dollis Hill Synagogue and Forecourt Railings (Grade II) (9);
- Pair of K2 Telephone Kiosks outside The Recreation Ground (Grade II)(10);
- 128, Fortune Green Road (Grade II) (11);
- Beckford Primary School, Attached Railings and Gateway, and Building approx 23m to East within Playground (Grade II) (12);
- Kingsley Court (Grade II) (13);
- St Luke's Church Vicarage (Grade II) (14);
- Kings College: College Chapel, The Summerhouse, Kidderpore Hall, The Maynard Wing, and The Skeel Library (Grade II) (15);
- Golder's Green Synagogue (Grade II) (16);
- Untitled [Listening] Sculpture (Grade II) (17);
- 6, 8, 12, 14, 26, 26A, 33 and 35 Ferncroft Avenue (Grade II) (18);
- Church of St Francis (Grade II) (19);
- Cattle Trough at junction with Hermitage Lane (20); and
- 17, Rosecroft Avenue (Grade II) (21).

9.27 The study focuses on the following designated heritage assets which are likely to experience change as a result of the development.

- Railway Terraces Conservation Area;
- Mapesbury Conservation Area (LB Brent);
- The Crown Public House and Three Lamp Standards in front of The Crown Public House (Grade II);
- Church of St Gabriel (Grade II);
- Church of St Michael (Grade II);
- Hampstead Cemetery Mortuary Chapels, Monuments and Tombs (Grade II).

- 9.28 The Railway Terraces Conservation Area is assessed through viewpoints 13, 14, 15 and 16 within the HTVIA which are taken from Needham Terrace, Allotments, Johnston Terrace and Rockhall Way Gardens respectively. All of the views look south-east towards the application site.
- 9.29 As set out in the comments received from the Council's Heritage and Conservation officers, The Railway Terraces, Cricklewood Conservation Area was designated by the Council in March 1998. Conservation Area status acknowledges the importance of an area, highlighting its real and potential attractiveness. It also means that the Council's efforts in the area are geared to preserving and enhancing its special character and appearance. The majority of historic buildings are also locally listed, so are undesignated heritage assets which need consideration. The formal, regular street scape and building layout, together with the unusual relationship between buildings, private and public open space all help to give the area a distinctive, intimate but ordered feel. The area is characterised by small scale, dense development with regular building rhythms and designs.
- 9.29 The assessment undertaken by the Council's Heritage and Conservation officers identifies that in all of the assessed views from the CA, the development would be overly dominant and create a visual disparity in scale.
- 9.30 The assessment also identifies the positive contribution that chimneys make to the historic streetscape within the CA, "chimneys are part of the historic streetscape, and an important visual feature because of their prominence as seen against the shallow pitch roofs, making a positive contribution to the conservation area. They usually have tall terracotta clay pots which are striking features against the skyline." The assessment goes on to identify that these positive features will disappear into the mass of the new development behind which adversely affects their significance in their contribution to the CA.
- 9.31 The assessment concludes that "as such it can be considered that the proposed development, in terms of its excessive scale, mass, bulk and height will have a detrimental impact and cause less than substantial harm to the setting of both of these designated heritage assets, aside what other interested 3rd parties may identify in regard to other heritage assets further afield".
- 9.32 In balancing the views of the Council's Heritage and Conservation officer, it is necessary to understand the policy context. In this case, based on the views set out within the HTVIA and the assessment of the Conservation Officer, it is clear that the development would result in harm to the setting of the CA. However, the conclusion of the Conservation Officer is that this would constitute less than substantial harm.

- 9.33 in such instances Paragraph 196 of the NPPF is relevant and relates to the assessment of impacts on the settings of heritage assets. Paragraph 196 states that “where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.”
- 9.33 The less than substantial harm therefore needs to be balanced against the public benefits of the scheme. Most significant of these is the delivery of 1100 homes, 35% of which would be affordable. This must be afforded significant weight in any balancing exercise. Further public benefit is derived from the delivery of substantial new public realm, a new town square and enhancements to Cricklewood Green in an area lacking in open space.
- 9.34 Officers consider that the cumulative weight of the public benefits, in particular the delivery of a significant number of affordable houses, outweighs the less than substantial harm identified by Conservation officers.
- 9.35 The Crown Public House is Grade II listed located on Cricklewood Broadway and is assessed through viewpoints
- 9.36 The listed building description for the asset states the following:

*“Dated 1900. Grand “Jacobean” public house of 2 storeys with 2 dormered storeys in mansard roof. Three storey wing to right 4 bays faced in sandstone. Rusticated attached columns and pilasters flank 4 entrance doors to main block and 2 doors to wing, first floor projection of 16 lights with single flanking 2 light windows. Two windows to wing. Two bay decorative gabling at second floor with mullioned windows surmounted by blind archway. Second floor to wing battlemented with ornamental crest, pyramid roof and decorative finial.*

*The building is set back from the pavement with a large forecourt to its front. It is connected, by a rear extension, to the neighbouring Clayton Crown Hotel, which sits forward of the pub in the street. Due to the difference in architectural appearance of both buildings, the pub appears in the streetscene as a standalone structure. It is a prominent building within the townscape, viewed and experienced as it is with its iconic roofscape and a clear sky above and around.”*

- 9.37 The impact on the setting of the asset is assessed through viewpoint 8 taken from Cricklewood Broadway looking North past the pub and encompassing the backdrop of the asset.
- 9.38 In assessing the impact the Council's Conservation officers have outlined that the height of the proposed main tower (Block A) would be clearly visible in views from the public realm looking north, in the backdrop of the asset whilst another smaller block would be then be seen to "fill in" the existing space between the pub and its neighbour to the north.
- 9.39 The Conservation officer concludes to say that whilst no actual harm may be done to the heritage asset itself, its significance within the streetscape and Cricklewood town Centre would be diminished by the visual intrusiveness of the proposal. In this case, it is also concluded that this would constitute less than substantial harm.
- 9.40 Again, officers must have regard to Paragraph 196 of the NPPF and weigh the less than substantial harm against the public benefit arising from the scheme. Again, officers consider that the cumulative weight of the public benefits, in particular the delivery of a significant number of affordable houses, outweighs the less than substantial harm identified by Conservation officers.
- 9.41 The HTVIA considers the impact on the assets at Church of St Gabriel (Grade II), Church of St Michael (Grade II), Hampstead Cemetery Mortuary Chapels, Monuments and Tombs (Grade II) and Mapesbury Conservation Area (LB Brent). In all cases, the impacts are considered to be negligible and no objection is raised to the impact on their setting by conservation officers.
- 9.42 Taking the heritage impact as a whole and based on the requisite assessment under Paragraph 196 of the NPPF, officers consider that the cumulative weight of the public benefits, in particular the delivery of a significant number of affordable houses, outweighs the less than substantial harm to the identified heritage assets. Nevertheless, officers will take the harm into account in the wider planning balance.
- v) That the potential microclimate effect does not adversely affect existing levels of comfort in the public realm
- 9.43 The impact of the development on the local microclimate is assessed within the ES (ES Volume I -Chapter 16: Wind Microclimate). A comprehensive assessment of baseline (existing) and likely pedestrian level wind conditions upon completion of the Proposed Development was undertaken, based on wind tunnel testing of a

physical scale model and the industry standard Lawson Comfort Criteria. The methodology and the scope of the assessment are considered to be acceptable.

- 9.44 The baseline assessment (worst case scenario) below shows that the application site benefits from largely benign wind conditions with the assessment points being at the lower end of the Lawson scale (blue and green).



- 9.45 The proposed conditions assessment (worst case scenario) shows that wind conditions would worsen across the site however mostly only up to a medium comfort level (yellow). Some areas between the buildings would experience worse wind conditions (purple) however these spots are limited and are located in areas likely to be transitory thoroughfares.



- 9.46 The ES assessment recognises that mitigation measures could improve likely wind conditions. Given the outline nature of the scheme and the lack of fixed detail on layout and landscaping, and the fact that the detailed design of the building will affect aerodynamics, these details will be secured at reserved matters stage.

#### Design and Appearance

- 9.47 In terms of the visual appearance of the scheme, this is a reserved matter and only indicative details are provided with a Design Guidance Document (DGD). This document is provided as a secondary control document, with the aim to inform the detail design development of future RMAs so that a sense of coherence and continuity in design can be ensured.
- 9.48 In terms of appearance, the DGD sets out fundamental principles to which the future RMA detail would adhere, including complementary variation in brick tones for individual development parcels and subtle variation in brick tone within individual parcels. In terms of materiality, the document state that RMA proposals should be of

exemplary design, with the palette of materials limited to ensure a coherent architectural language. It is also state that the primary building material should be brickwork.

- 9.49 Officers consider that the DGD provides a good basis for the design of the scheme to evolve and be fixed at RMA stage.

#### Supplementary Urban Design Study

- 9.50 Subsequent to the submission of the original application, a further Urban Design Study (UDS) by 'City Designer' was submitted in support of the application. This report provides a design assessment and assesses the qualitative visual townscape effects of the proposed development on the application site.
- 9.51 As well as the viewpoints assessed within the HTVIA, the UDS assesses the following additional viewpoints:
- View A: Edgware Road, bus stop north of Longley Way (render)
  - View B: Cricklewood Broadway looking along Cricklewood Lane (render)
  - View C: Fordwych Road by No.108 (render)
  - View D: Cricklewood Lane by Church of St Agnes (render)
  - View E: Kara Way (render)
- 9.52 In respect of the viewpoints assessed within the HTVIA, some of these viewpoints are also rendered with indicative elevations within the document for additional clarity. The rendered images do not alter the substance of the officer assessment and conclusions on each of the viewpoints in the preceding section of this report.
- 9.53 In terms of the additional viewpoints assessed, viewpoint A is taken from Edgware Road adjacent to the bus stop north of Longley Way. The view shows Block A of the development rising above the roofline of the residential terraced roofline on the edge of the Railway Terraces CA. Whilst the development would be visible above the roofline, the level of impact would be lessened by the distance which would be readily perceptible in the view.
- 9.54 Viewpoint B is taken from Cricklewood Broadway looking along Cricklewood Lane and shows Block A rising significantly above the existing parade at 1-13 Cricklewood Lane. Seen in this context, the sensitivity of the view is not high and it is considered the visibility and prominence of Block A in this view would enhance the permeability and local hierarchy through marking the transport interchange.

- 9.55 Viewpoint C is taken from Fordwych Road looking at the application site. The view shows that the development would be clearly visible, framed centrally in the linear view by the terraces to either side. The development would not rise perceptibly above the rooflines in the view.
- 9.56 View D is taken from Cricklewood Lane adjacent the church of St Agnes. The view is similar to View 4 of the HTVIA and the recent development at 112-132 Cricklewood Lane is even more perceptible in this view, rising above the prevailing townscape to 8 storeys. The view shows that the proposed development would rise above the prevailing townscape with 4 tall elements decreasing in height from Block A to the left of the view.
- 9.57 View E is a short-range view taken from Kara Way playground looking south east at the development. The view is a short range one looking directly at the site and as such the development dominates the view. There is a visual and spatial gap between the development and the terraces which lessens the perceptibility the disparity in height.
- 9.58 In summary, officers consider that the supplementary UDS document submitted, does not alter the conclusions drawn in the assessment of the townscape impact from the HTVIA. Taken as a whole, it is considered that the views show that the development would result in less than substantial townscape harm which will be taken into account in the wider planning balance.

## **10.0 Amenity Impact on Neighbouring Properties**

### Daylight, Sunlight and Overshadowing

- 10.1 The application was accompanied by a Daylight/Sunlight report from AECOM within the ES (ES Volume: Chapter 11: Daylight, Sunlight and Overshadowing). The standardised assessment methodology for daylighting is set out within the BRE document Site Layout Planning for Daylight and Sunlight (BRE, 2011). Within this document it is set out that the primary tools for the assessment of daylight are Vertical Sky Component (VSC)). For VSC the guideline value for windows to retain the potential for good daylighting is 27% or more than 0.8 times its former value.
- 10.2 In line with BRE guidelines, it is only necessary to carry out the detailed assessment on a neighbouring window if a 25-degree line drawn from the centre of the window would subtend the facing elevation of the subject development. In this case, the report identifies the following neighbouring properties as necessitating the additional assessment:

- 1-11 Campion Terrace;
- Crown Terrace (2-20 Cricklewood Lane);
- 26-28 Cricklewood Lane;
- 32A & 34-40 Cricklewood Lane;
- 42-48 Cricklewood Lane;
- 1-8 Oakhouse;
- Raynes Court;
- Dairyman Close;
- Kemps Court; and
- Lansdowne Care Home.

10.3 In addition to the existing receptors identified above, the following consented schemes were assessed.

- 1-13 Cricklewood Lane; and
- 194-196 Cricklewood Broadway.

10.4 Average Daylight Factor (ADF) methodology was used to assess the of consented but not built or occupied buildings.

10.5 The VSC results for the existing receptors are set out below:

Receptor	No. of Windows Tested	No. of Windows that meet BRE criteria	%
1-11 Campion Terrace;	55	50	91%
Crown Terrace (2-20 Cricklewood Lane)	65	56	86%
26-28 Cricklewood Ln	8	5	63%
32A Cricklewood Ln	7	5	71%
34-40 Cricklewood Ln	12	0	0%
42-48 Cricklewood Ln	31	13	42%
Oak House	24	0	0%
Raynes Court	12	1	8%
Dairyman Close	156	84	54%
Kemps Court	12	11	92%
Lansdowne Care Home	46	30	65%
<b>TOTAL</b>	<b>428</b>	<b>255</b>	<b>60%</b>

10.6 It is clear from the table above that there would be notable daylight failures at 34-40 Cricklewood Lane and Oak House with 0% of windows meeting the criteria; and at Raynes Court with 8% of windows meeting the criteria.

- 10.7 The results are predicated on the assessed receptors retaining the prescribed level of VSC as set out in BRE guidance. However, the assessment notes that VSC target levels are predicated on suburban environments and that each of the windows assessed retains over 15% VSC which is considered acceptable for an urban environment (and has been noted as acceptable on similarly scaled and located schemes in London). In addition, all of the windows assessed at Oak House serve bedrooms which are less sensitive to daylight reductions than primary living spaces
- 10.8 In addition to the existing receptors, future developments at 194-196 Cricklewood Broadway and 1-13 Cricklewood Lane were tested. At 194-196 Cricklewood, 34 (58%) of the 59 rooms within this future property would retain levels of daylight in line with or above BRE recommendations in terms of ADF. At 1-13 Cricklewood Lane, 111 of the 166 assessed rooms (67%) would experience a negligible or beneficial effect with the proposed development in place.
- 10.9 As well as individually, the daylight results must also be considered in the whole and in this regard officers consider that an adherence level of 60% for VSC represents a good level of adherence in the context of the wider benefits of the scheme, the urban context and the need to deliver on the strategic objectives of the Opportunity/Regeneration Area. It is important to note that the assessments set out in the BRE guidelines are not intended to be applied rigidly and do allow for some flexibility in the context of the development. This approach is also supported in the February 2019 NPPF which states that guidelines relating to daylight and sunlight should be applied flexibly to enable a development site to be used efficiently, particularly when considering applications for housing. Cognisant of the above, officers consider that the daylight impact of the proposed development would be acceptable.
- 10.10 In relation to sunlight, the BRE recommends that the Annual Probable Sunlight Hours (APSH) received at a given window in the proposed condition should be at least 25% of the total available including at least 5% during the winter months. Where the proposed values fall short of these, and the absolute loss is greater than 4%, then the proposed values should not be less than 0.8 times their previous value in each period.
- 10.11 The BRE guidelines state that "...all main living rooms of dwellings should be checked if they have a window facing within 90 degrees of due south. Kitchens and bedrooms are less important, although care should be taken not to block out too much sun". In accordance with the BRE Guidelines the following properties were therefore assessed shown with the APSH results:

Receptor	No. of Windows Tested	No. of Windows that meet BRE criteria	%
1-11 Campion Terrace;	3	3	100%
26-28 Cricklewood Ln	2	2	100%
32A Cricklewood Ln	3	3	100%
42-48 Cricklewood Ln	7	7	100%
Raynes Court	12	12	100%
Dairyman Close	132	87	66%
Kemps Court	12	12	100%
Lansdowne Care Home	45	41	91%
<b>TOTAL</b>	<b>216</b>	<b>167</b>	<b>77%</b>

10.12 Taken both as a whole and individually, it is considered that the results show that the surrounding receptors would retain a good level of sunlight.

10.13 In terms of overshadowing, all 10 sensitive receptors experience a Negligible (not significant) effects.

#### Privacy and Outlook

10.14 The development would enjoy significant separation distances from all surrounding development which is considered would be sufficient to ensure that there would be no unacceptable harm in terms of privacy or outlook.

#### Conclusion

10.12 With the above in mind, officers consider that, on balance, the application is in accordance with Policy DM01 in terms of impact on residential amenity and would not result in any unacceptable harm to the living conditions of any surrounding occupiers.

### **11.0 Sustainability**

11.1 The 2021 London Plan, requires within Policy SI2 that major development be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:

- be lean: use less energy and manage demand during operation.
- be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly.

- be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site. be seen: monitor, verify and report on energy performance.

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

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

#### Be Lean

11.5 Energy demand will be significantly reduced beyond Part L requirements, and will be expected to exceed the GLA's target for a minimum 10% reduction in residential carbon emissions and 15% in non-residential carbon emissions over Part L 2013 through passive design and energy efficiency measures alone. The demand reduction would be achieved by a combination of the measures including those detailed below:

- Building Fabric Insulation
- Cold Bridging
- Air Tightness
- Natural Daylight
- Solar Gain
- Shading
- Corridor Ventilation
- Heating and Hot Water System Insulation
- Heating Systems
- Cooling
- Ventilation Systems
- Lighting
- Smart Controls / Metering
- Appliances

#### Be Clean

11.6 The site is not located near to an existing heat network serving the area. However the Energy Statement sets out that the site has been identified as a possible heat network opportunity site, therefore a provision for a centralised heat network was explored. The proposed development will be provided with a secondary building network which will connect all apartments, commercial and other non-domestic

uses, and supply heat for space heating and domestic hot water generation. This secondary distribution within the development will be designed in accordance with CIBSE CP1 Heat Networks: Code of Practice.

#### Be Green

- 11.7 The renewable technologies feasibility study carried out for the development identified photovoltaics and air source heat pumps as suitable technologies for the development and both would be implemented.
- 11.8 In total, all of the measures combined would achieve CO2 savings of 43.3%. Recognising the London wide net zero target the applicant is therefore required to mitigate the regulated CO2 emissions, through a contribution of £1,793,647 to the borough's offset fund. This contribution would be predicated on the formula set out within GLA guidance which would be secured through the Section 106.

#### **12.0 Transport / Highways**

- 12.1 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.

#### Residential Car Parking

- 12.2 The London Plan 2021 sets out the standards for residential parking based on inner/outer London and PTAL. Outer London PTAL 2 is up to 1 space per dwelling and Outer London PTAL 3 requires 0.75 spaces per dwelling.
- 12.3 Car parking standards for residential development are also set out in the Barnet Local Plan and recommend a range of parking provision for new dwellings based on the site's Public Transport Accessibility Level (PTAL) and the type of unit proposed. Policy DM17 of the Local Plan sets out the parking requirements for different types of units with the range of provision is as follows:
- Four or more-bedroom units - 2.0 to 1.5 parking spaces per unit
  - Two and three-bedroom units - 1.5 to 1.0 parking spaces per unit
  - One-bedroom units - 1.0 to less than 1.0 parking space per unit

- 12.4 A total of 110 residential car parking spaces is proposed (parking ratio of 0.1 spaces per unit). All spaces will be of a size suitable for disabled drivers; however, 3% (33) will be allocated for disabled drivers from the outset with the residual 7% (77) available as standard spaces with the ability to be demarcated as parking for disabled residents in the future if demand exceeds the initial 3%.
- 12.5 The site is located immediately adjacent to Cricklewood Station and several bus routes with a high PTAL and the level of car parking provision proposed is in line with current policy which seeks to encourage sustainable and active modes travel.
- 12.6 Reduced levels of parking proposed can be supported where accompanied by improved accessibility measures, suitable overspill parking control / protection and the provision of sustainable transport measures. The proposed development will deliver a suite of improved accessibility measures as set out in the HoT at the start of this report. Future residents would also be prevented from applying for parking permits in surrounding CPZs.
- 12.7 There are surrounding roads in vicinity of the site and within LBB boundaries that are not suitability protected by a CPZ. Therefore, a contribution of £42k would be secured through the S106 to undertake a review of local CPZs to establish if any changes or extensions are required to mitigate the impact of the development.
- 12.8 Subject to the matters outlined, it is considered that the level of residential parking is in line with both the LBB Local Plan (Policy DM17) and the London Plan (2021).

#### Cycle Parking

- 12.9 Cycle parking should be provided, designed and laid out in accordance with the new London Plan (2021) and the guidance contained in London Cycling Design Standards (it is noted that there has been slight changes to the standards from the previous 'Intend to Publish' London Plan to the now adopted London Plan).
- 12.10 The TA sets out that the development would provide a minimum of 1,846 long-stay and 28 short-stay cycle parking spaces for the residential use. At this stage, the non-residential uses are proposed to have 12 long-stay and 32 short-stay cycle parking spaces. The phased provision / design / location of long and short-term cycle parking should be detailed as part of the reserved matters submissions. Appropriate conditions would secure the requisite provision.

#### Trip Generation / Network Impact

- 12.11 Technical Note 5 suggests that the forecast residential vehicle trips for the proposed development shall be 35 and 24 two-way trips in the AM and PM peak hour periods respectively (with a daily total of 265 vehicle trips). This compares with the original Transport Assessment that forecasted 118 and 85 two-way vehicle trips in the AM and PM peak hour respectively (with a daily total of 898 vehicle trips). The new

assessment now suggests forecasted vehicle trips that are approximately 30% of the original forecasts.

- 12.12 The methodology set out within Technical Note 5 is not a standard process. It is not clear why the combined 'Residential M - Mixed private / Affordable housing' land use was not selected as per the proposed development, but instead private and affordable were calculated individually. The reason given for calculating residential vehicle trip rates per parking space are noted. However, this is not standard practice when using the TRICS database. It is advised that 'trip rate calculations per parking space are only available for land uses where it can be considered with good confidence that the vast majority of parking takes place on-site and where it is also considered most relevant.' The TRICS trip rate parameters for residential land consist of site area, dwellings, housing density and bedrooms. It is also noted that the standard TRICS methodology uses weighted averages for the standard parameters and that the calculations undertaken within Technical Note 5 do not.
- 12.13 However, the LB Barnet Transport team have undertaken an initial assessment for comparison purposes and have concluded that the forecast vehicle trips are acceptable.
- 12.14 The existing retail use peak hour traffic generation reported in Table 5.1 includes 'rat-run' traffic and is therefore not suitable to use when undertaking a net comparison review of land use generation. Therefore, the net reduction in peak hour vehicle trips shown in Table 5.3 and stated in Paragraph 5.2 is queried.
- 12.15 The traffic generation numbers shown in Tables 5.1 and 5.2 is not reflective in the traffic flow diagrams. It is also not understood why there are negative numbers shown on the traffic flow diagrams. Clarification on the development distribution assumptions is sought (it is noted that in the TA one distribution diagram is provided however we are not sure of the assumptions behind this and to what peak hour period it relates to). Perhaps a direct discussion with the Transport consultant would help address / clarify this issue.

#### Access

- 12.16 It is proposed that vehicular access would be from Depot Approach, a private access road, with the closure of the existing vehicle access onto Cricklewood Lane. The closure of the existing vehicle access onto Cricklewood Lane will require a s278 Agreement and would include improvements to the pedestrian environment and this is included within the agreed heads of terms.
- 12.17 In terms of the access from Depot Approach, it is noted that this is a private road under the ownership of an adjoining landowner. It is also noted that the adjoining landowner has objected to the application on the basis that the applicant has no legal right to install a new access from the private road. The LPA have taken legal advice on the matter from HBPL and it is advised that there is no legal basis for resisting the application on this basis and that an appropriately worded condition

would serve to secure the relevant access in so far as the LPA granting consent is concerned.

#### Conclusion

- 12.18 Having regard to the above and subject to the relevant conditions and S106 obligations, it is considered that the application is in accordance with relevant Barnet and Mayoral policies and is acceptable from a transport and highways perspective.

### **13.0 Other Matters**

#### Flood Risk

- 13.1 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.
- 13.2 A Flood Risk Assessment is submitted in support of the application which shows that the site is located in Flood Zone 1, which indicates a low risk of flooding. The flood risk from groundwater is also assessed as low and the existing flood risk from surface water is assessed as low to medium. No objection was received from the Council’s drainage officers and a condition would be attached requiring the submission of a full SUDS strategy at RMA stage.

#### Ecology

- 13.4 An Ecological Appraisal from AECOM was submitted in support of the application. The Ecological reporting comprises a summary of the potential impacts of the Proposed Development, along with appropriate mitigation measures and relevant recommended enhancement to biodiversity as part of the Reserved Matters application.
- 13.5 The Phase 1 Habitat Survey, bat emergence survey and the desktop ecology study have provided evidence that the Sites current ecological receptors do not cause a constraint to delivery of the regeneration if appropriate mitigation set out within the appraisal is implemented. The prescribed mitigation would be secured by condition as appropriate.

#### Ground Conditions

- 13.6 An assessment of ground conditions submitted in support of the application sets out that there are potential sources of ground based contamination on site, linked to historical railway sidings and a former warehouse potential contamination sources

include existing made ground which is likely to have incorporated demolition materials from the historic developments on-site. Ground water across the Site has been found to be of reasonable quality. The risks identified with the assessment at the demolition and construction phase can be mitigated through the delineation and remediation of the contaminated soil hotspots identified during the historic site investigation and the commissioning of desk based assessment, prior excavation and oiling works at the Site.

- 13.7 A robust condition would be attached to any consent requiring a full ground survey to be undertaken prior to any works. The Council's EHO has no objection to the application on ground condition matters subject to such a condition.

#### Air Quality

- 13.7 The application site is located within an Air Quality Management Area ('AQMA') that has been designed by the Council for exposure to exceedances of annual mean objectives for nitrogen dioxide and particulate matter. The proposed development as considered the Construction and Operational phase effects in terms of Dust and local concentration of both nitrogen dioxide and particulate matter. It has been determined that there would be no discernible effects from the construction site associated with the proposal with appropriate mitigation measures put in place.
- 13.8 The assessment has identified that at future receptors, the effect of impacts on local air quality are negligible for NO<sub>2</sub> and PM<sub>10</sub> concentrations. Therefore, the overall effect of the Proposed Development on local air quality is defined as not significant. The Council's EHO has no objection to the application on air quality matters.

#### Arboriculture

- 13.9 The Council's Arboriculture officer identifies that the quality of the site is very low in terms of tree cover and bio-diversity as the vast majority of the land is hard surfacing or buildings.
- 13.10 He also goes on to identify that there are trees on the site that merit retention G9, G10, T19 & T21 on the tree plan which is a row of London Plane trees along site the railway line. They provide vital screening to the railway lines. The trees will also provide screening from Cricklewood Station towards any development on the site. The proposal retains these trees.
- 13.11 Similarly, he also identifies the mixed group of trees at the Cricklewood Lane entrance provide significant tree amenity (T48 to T74). Only 7 trees of this group will be retained in the outline proposal which the Council's Arboriculture officer considers unacceptable.
- 13.12 In terms of landscaping no detailed landscaping plans have been submitted given that it is a reserved matter however the indicative landscape plans for the ground

floor, podium and roof areas appear to be providing a reasonable level of green infrastructure for the development.

- 13.13 In balancing the views of the Arboriculture officer, the comments must be considered holistically in the context of the scheme. The scheme would deliver a substantial new area of public realm with opportunities for new tree planting and is proposing to retain most of the trees identified as meriting retention. On this basis, it is considered that the loss of the trees identified is outweighed by the wider benefits of the scheme.

#### Other Matters

- 13.9 Archaeology, Climate Change, Socio-economics and Health and Noise and Vibration are also assessed as part of the ES. No significant impacts are identified subject to mitigation and conditions where necessary and such conditions are attached accordingly.

#### **14.0 Equalities and Diversity**

- 14.1 Section 149 of the Equality Act 2010, which came into force on 5th April 2011, imposes important duties on public authorities in the exercise of their functions, including a duty to have regard to the need to:

“(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;  
(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;  
(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.”

- 14.2 For the purposes of this obligation the term “protected characteristic” includes:

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

- 14.3 The above duties require an authority to demonstrate that any decision it makes is reached “in a fair, transparent and accountable way, considering the needs and the rights of different members of the community and the duty applies to a local planning authority when determining a planning application.

14.4 Officers consider that the application does not give rise to any concerns in respect of the above.

#### **15.0 Conclusion**

15.0 In conclusion, officers consider that a balanced recommendation must be made having regard to the benefits of the scheme weighed against any harm identified.

15.1 The application site is located within the Brent Cross Cricklewood Regeneration / Opportunity Area and the principle of optimising the site for housing delivery is supported. The site is located within an area identified as being suitable for tall buildings and as such the principle of tall buildings is also supported. The scheme would deliver 1100 homes which must be afforded significant weight in the context of the boroughs housing targets. 35% pf the 1100 homes would be delivered as affordable housing which must also be afforded significant weight.

15.2 The scheme would also deliver substantial new public realm, including a new town square, as well as improvements to Cricklewood Green. The scheme would also deliver public realm, highways, employment and enterprise and sustainability improvements through the Section 106 as well as a CIL payment of £XXXXX to be spent on local infrastructure.

15.3 Weighing against the application, and as set out in the relevant section of the report, the scheme would result in some harm in some townscape views and would also result in some harm to the setting of nearby heritage assets. In terms of the townscape views, on balance, the harm is not considered to be substantial. It is fully acknowledged that the development would represent a high magnitude of change, given the low-rise nature of the existing site. However, the highly sustainable, brownfield location of the site and the location within a Regeneration / Opportunity Area means that any development which sought to align with the strategic objectives of the site would inexorably represent a high magnitude of change.

15.4 In terms of heritage harm, the harm to both the Railway Terraces Conservation Area and the Crown Hotel as less than substantial. In such circumstances the NPPF requires the decision maker to undertake a balancing exercise between the identified harm and the level of public benefit arising from the scheme. In both cases, individually and taken together, officers consider that the public benefit outweighs the less than substantial harm to the setting of the heritage assets.

15.5 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.

- 15.6 In this case, the benefits of the scheme are considered to outweigh the harm. Officers consider that, when taken as a whole, the application is consistent with the development plan,

**RECOMMENDATION: TO GRANT OUTLINE CONSENT SUBJECT TO CONDITIONS AND A SECTION 106, AND REFERRAL TO THE MAYOR OF LONDON**

**Appendix 1: Site Location Plan**

**Appendix 2: Conditions**