

Carter, Richard

From: Jackson, Ben
Sent: 01 July 2021 12:49
To: Kumarasinghe, Devinda
Cc: Griffiths, Carl
Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Hi Devinda,

Is it possible to get a call on this please. Are you around tomorrow?

Cheers

Ben

From: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>
Sent: 29 June 2021 12:23
To: Jackson, Ben <Ben.Jackson@Barnet.gov.uk>
Cc: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Subject: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Hello Ben,

In relation to the above application we have requested a £42k CPZ contribution and provided the justification in blue below. The applicant is asking for clarification that this amount is a proportionate contribution taking account of other developments in the area and confirmation that other developments are also contributing. Can you please confirm this is the case and also name a few development sites that are also contributing (e.g. Brent Cross South development). Thanks

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 keys 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

Regards

Devinda Kumarasinghe

Transport Manager



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Carter, Richard

From: Richard Fitter <richardfitter@entranltd.co.uk>
Sent: 01 July 2021 14:34
To: Kumarasinghe, Devinda
Cc: Griffiths, Carl; John Mumby
Subject: RE: RE: B&Q Broadway Retail Park Cricklewood Lane, London NW2 1ES (Planning Ref: 20/3564/OUT) – Near Cricklewood Station
Attachments: 20210630 Cricklewood_TN5_TIA_RF_V2.pdf

Devinda,

Thanks for the meeting earlier this week; I thought it was very useful.

As promised, please find attached an updated version of Technical Note 5, Revised Traffic Impact Assessment.

We have updated Table 5.1 so that it reflects traffic generated by the existing retail uses rather than all traffic entering and leaving the site (i.e excluding the rat-runs). This results in Table 5.3 also being updated. This still shows the net result of redeveloping the site to be a reduction in traffic during both peak hours and across the day as a whole.

We have reviewed the origins of the traffic distribution diagram and it was sourced from the AADT data which formed part of the Environmental Statement. Accordingly, this means traffic distribution for existing traffic is based on observed flows whereas traffic associated with the proposed development is distributed onto the wider network using a gravity model based on daily weighted distribution (i.e. two-way flows on road links). For clarity, turning movements at junctions 1, 2, 3 and 4 are based on observed peak hour turning movements, but wider distribution to links c2, d, e and f2 are based on daily weighted distribution. The resultant percentages are shown on the Development Distribution diagram at Appendix M of the TA. We have reviewed the raw survey data and the gravity model for the AM and PM peaks only varies from the daily model by 2 percentage points on any link. We are therefore satisfied that the daily model is sufficiently accurate for the purposes of this assessment.



We have included a statement in TN5 (Version 2) about the committed development. In short, traffic data for committed development was taken from two other (approved) TAs for the Co-op site and Brent Cross; however, as that combined data did not account for all known committed development, TemPro growth was applied to the

background traffic to account for other consented developments or allocated land. We acknowledge that this may have double-counted some committed development sites and so the '2026 with committed development' traffic flows may be higher than expected. However, this is somewhat academic as the redevelopment of the Broadway Retail Park will result in a net reduction in peak hour traffic during the AM and PM peaks and across the day as a whole. Therefore, any minor anomalies in future predictions in background traffic would have no bearing on the overall beneficial effect of this proposed development.

I trust this information is of use to you and will allow you to make a positive recommendation prior to this application going to committee.

Kind regards,

Richard Fitter
Director

Tel: 0203 949 9922
Mob: [REDACTED]
www.entranltd.com



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2nd & 3rd Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG | 0117 937 4077

From: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>
Sent: 24 June 2021 15:46
To: Richard Fitter <richardfitter@entranltd.co.uk>
Cc: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; John Mumby <jmumby@iceniprojects.com>
Subject: RE: RE: B&Q Broadway Retail Park Cricklewood Lane, London NW2 1ES (Planning Ref: 20/3564/OUT) – Near Cricklewood Station

Hello Richard – Due to my leave, could we do Tuesday 10am? As part of the conversation it would be good if you could pull up and run through the final traffic flow diagrams etc. and their progression to the final scenarios. Thanks.

Regards

Devinda Kumarasinghe

Transport Manager



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From: Richard Fitter <richardfitter@entranltd.co.uk>
Sent: 24 June 2021 15:32
To: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>
Cc: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; John Mumby <jmumby@iceniprojects.com>
Subject: RE: RE: B&Q Broadway Retail Park Cricklewood Lane, London NW2 1ES (Planning Ref: 20/3564/OUT) – Near Cricklewood Station

Thanks for the comments Devinda, what days/times next week would be suitable for a Teams/Zoom call?

At the moment I can do:

Mon PM
Tues all day
Wed AM
Thurs AM

Any good?

Richard Fitter
Director

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Mob: [REDACTED]
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From: John Mumby <jmumby@iceniprojects.com>

Sent: 24 June 2021 15:14

To: Richard Fitter <richardfitter@entranltd.co.uk>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Cc: Devinda.Kumarasinghe@Barnet.gov.uk

Subject: FW: RE: B&Q Broadway Retail Park Cricklewood Lane, London NW2 1ES (Planning Ref: 20/3564/OUT) – Near Cricklewood Station

Thanks for these Carl,

I appreciate the suggestion that Devinda liaise direct with Entran – I have copied in Richard Fitter.

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 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>

Sent: 24 June 2021 14:42

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

Cc: Bowker, Paul <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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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 14th 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 100m²) and trips

434m ²	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 100m²) and trips

332m ²	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 100m²) and trips

434m ²	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 (excluding rat-run)

				Vehicle trips		
				Arrive	Depart	Total
AM				104	40	144
PM				76	118	194

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				-94	-10	-104
PM				-50	-103	-152

- 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 'committed development' traffic flows were derived from the Transport Assessments for Land at the junction of Cricklewood Broadway and Depot Approach (17/0233/FUL) and Brent Cross development. Residual committed development not included in those reports was accounted for by use of TemPro growth rates to the background traffic. It is acknowledged that this may have resulted in some double-counting of traffic associated with consented or allocated land.
- 5.6. 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				
	A	B	C	D
A) A5 NW		-13	0	0
B) Depot approach	-2		8	-11
C) A5 SW	0	5		0
D) Ashford Road	0	-15	0	

1700 - 1800				
	A	B	C	D
A) A5 NW		-3	0	0
B) Depot approach	-46		-17	-20
C) A5 SW	0	13		0
D) Ashford Road	0	-6	0	

- 5.7. 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.
- 5.8. 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				
	A	B	C	D
A) A5 NW		6	-1	2
B) Depot approach	2		0	0
C) A5 SW	3	-9		0
D) Ashford Road	0	-16	0	

1700 - 1800				
	A	B	C	D
A) A5 NW		3	-20	0
B) Depot approach	5		0	0
C) A5 SW	8	-3		0
D) Ashford Road	0	-15	0	

- 5.9. 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.
- 5.10. 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.
- 5.11. 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 14th 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									
Total Rates:			0.566			0.662			1.228

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									
Total Rates:			0.781			0.891			1.672

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									
Total Rates:			0.332			0.376			0.708

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									
Total Rates:			0.510			0.544			1.054

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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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

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

1700-1800

Junction 3

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

-30

Junction 3

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

-79

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

Junction 4

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

-12

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 = 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

J2

31 380

36

18 540

Cricklewood Lane

122 206 71

J4

60
684
17

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

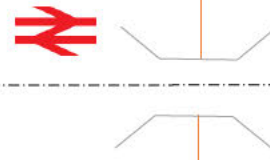
96
590
2

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

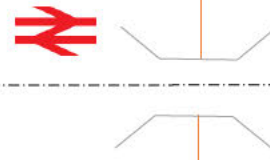
57
692
17

J4

A407

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

J2

-44 2

-2

-25 6

Cricklewood Lane

2 0 0

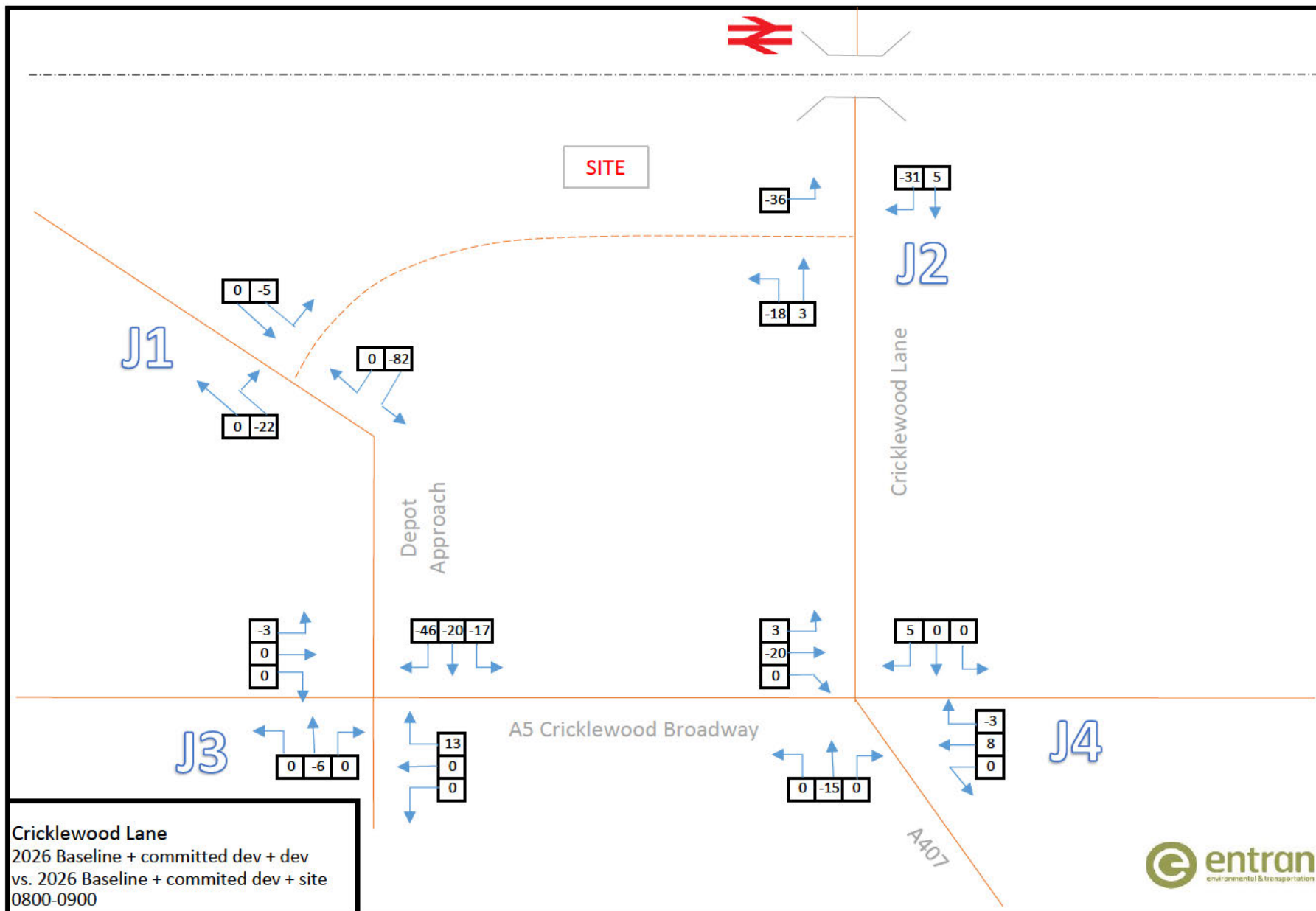
-9
3
0

J4

A407

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





Carter, Richard

From: John Mumby <jmumby@iceniprojects.com>
Sent: 02 July 2021 10:36
To: Griffiths, Carl
Cc: Dillon, Andrew; Alice French
Subject: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)
Attachments: 10965-EPR-XX-XX-DR-A-TP-0106.pdf

Importance: High

Good morning Carl,

Following our discussions yesterday, please see attached a revised parameter plan drawing and a revised description of development that we ask are substituted into the planning application and re-consulted on. The height has been reduced to a max of GF+18 storeys on the marker building at the front of the site which has accordingly dropped the number of dwellings in the scheme by 50. Hence the need for a revised DoD alongside the a plan.

Could you please confirm that a re-consult can start today and, if so, what the end date for said consultation would be.

Hope this is self explanatory, however should you have any questions please let me know.

Many thanks
John

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 1050 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 19 storeys along with car and cycle parking landscaping and associated works (this application is accompanied by an Environmental Statement) (ADDITIONAL INFORMATION RECEIVED – REVISED HEIGHT OF DEVELOPMENT). | B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES

John Mumby BA (Hons)
Director, Planning

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



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North

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No.	Revision	Date	Initial	Chk'd
1	For Information	210118	SN	JE
2	For Information	210223	SN	JE
3	For Information	210701	SN	JE

All site boundaries and legal demises are indicative and shown for information only, based on desktop studies of land registry and record information, and are subject to survey and verification on site.

For Ground Level AOD, please refer to Exterior Architecture drawings.

Tall building 100+m AOD

Medium building 90-99m AOD

Low building 70-89m AOD

Podium 60-69m AOD

Application boundary

EPR Architects

30 Millbank, London SW1P 4DU

+44(0)20 73327990

www.epr.co.uk

Cricklewood Lane NW2 1ES

Parameter Plan

Illustrative Heights

Scale @A1

Status

Suitability

Revision

1:500

For Information

S2

P3

Project Code

Originator

Zone

Level

Type

Role

Class

Number

10965

EPR

XX

XX

DR

A

TP-0106

Carter, Richard

From: andrew@andrewdismore.org.uk
Sent: 02 July 2021 14:58
To: Griffiths, Carl
Subject: Re: Consultation Letter for Planning Application 20/3564/OUT

Thank you for writing to me. I have received your email and hope to respond to you as soon as possible and within 7 working days.

Best wishes,

Andrew Dismore AM

Carter, Richard

From: Griffiths, Carl
Sent: 02 July 2021 15:16
To: John Mumby
Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Hi John

I can confirm that the letters have been sent out today so should start landing on door steps on Monday morning I imagine.

I am going to send an email to all of the major consultees, councillors etc to give them a heads up but it might be a good idea for Montreux to go back to the relevant local politicians separately. This will help to establish the narrative that concerns have been listened to and addressed etc.

The top dog at the Governance team is on leave until Monday so will get a better idea of what is possible re dates on Monday.

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

Barnet Online: www.barnet.gov.uk

 please consider the environment - do you really need to print this email?



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Sent: 02 July 2021 14:58
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Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Appreciate this Carl.

Thanks. John

John Mumby BA (Hons)
 Director, Planning

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



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Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration
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Cc: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>; [REDACTED] <[\[REDACTED\]@montreaux.co.uk](mailto:[REDACTED]@montreaux.co.uk)>

Subject: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Importance: High

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John Mumby BA (Hons)
Director, Planning

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



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Carter, Richard

From: John Mumby <jmumby@iceniprojects.com>
Sent: 02 July 2021 16:41
To: Griffiths, Carl
Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Me again I'm afraid....

We have noted that the Design Guidelines (Design Code) for the application needed updating with the revised parameter plan and description of height. Updated version attached.

Thanks. John

John Mumby BA (Hons)
Director, Planning

telephone: [REDACTED]
mobile: [REDACTED]
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From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Sent: Friday, July 2, 2021 3:16 PM
To: John Mumby <jmumby@iceniprojects.com>
Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT) [Filed 02 Jul 2021 15:21]

Hi John

I can confirm that the letters have been sent out today so should start landing on door steps on Monday morning I imagine.

I am going to send an email to all of the major consultees, councillors etc to give them a heads up but it might be a good idea for Montreux to go back to the relevant local politicians separately. This will help to establish the narrative that concerns have been listened to and addressed etc.

The top dog at the Governance team is on leave until Monday so will get a better idea of what is possible re dates on Monday.

Kind Regards

Carl


Carl Griffiths
Principal Planner
Major Projects

**Strategic Planning and Regeneration
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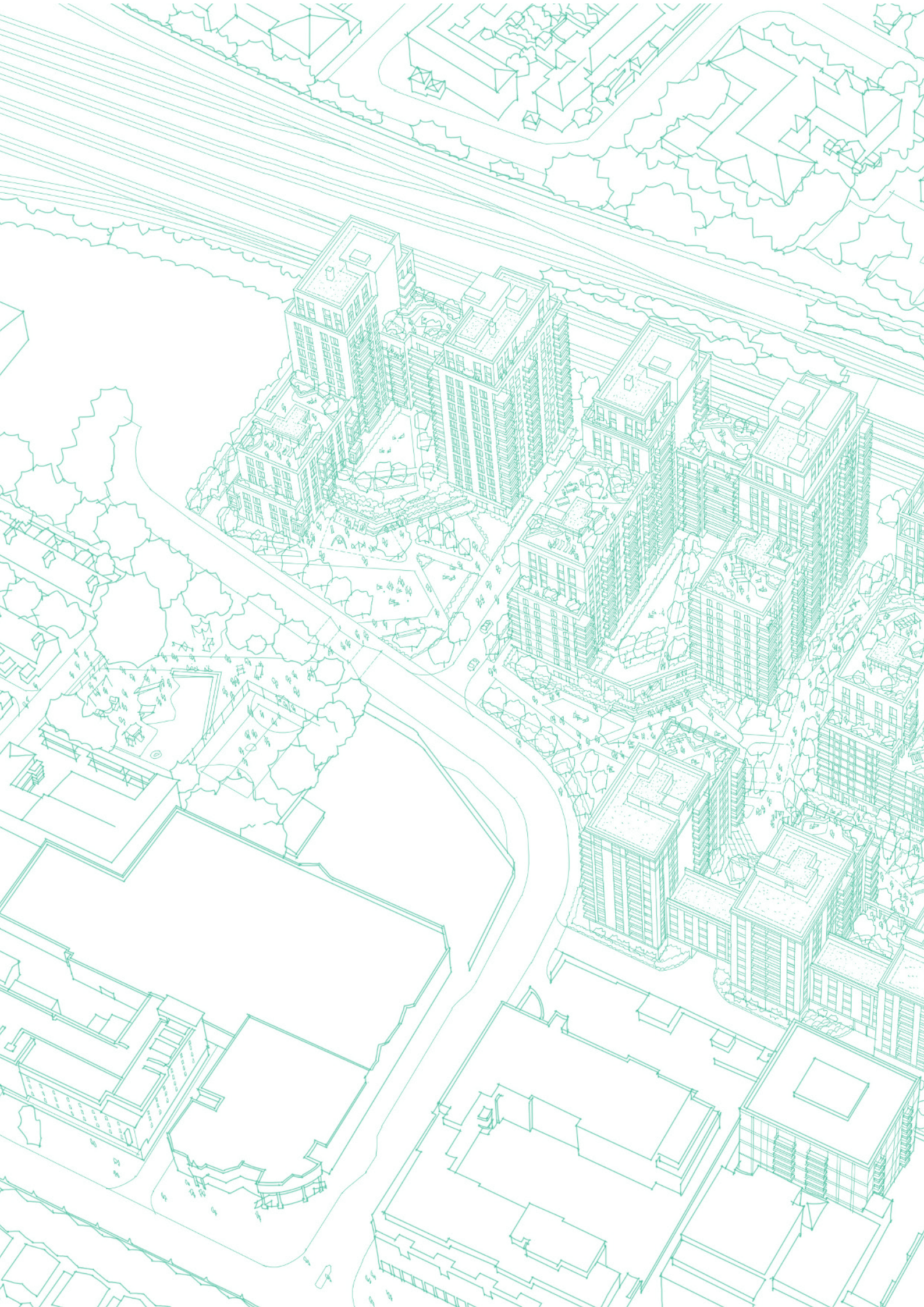
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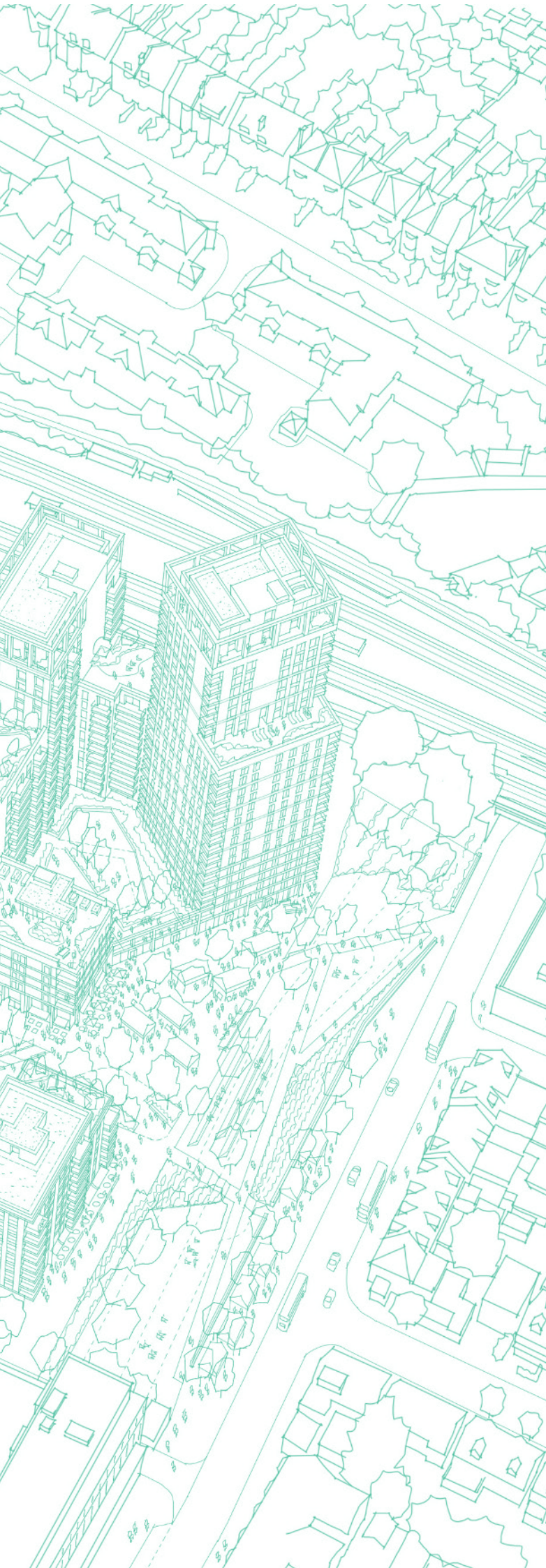
Design Guidelines

B&Q Cricklewood, Cricklewood Lane

Montreaux Cricklewood Developments Ltd
July 2020







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No.	Revision	Date	Initial	Checked
05	Design team review	2020.07.27	SN	JE
06	Legal Review	2020.07.28	SN	JE
07	Final draft	2020.07.29	SN	JE
08	For Submission	2020.07.31	SN	JE
09	Height revised	2020.07.02	SN	JE





1 Introduction



1.1 About the Design Guidelines

This document has been prepared to facilitate the development of future Reserved Matters Applications (RMAs) in accordance with the high level design principles and strategic masterplan framework established in the Masterplan Design and Access Statement.

The aim of the Design Guidelines is to inform the detail design development of future RMAs so that a sense of coherence and continuity is maintained across the Site as it is likely that the Proposed Development will come forward over an extended regeneration period.

This document sets out the guiding principles and key standards which future RMAs should be brought forward in accordance with (or any subsequent update to approved policy at the time of RMA submissions) - in tandem with explaining the Parameter Plans (submitted for Approval).

The Design Guidelines should be viewed in tandem with the Parameter Plans and Masterplan Design and Access Statement.

Computer Generated Image (CGI) of aspirational playspace in front of Development Parcel D, connecting with the existing Kara Way Playground.



2 Site wide layout





2.1 Development parcels

2.1.1

Development Parcel locations take into account *'the spaces between and around buildings; urban layout; enclosure; ensuring homes are laid out to form a coherent pattern of streets and blocks; public, communal and private open spaces; and the ways these relate to each other and neighbourhoods as a whole'* in line with Draft New London Plan guidance and aspirations.

2.1.2

The Site has four proposed Development Parcels (A, B, C and D). Their location is defined in Parameter Plan 10965-EPR-XX-XX-DR-A-TP-0102 (Development Parcels).

These Development Parcels provide a framework for future Reserved Matters Applications (RMAs) of individual buildings to be developed within.

2.1.3

Development Parcels are defined by the maximum extents as illustrated on the Parameter Plans. The maximum extent of the Development Parcel makes allowance for the building footprint as well as private residential amenity (front gardens and/or projecting balconies) and defensible/buffer zones.

This is to ensure that the scale of public realm between and around Development Parcels is safeguarded, and that access and servicing strategies defined in the Masterplan Design and Access Statement (DAS) remain effective.

2.1.4

A minimum distance of 21m has been informed the siting of the Development Parcels and should be maintained in future RMAs between buildings (in line with Barnet SPD Residential Design Guidelines: *'In new residential development there should be a minimum distance of about 21 metres between properties with facing windows to habitable rooms...'*

Safeguarding minimum widths of internal streets and public realm, ensuring distances between Development Parcels are appropriate and comfortable for use and suitable to maintain appropriate levels of daylight and sunlight and mitigate overlooking.

2.1.5

The maximum extent of the Development Parcels is described by a set of OS National Grid coordinates (northings and eastings) shown on Parameter Plan 10965-EPR-XX-XX-DR-A-TP-0102 (Development Parcels).

2.1.6

Building massing and layout should support the coherent, legible and navigable pattern of streets and blocks.

2.1.7

Public realm and space between and around buildings should achieve a sense of security by incorporating appropriate passive surveillance.

2.1.8

Orientation and design of individual buildings should provide privacy and adequate daylight for residents and be orientated to maximise views.



Parameter Plan 10965-EPR-XX-XX-DR-A-TP-0103

2.2 Key points of access and circulation

2.2.1 Access

The function and character of pedestrian, cycle and vehicular routes within the masterplan are set out in Parameter Plan 10965-EPR-XX-XX-DR-A-TP-0103 (Key Points of Access and Circulation).

The access routes provide the framework for the Development Parcels to sit within while connecting the Site to existing off-site routes.

2.2.2

A new vehicular access off Depot Approach extends along the railside, accounted for in the Development Phasing whereby Parameter Plan 10965-EPR-XX-XX-DR-A-TP-0105 (Phasing) should also be accounted for.

To enable servicing of Development Parcels A, C and D during construction and operation.

2.2.3

A second vehicle access route off Depot Approach extends along the western site boundary.

To enable servicing of Development Parcel B.

2.2.4 Turning areas

Turning areas suitable for service and emergency vehicles should be provided.

2.2.5 Servicing

Service vehicle movements, including Refuse Collection Vehicles (RCVs), (with the exception of emergency vehicles) should be limited to vehicle access streets only.

To ensure that the public realm remains a car-free zone.

2.2.6 Deliveries

Shared facilities management office(s) should accept deliveries of non-perishable goods while only vehicles delivering perishable goods, Royal Mail and white goods should stop nearest to the relevant building entrances.

To reduce the total amount delivery vehicle movements around and through the Site.

2.2.7 Maintenance access

Maintenance vehicle access should be limited to vehicle access streets only.

Providing required access to plant and service areas and ensuring that the public realm remains a car-free zone.

2.2.8 Emergency vehicle access

The public realm landscape design should allow for emergency service access rights when required.

To provide necessary emergency access to all areas of the Proposed Development.

2.2.9

The existing vehicular access point to/from the Site from Cricklewood Lane should be removed.

Allowing for increased public realm and new accessible pedestrian and cycle access to the Site.

2.2.10 Universal access

Future RMAs should respond to the needs of an ageing population by including the principles for inclusive design in line with relevant legislation, standards and guidance.

2.2.11

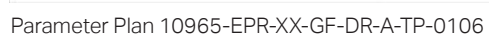
All pedestrian, cycle and vehicular routes should be clearly defined physically and visually.

To ensure the safety of the public realm for all.

2.2.12

All pedestrian access into and around the Proposed Development should be step free in line with relevant legislation, standards and guidance.

To ensure the Proposed Development is inclusive and accessible to all.



2.3 Development heights

2.3.1

Maximum AOD heights for buildings within the individual Development Parcels are set out in Parameter Plan 10965-EPR-XX-XX-DR-A-TP-0106 (Illustrative Heights).

To ensure that future RMAs sit within the height strategy developed with the Local Borough of Barnet (LBB) and are in keeping with the tested townscape approach.

While RMAs exceeding the maximum parameter heights will be subject to further daylight/sunlight/overshadowing and wind analysis as well as LBB approval, future RMAs should submit detailed Daylight Sunlight and Overshadowing assessments for each Development Parcel as it comes forward (regardless if within maximum heights), as internal and external assessments would be expected at RMA stage.

2.3.2

Ordnance Datum levels are used to define the maximum parameter heights expressed as a height above mean sea level (AOD).

2.3.3

Maximum parameter heights have been measured from indicative ground floor levels of the specific Development Parcels as set out in:

Parameter Plan

10965-EPR-XX-XX-DR-A-TP-0102

2.3.4

Maximum parameter heights are inclusive of parapets, other architectural features, lift/stair overruns and/or plant.

RMAs for the Development Parcels should not exceed the maximum AODs.

2.4 Technical considerations

2.4.1 Daylight, sunlight and overlooking

The positioning, orientation and massing of the Proposed Development is inherently designed in order to mitigate adverse effects to neighbouring sensitive receptors. The development of the maximum height and plot parameters have been arranged to minimise the impacts on neighbouring properties as well as to allow for good levels of amenity within the proposed accommodation and open spaces. Future RMAs should submit detailed daylight, sunlight and overshadowing assessments for each Development Parcel as it comes forward.

2.4.2 Wind microclimate

Further assessment should be conducted as the detail of each building is very likely to change both the aerodynamics of the Proposed Development, and potentially the sensitivity of uses across the Site and target conditions at each specific measured locations. Wind microclimate should be quantitatively assessed by an experienced wind engineer to confirm that mitigation measures are effective, based on the final massing as future RMAs come forward.

It is expected that unfavourable wind conditions can be mitigated using a developed mitigation scheme consisting of hard and soft landscaping, as well as considered entrance and amenity locations, to be discussed and agreed with LBB at RMA stage.

With these wind mitigation measures in place, wind conditions would be expected to improve such that the locations exceeding the comfort and safety criteria would be safe and suitable for the intended pedestrian use.

2.4.3 Overheating

The Proposed Development has been orientated to limit the amount of exposed façades orientated directly to the South and West. The apartments form encourage cross ventilation through the apartment and the glazing to solid ratio in the façade has been balanced to limit solar gain but balanced without restricting heat loss. To this extent

within Reserve Matters application CIBSE TM 59 calculations should be undertaken to demonstrate that the dwellings overheating performance is better than current Building Regulations requirements.

2.4.4 Air quality

Future RMAs should adhere to good principles of design with regard to minimising emissions and the reduction of impacts on local air quality:

- Effective spatial planning – the new dwellings should be located in an area well connected to public transports, and local workplace, schools, shopping and leisure facilities, which should reduce the need to travel by car;
- Provision of cycling parking facilities to encourage sustainable transport;
- Building design and layout – open space area and commercial facilities situated between the road sources to minimising exposure to future occupants; and
- Provision of all-electric powered space heating and cooling with the Proposed Development.

2.4.5 Climate change

Materials with lower embodied carbon should be incorporated within the design, where appropriate, during future RMAs, such as locally sourced products and materials with a higher recycled content. Furthermore, the durability of materials should be considered to reduce energy consumption and maintenance requirements. External materials that can withstand changes to temperature and precipitation should be specified.

The Outline Energy Assessment details several energy saving design elements which can reduce greenhouse gas emissions from the operational phase of the Proposed Development. These elements include: improved fabric "U" values; improved air tightness; minimised cold bridging optimising of glazing; communal heating system; high

efficiency ventilation systems; low energy lighting; smart meters, and air source heat pumps.

Allowance should be made for increase in surface water flows in drainage design due to climate change and incorporation of Sustainable Drainage Strategy (SuDS), such as swales, green roofs and water attenuation tanks.

2.4.6 Ground conditions and contamination

Specification of concrete used in foundations and building structures should be selected based on the results of the chemical composition of the Site's soil and groundwater. Guidance is provided by the Building Research Establishment series 'Concrete in Aggressive Ground'.

2.4.7 Noise and vibration

Due to the close proximity of the railway lines toward the east of the Development Plots, appropriate glazing and ventilation specifications, and façade insulation design should be incorporated into the detail design of future RMAs. Through the incorporation of these measures, the impact from both transport noise sources as well as surrounding existing commercial activities affecting future occupants can be mitigated and the internal ambient noise criteria can be achieved.

Fixed Plant and Building Services: Building services plant should be designed to achieve operational limits consistent with the requirements of BS 4142 which may require mitigation to be incorporated into the fixed plant design. The specification of plant machinery with low noise emission and properly attenuated supply and extract terminations should help to mitigate noise emissions. The use of enclosures, local screening, mufflers and silencers should also be used as appropriate. Where the noise exhibits any such acoustic features then the relevant penalty/ correction should be applied in accordance with BS 4142 so that the resultant rating level falls within any applicable limit levels.

2.4.8 Playspace

Future RMAs should provide sufficient playspace and public realm to avoid any adverse effects on the demand on social infrastructure. The new public park should be provided in order to help reduce the deficiency in the provision of public parks in the local area. See Design Guidelines: Chapter 5 for further details.

2.4.9 Secured by Design

Future RMAs should incorporate Secured by Design measures for crime prevention by adding appropriate outdoor lighting and public circulation space for natural surveillance as well as additional optional features including glazing, CCTV and secure bicycle and bin stores. Through these design and management choices adverse effects should be mitigated.

2.4.10 Townscape, Visual and Built Heritage Impact Assessment

Future RMAs should incorporate high quality and modern design of buildings that enhance the existing general townscape. This is especially important in the design Development Parcel A with regard to impact upon the settings of designated heritage assets. Visual impact could be mitigated by articulation and architectural treatment, thereby breaking down the perceived overall mass. Stepped setback of the upper levels should be considered to provide additional visual interest and soften massing.

2.4.11 Traffic and transport

Improved Accessibility: The Proposed Development should provide a new traffic-free pedestrian and cycle route between Depot Approach and Cricklewood Lane. This should provide a direct and attractive collector route for pedestrians and cyclists travelling to and from the Site. This should further reduce reliance on the private car and encourage sustainable travel behaviour.



3 Layout and residential quality





3.1 Layout and residential quality

3.1.1 Legislation, standards and guidance

Future RMAs should be designed to ensure compliance with the relevant legislation, standards and guidance, including but not limited to:

- The Equality Act 2010;
- National Regulations: The Building Regulations 2010, Approved Document M (Access to and use of buildings) Volume 1: Dwellings, HM Government, 2015 edition, incorporating 2016 amendments;
- The Building Regulations 2010, Approved Document M (Access to and use of buildings) Volume 2: Building other than dwellings, HM Government, 2015 edition, incorporating 2016 amendments;
- The Building Regulations 2010, Approved Document K (Protection from falling, collision and impact), HM Government, 2013 edition;
- The Building Regulations 2010, Approved Document B (Fire safety) Volume 1: Dwellinghouses, HM Government, 2006 edition incorporating 2010 and 2013 amendments;
- Approved Document B (Fire safety) Volume 2: Buildings other than dwellinghouses, HM Government, 2006 edition incorporating 2010 and 2013 amendments.

Best Practice

- British Standard 8300:2009 (Amended 2010) Design of Buildings and their Approaches to Meet the Needs of Disabled People - Code of Practice, British Standards Institution, 2010;
- British Standard 9999:2008 Code of Practice for Fire Safety in the Design, Management and use of Buildings, British Standards Institution, 2008.

National Planning Policy

- The National Planning Policy Framework (NPPF) (2019);
- National Planning Practice Guidance (NPPG) (2019);
- Technical housing standards – nationally described space standard. DCLG 2015;

London Planning Policy

- The London Plan (2016) (as consolidated with all alterations since 2011) - (Draft New London Plan Policy 3.5 Quality and design of housing developments);
- Housing Supplementary Planning Guidance, London Plan 2016 Implementation Framework, March 2016.
- London Housing Design Guide, Interim Edition, August 2010, London Development Agency as a best practice guide should be referred to where the above documents are silent.

Local Planning Policy

The adopted Development Plan for the London Borough of Barnet sets out the planning policies for making planning decisions. The Development Plan consists of the following documents:

- LBB Core Strategy Development Plan Document (CS) (September 2012);
- LBB Development Management Policies (DMPD) (September, 2012);
- LBB Unitary Development Plan "13 saved policies" for Brent Cross and Cricklewood' (UDP) (May, 2006); and
- Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework (December 2005).

These are minimum standards which RMAs are encouraged to exceed.



3.1.2 Security and privacy

All ground floor residential dwellings which front public realm should be provided with defensible space acting as a buffer zone between the private residential accommodation and the active public realm.

Residential dwellings should be arranged to allow for natural surveillance of the public realm and communal amenity spaces while also reducing overlooking or private spaces.

Boundary treatments between defensible spaces and public realm should:

- Allow for an element of transparency and avoid continuous solid boundary treatments;
- Metal railings, gates, dwarf walls and planting should be used to provide transparency while glass should not be used;
- Boundary treatments should be a maximum of 1m in height.

Future RMAs should be designed in accordance with the layout and design principles of Secured by Design (SBD).

The following features should be adopted to improve safety and security and help minimise crime:

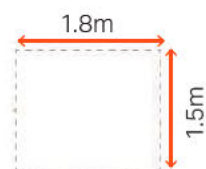
- Maximise overlooking/passive surveillance through the layout of the building and window locations, particularly those overlooking entrances;
- The buildings designed with clear sight lines in mind to optimise visibility distances;
- Clear glazing at street level to encourage passive surveillance;
- All residents' communal spaces should be accessed via encrypted fob;
- All doors and windows to ground floor dwellings as well as dwellings accessible from communal courtyards to be designed to PAS24 security rating;

- Secure PAS24 rated doors should be provided to all refuse and cycle stores, core entrance doors and front doors to dwellings on upper levels;
- Where residential entrances are recessed at ground floor, these should be made as wide as possible to increase visibility and minimize hiding places;
- All residents' cycle storage should be located in covered, secure areas with racks allowing bikes to be locked in two places;
- Defensible space should be provided to dwellings at ground floor level, although these are designed to avoid potential hiding places; and
- Footpaths, routes and public spaces should be well-lit at night to the appropriate standards.

- Living/Dining/Kitchen
- Private amenity space
- Master bedroom
- Second bedroom
- Bathroom
- HIU Cupboard



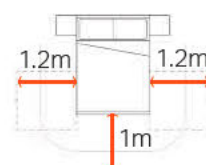
Plan of typical 2B 4P dwelling .



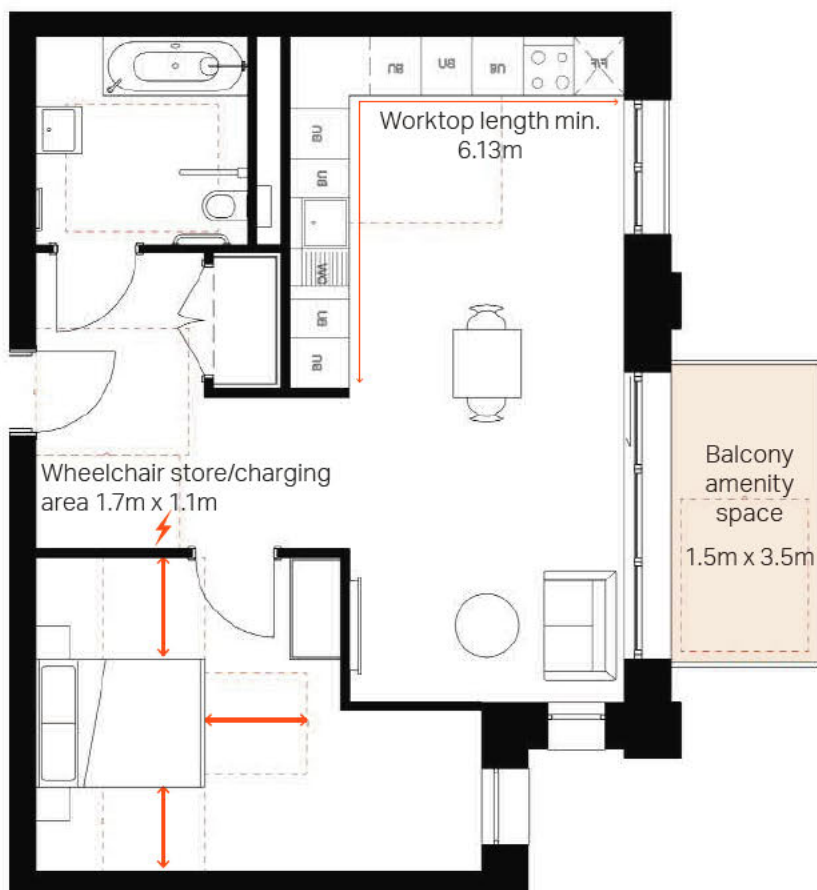
180° Turning space provision - minimum **clear turning zone** inside the entrance area, in front of the door when closed.



1.2m x 1.2m clear activity zone - minimum 1.2m x 1.2m **manoeuvring space** inside bedroom doorways, clear of the bed and the door.



Minimum 1m wide **clear access zone** to both sides and the foot of the bed and in front of all furniture and a minimum 1.2m x 1.2m **manoeuvring space** on both sides of the bed in principal double bedroom.



Plan of typical Category M4(3) Wheelchair dwelling with key manoeuvring spaces and activity zones highlighted.

3.1.3 Residential quality

Future RMAs should be of high quality design and meet the aspirations of the Draft New London Plan.

Dwellings should be designed to meet the Nationally Described Space Standard minimum space standards for dwellings of different sizes.

3.1.4 Access

Future RMAs should provide for compliant and convenient inclusive access to meet the needs of residents and visitors.

Key access design concepts should include:

- Incorporation of principles for inclusive design wherever possible;
- Clear design and sight lines for people to navigate building entrances across the public realm;
- Spacious and wheelchair friendly entrances with wide circulation routes;
- All residential dwellings should comply with the building regulation requirements for Part M4(2) accessible and adaptable dwellings while units designed as wheelchair user dwellings should comply with Part M4(3);
- All wheelchair user dwellings located above ground floor should be served by more than one lift;
- Provision of adequate disabled parking spaces;
- Inclusion of accessible cycle parking spaces within secured and covered cycle stores;
- 1500mm wide communal corridors; and
- Step-free and convenient access to all parts of the Proposed Development.

3.1.5 Private amenity space

All dwellings should be provided with private outdoor space in the form of balconies, terraces or winter gardens.

Ground floor residential dwellings accessed directly through own front doors should allow for integrated refuse storage within the private amenity space.

3.1.6 Layout

Residential cores should serve a maximum of 8 dwellings per floor.

Layouts should seek to optimise aspect and orientation while mitigating overlooking between adjacent buildings.

Sufficient levels of daylight and sunlight should be provided for all dwellings and outside amenity space.

Future RMAs should maximise the number of dual aspect dwellings.

Allowing for improved natural ventilation, easing over-heating as well as providing opportunity for increased levels of daylight and prolonged periods of sunlight.

Any single aspect dwellings that cannot be avoided should demonstrate that all habitable rooms achieve adequate passive ventilation, privacy and daylight and how overheating can be avoided.

Living/dining/kitchen areas should be organised around the dwelling's private amenity space.

To maximise access to sunlight/daylight and outlook.

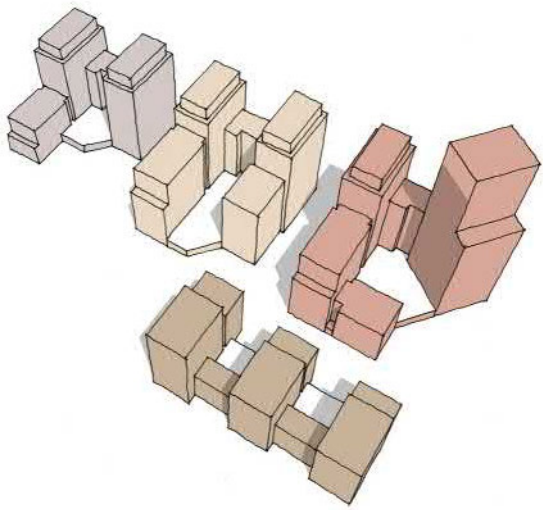
HIU, storage and bathrooms should be located closer to entrances where ever possible.

To prioritise habitable room located on the perimeter of the dwelling improving natural light and ventilation.

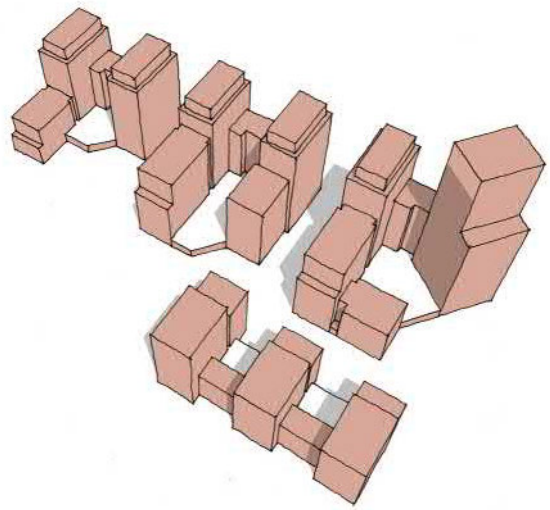




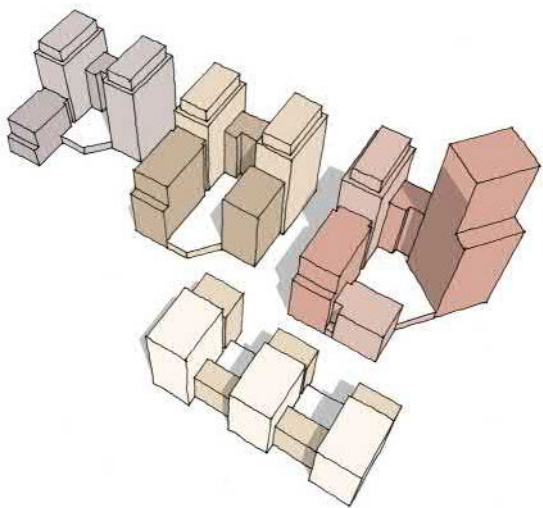
4 Building appearance



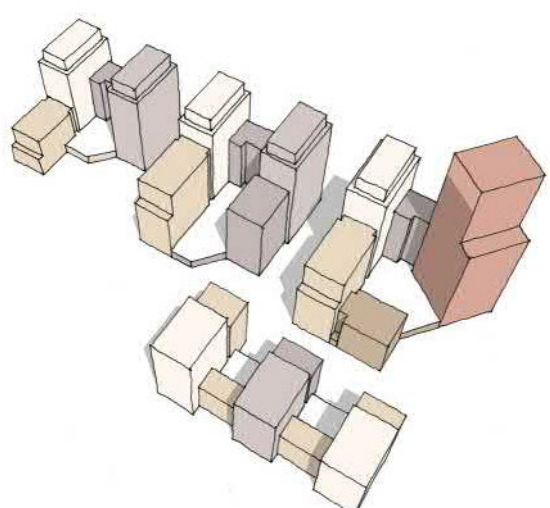
✓ Complementary variation in brick tones for individual Development Parcels



✗ Single consistent brick tone throughout



✓ Subtle variation in brick tone within individual Development Parcels



✗ Excessive variation in brick tone throughout - lacking structure

4.1 Materiality

4.1.1

RMA proposals should be of exemplary design.

4.1.2

The palette of materials should be limited.

To ensure a coherent architectural language is established throughout the neighbourhood.

4.1.3

The primary building material should be brickwork.

To provide a consistent aesthetic treatment with a robust finish, which unites the architectural language of the different buildings and the surrounding context.

4.1.4

Secondary material may be contrasting in its appearance, exploring the use of colour and texture.

To allow for flexibility and expression in design within a consistent framework for the neighbourhood.

4.1.5

All materials should be durable, robust and easy to maintain.

To ensure a high-quality finish over the life span of the development.

4.1.6

Consideration should be given to the overall approach to materiality and colour palette for the whole site.

To ensure each building coming forward is an appropriate fit within the emerging neighbourhood.

4.1.7

While the primary facade material is brick, subtle variation in brick tone should be considered.

To differentiate between buildings providing a sense of identity and adding variation to the overall development.



4.2 Entrances and frontages

4.2.1

Communal entrances to residential cores should be clearly visible from the public realm.

To facilitate way-finding and improve safety and natural surveillance.

4.2.2

Communal entrances should provide step-free access to all dwellings, car parks, refuse and cycle stores.

To allow for inclusive access to all areas of the Proposed Development.

4.2.3

Hierarchy of entrances should be clearly expressed, differentiating between communal and private entrances.

To facilitate way-finding for both residents and visitors.

4.2.4

Service entrances (refuse, cycle storage, plat, car parking entrances) should be fully integrated into the overall façade composition.

To ensure that a cohesive architectural aesthetic is applied consistently across the Proposed Development, enhancing the external ground floor experience for those moving through the public realm.

4.2.5

Large areas of inactive frontage should be avoided, and service entrances should be distributed across the building frontage.

To promote active frontages and mitigate areas that might be prone to vandalised and neglect due to lack of natural surveillance.

4.2.6

Communal residential entrances should provide access to dwellings as well as any shared residents' amenity spaces on podium or roof levels. The necessary security measures should be in place to ensure permitted access only.

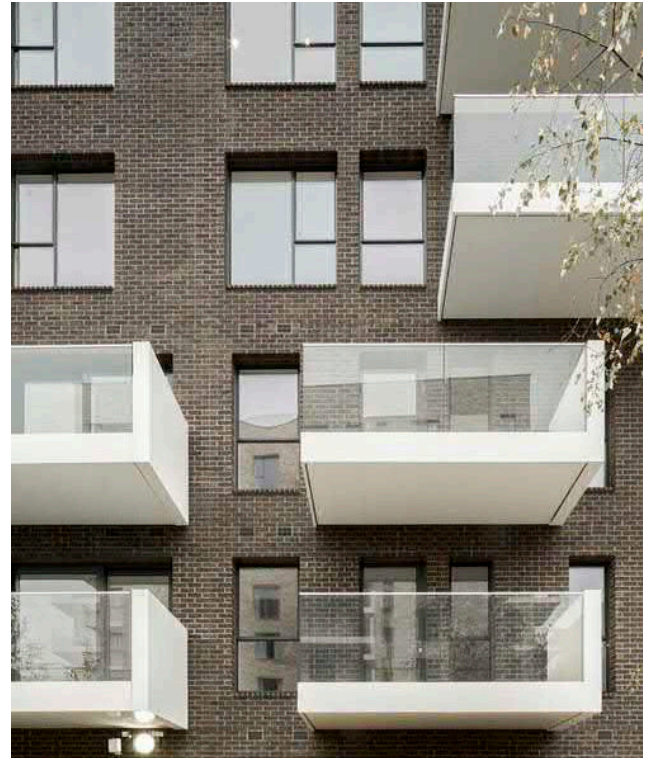
To ensure amenity spaces are accessible to all residents within the Development Parcel.

4.2.7

Ground floor dwellings should be accessed by residents' private front doors within their own defensible front garden space.



Metal balustrades preferred to complement the material palette



✗ Glazed balustrade treatments are not permitted

4.3 Architectural features

4.3.1

Early consideration should be given to the window cleaning and glass replacement strategies.

To ensure an appropriate maintenance strategy can be supported for the Proposed Development.

4.3.2

All balconies should provide for a minimum depth of 1.5m and meet the minimum areas for private outdoor space.

As set out in the Draft New London Plan Policy D4 Housing quality and standards guidance.

4.3.3

Glazed balustrades are not permitted.

To limit material palette, omit the need for cleaning of glass balustrades and align with fire safety requirements.

4.3.4

Projecting balconies overlooking public realm and residential streets are encouraged.

To maximise views and reinforce passive surveillance.

4.3.5

In order to avoid facade becoming overpowering in scale and relentless in their articulation, recessed breaks in massing at lower heights should be introduced.

This would assist in breaking up the massing and softening potential long reading façades.

4.4 Maintenance strategy

4.4.1

Future RMA facade design should be developed with a maintenance strategy in mind, ensuring that:

- The experience of arrival, via footpaths, entrances and shared circulation spaces is comfortable, accessible and fit for purpose;
- Features are designed to allow maintenance activities such as window cleaning, to be undertaken with ease;
- Sufficient levels of secure, covered and conveniently located externally accessible storage is provided for deliveries and other bulky items; and
- Recycling and waste disposal, storage and any on site management facilities are convenient in their operation and location, appropriately integrated, and designed to work effectively for residents, management and collection services.

4.4.2

Windows to floors above ground level should be designed for internal replacement via the residential lift cores.

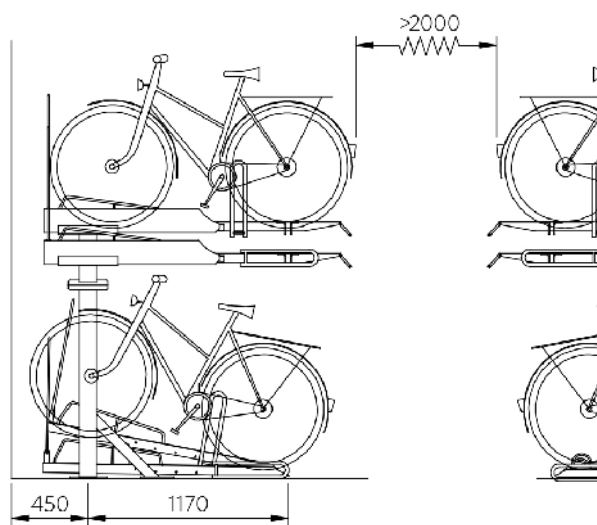
To limit the need for external glass replacement solutions.

Roof access should be provided to maintain and inspect roof finishes, rain water outlets and gullies, lightning protection tapes and plant.

To ensure ongoing maintenance can take place.



Example of multi-tiered cycle storage solutions that may be possible in future RMAs.



4.5 Car and cycle standards

4.5.1

Car parking should be designed to have minimal visual presence within the public realm. Podium car parking should be explored.

This can mitigate the need for large open parking areas within the public realm.

4.5.2

On-street parking should be well integrated within the public realm and associated landscape.

To ensure the public realm remains a pedestrian first environment, limiting the visual appearance of on-street parking.

4.5.3

Vehicle entrances to car parks should be fully integrated into the overall façade composition.

To ensure a high quality design approach is maintained throughout the Proposed Development.

4.5.4

Residential cycle storage should be designed in line with Draft New London Plan and integrated within the main building fabric and stand-alone structures within the public realm or amenity spaces should be avoided.

To ensure a high quality design approach is maintained throughout the Proposed Development.

4.5.5

All residential cycle storage should be provided in secure cycle stores. Visitors cycle storage should be provided within the landscaped public realm near to the building entrance.

4.5.6

Larger cycle stores should be lobbied and have two entry/exit points as a means of security and to prevent tailgating.

Large internal cycle stores should be subdivided into smaller 'cages'.

To facilitate easier management and access control.

4.5.7

Natural ventilation will likely be required to parking and plant areas at ground floor.

In order to achieve this the facade treatment will need to provide a certain degree of open area. Consideration should be given to the facade treatment providing this to ensure it appears to be integrated into the wider facade.

4.5.8

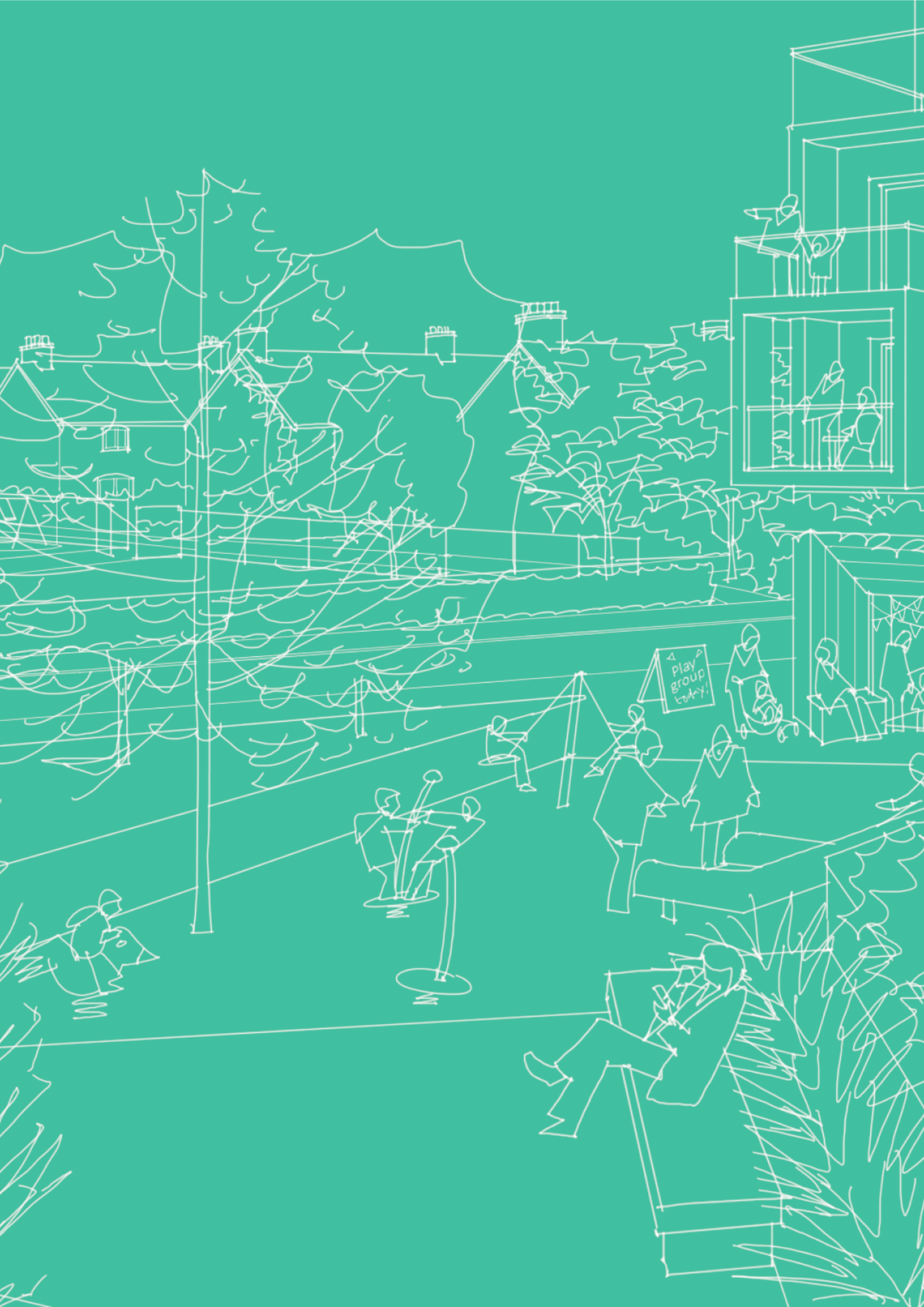
Facade allowances for natural ventilation should be raised above ground level and the landscaping designed to provide a buffer between the ventilation and any pavement or walkways.

To mitigate vandalism and improve security.

4.5.9

Multi-tiered cycle storage is encouraged.

To reduce the footprint required for residential cycle stores and reduce inactive frontages.



5 Public realm



5.1 Introduction

5.1.1

The following section, along with the Masterplan Design and Access Statement, documents the public realm design strategies and guidelines for the Proposed Development. It sets out a vision and key design objectives for the landscape which future RMAs should consider (acknowledging that landscaping is reserved for future determination).

This section identifies the characteristics and qualities of each defined Landscape Character Area, and articulates the holistic strategies which contribute to a cohesive and considered design language within the public realm. This framework of design guidelines promotes an independently defined and purposeful site character derived from the immediate environment which contributes to and supports the definition of a 'Cricklewood' sense of place.

Where appropriate, future RMAs must be agreed with LBB, the GLA, local highways authority and TfL.

The following pages of these design guidelines are divided into the below sections;

- [Landscape Objectives](#)
- [Hard Landscape](#)
- [Street Furniture](#)
- [Lighting](#)
- [Soft Landscape](#)
- [Trees](#)
- [Play Strategy](#)
- [Signage](#)
- [Accessibility and Legibility](#)

5.2 Landscape objectives

5.2.1

As documented within the Masterplan Design and Access Statement, future RMAs should provide an outdoor community asset that supports and enhances the existing Cricklewood Green, enjoyed by residents, locals and visitors alike. Future RMAs should consider the following objectives, alongside the vision layers defined within the Masterplan DAS;

5.2.2

A civic heart with a community focus;

To ensure a high-quality finish over the life span of the Proposed Development.

5.2.3

An aspirational place to settle

To ensure safe and comfortable residences and outdoor/public realm areas that cater to a variety of users.

5.2.4

Links and connections through the Site

To integrate the Site with its surroundings and provide paths that connect the existing street network with the Site layout.

5.2.5

Generous publicly accessible green space

To contribute and enhance the existing green infrastructure network.

5.2.6

A succession of spaces and experiences

To showcase a variety of new spatial typologies within Cricklewood.

5.2.7

One visible and generous civic space

To provide a public area for a variety of community gatherings and curated events.

5.2.8

A green pedestrian route

To encourage active travel and recreation.

5.2.9

Varied views and elements of surprise

To provide a diversity of site experiences.

5.2.10

Visual connection with podium gardens

To showcase how the public realm and architecture can be symbiotic and provide continued activation at varying levels.

5.3 Hard landscape

5.3.1

Hardscape components should seek to achieve a regularity, rhythm, and repetition of palette and layout. Flush metal edging should be used to retain surfaces where required.

To provide a consistency and continuation of forms within the hardscape.

5.3.2

Hard materials should be of high quality and a context-appropriate and limited palette, materiality and colour tone. Busy patterned surfaces to pedestrian surfaces should be avoided.

To create a high-quality continuation of like forms.

5.3.3

Paving specified on footways and carriageways should be laid in a stretcher bond and be perpendicular to the proposed direction of travel.

To provide an accessible and consistent public realm.

5.3.4

Materials should be robust and consider proposed trafficability.

To provide a durable public realm.

5.3.5

Where appropriate, materials should be permeable.

To encourage local material sustainability.

5.3.6

Where possible and relevant, materials should be locally sourced and reflect the local vernacular.

To encourage support for the local economy and character.

5.3.7

Hard material selection should consider different seasonal conditions and uses, particularly regarding accessibility and durability. Where vehicle overrun is anticipated the build up and modular size of the paving must be suitable.

To ensure the public realm is accessible and usable in varying weather conditions

5.3.8

Selection of hard materials should be in keeping with the proposed programme of the designed area. Contrasting paving should be used to define spaces and uses, as opposed to strong patterns.

To create a considered diversity in hard material selection.

5.3.9

Manhole covers and inspection chambers should not be located in obvious view of highly trafficked pedestrian or vehicular areas. Where this is inevitable, these should utilise recessed covers and be inlaid with paving matching the surrounds. Drainage products that are least visible in the surface, such as slot drains.

To provide a visual consistency within the public realm.

5.3.10

Manhole covers and inspection chambers should be flush with the adjoining surfaces.

To ensure freedom of pedestrian and cyclist movement.

5.3.11

Feathered steps should not be used.



- ✓ Stretcher-bond paving perpendicular to direction of travel on footways, carriageways



- ✗ Non-stretcher-bond patterns on main footways and carriageway not permitted



- ✓ Permeable paving materials, where appropriate



- ✗ Unless necessary, non-permeable paving materials should be limited



- ✓ Flush and recessed manhole covers aligned with proposed paving pattern



- ✗ Non-recessed manhole covers not aligned with paving pattern

5.4 Street furniture

5.4.1

All street furniture should be of a unifying and consistent colour, tone, texture and material. Materiality, tone and colour should co-ordinate with the existing context and Proposed Development.

To ensure the suite of street furniture has a strong and coherent identity and a high-quality aesthetic.

5.4.2

Consideration should be given to the appropriateness of the materials with regard to place making and their long-term performance.

To ensure longevity of proposed materials and public realm. To minimise maintenance and replacement costs.

5.4.3

Seating elements should be varied and provide for a range of interactions, including solitary reflection, private conversation and larger social groups.

To encourage a diversity of social interactions.

5.4.4

The design and placement of furniture should respond to how the Site is likely to be navigated and be in keeping with the landscape character areas denoted in this document.

To promote a considered placement of furniture elements.

5.4.5

Areas of seating and playful elements should be situated in the sunniest areas and sheltered from the elements and interspersed throughout the public realm. Seating elements should include arm rests and back supports at appropriate locations.

To ensure the comfort of public realm users is considered.

5.4.6

Tree grilles should be recessed and laid flush with the surrounding surface treatment.

To ensure freedom of pedestrian and cycle movement.

5.4.7

Timber should be sustainably sourced. Materials which utilise low-carbon resources, recycled and recyclable materials must be preferred.

To align with ethical obligations and best-practice.

5.4.8

All furniture should be of robust construction, durable finish and vandalism resistant.

To ensure longevity and quality to the public and private realm.

5.4.9

Glass balustrades should not be used in public realm. Railing boundary treatments should be considered over glass, timber or brick boundary treatments.

5.4.11

Seating should be 450mm - 500mm in height and integrated into the surrounding landscape and given enough room to fulfil its function.

5.4.12

Litter bins should be located adjacent to areas of public seating.

5.4.12

Cycle stands should meet the minimum Draft London Plan requirement for short stay external stands. They should be located in groups near building entrances.



✓ Timber-centric seating with a consistency in form and appearance



✗ Concrete, solid, or traditional style seating



✓ Timber-centric (or ornamented) street furniture



5.5 Lighting

5.5.1

All footpaths and vehicular access areas should be illuminated.

To encourage safe usage and good passive surveillance.

5.5.2

Light levels should meet adaptable standards, but should not exceed these standards except to highlight a particular artwork or feature.

To follow best practice.

5.5.3

Luminaries should be LED with a warm white colour.

To minimise disturbance to bats and other wildlife.

5.5.4

The needs of foraging bats and other wildlife should be given full consideration, especially alongside existing and proposed linear features such as hedgerows, tree-lines and planting beds. Bollard or low-level columns should be preferred in these areas with light streams directed away from sensitive areas, unless standards of illumination must be met according to the proposed site usage.

To encourage ecological stewardship and consideration for wildlife patterns in the lighting design.

5.5.5

The Site lighting must be designed by experienced lighting consultants. The lighting must be energy efficient, as evidenced by energy and carbon calculations.

To encourage considered and efficient energy consumption.

5.5.6

Columns and other street lighting luminaries should be aesthetically in keeping with the surrounding Cricklewood area and heights should be appropriate to adjacent buildings. Light column materials, finishes and designs should be consistent across the Proposed Development and align aesthetically with other street furniture.

To maximise consistency in the materiality and appearance of the public realm.

5.5.7

Light columns should have a design life of 50 years minimum. Columns should provide the means for fixing brackets for hanging baskets, banners and / or Christmas decorations.

To maximise longevity of the lighting strategy and provide mechanisms for social and community appropriation.

5.5.8

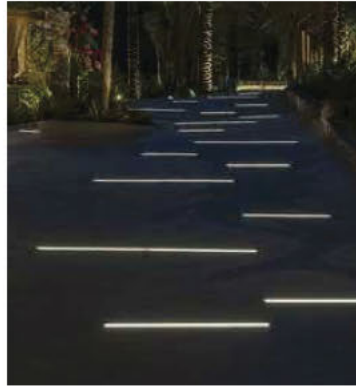
Safe maintenance access for repair or replacement should be from locked access hatches at ground level (or rooftop/podium level where applicable), or via an elevated working platform at ground level.

To provide a consistent access mechanism across the Proposed Development.

5.5.9

Lighting should not generally be provided within play areas unless required for safety of users if anticipated usage.

To discourage usage where passive surveillance is limited after dark.



✓ Modern, non-ornamented and elegant street lighting and luminaries



✗ Traditional and heritage lighting components



✓ Bollard, seating, and in-ground lights



✓ Lighting that supports wildlife foraging and nesting species

5.6 Soft landscape

5.6.1

The planting palette should consider the local micro-climate and associated conditions to ensure the appropriate plant is located in the correct environment.

To encourage longevity of the planting palette in relation to climactic considerations.

5.6.2

The planting palette should aim to create a distinctive well-vegetated character to the Site to form a rich and immersive environment in the proposed amenity spaces. Herbaceous, ground-cover and grasses should be specified at a sufficient size and density to ensure 'instant impact' upon initial planting.

To provide a strong vegetated structure and amenity value to the public realm.

5.6.3

Species should be chosen from an appropriate native and non-native palette to soften the appearance of the Proposed Development, promote sustainable drainage initiatives where appropriate, help create variation in character, enhance ecological diversity, and provide visual interest and colour throughout the seasons. All planting beds should include at least 30% evergreen structural planting.

To ensure year-round interest, variation, structure and colour.

5.6.4

The selection of plants should consider the form and eventual scale of the species in relation to the spacing and elevation of the buildings and public realm.

To ensure the species selection is contextually appropriate to the location.

5.6.5

The future maintenance requirements of vegetation and their impact on buildings, pedestrian access routes and access points must be taken into account when selecting species.

To minimise continued and future maintenance concerns.

5.6.6

Defensible planting around residential areas should have a structural evergreen hedge to the building side which grows to 1.1m minimum height.

To provide privacy and structure to defensible planting beds adjacent residential terraces.

5.6.7

All areas of grass to have a minimum of 300mm of topsoil. All areas of shrub and herbaceous planting to have a minimum of 500mm of topsoil.

5.6.8

Hedges should be a minimum width of 900mm and a species that should reach minimum of 1.1m in height.

5.6.9

Shrub planting should be spaced at 5/m² when using 5l pots as a minimum. Herbaceous planting should be spaced 7/m² when using 3l pots as a minimum.

5.6.10

Species rich amenity grass should be specified to contribute to biodiversity.

5.6.11

Rain gardens are to be priority over traditional shrub beds at ground floor. Species selection should be appropriately selected for the drainage condition.



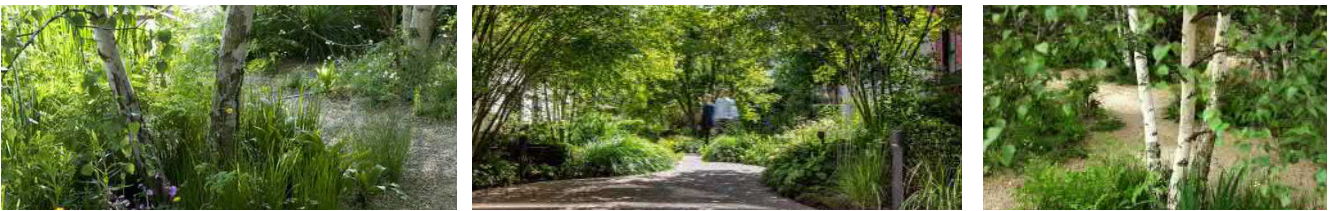
General Planting

A dynamic palette with variation in textures and heights. The species range from 300mm to 1m and the colours complement the distinctive leaves of the marker trees.



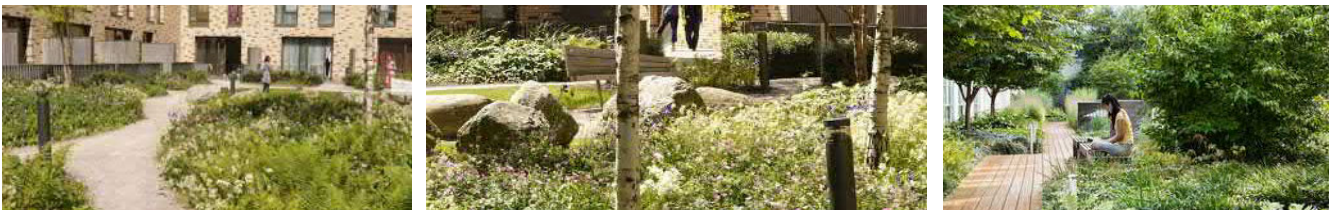
Rain Gardens

A palette consisting of plants that tolerate inundation and moist environments and provide seasonal colour and a variety of textures.



Woodland Planting

A lush and species-rich planting palette to create an immersive environment with soothing colours and textures. The species are shade tolerant and evoke woodland ground flora.



Podiums Glades

A palette of glossy, light reflecting plants that tolerate shade and dappled light while providing a variety of colours.



Communal Rooftops

A durable and colourful palette of soft dense vegetation to provide a strong and robust planted edge to the communal rooftops.

5.7 Trees

5.7.1

All trees should be selected and planted to ensure long-term establishment and longevity, with particular attention paid to street trees and trees within paved areas. Specification should include irrigation or aeration pipes and specialist load bearing soils or specialist techniques, such as root cells. All trees should be secured by invisible underground guying.

To maximise the longevity of the public realm.

5.7.2

Trees should have a minimum rooting medium volume suitable for the mature size of the tree specimen and provide adequate drainage and aeration to encourage the tree to thrive. Trees should be located to reduce of wind speed at all levels.

To encourage and promote healthy and continuous growth.

5.7.3

Where features such as roads and footpaths cross or are adjacent to any retained trees, these should be designed to eliminate or minimise impacts on the canopies and rooting areas, and maximise continuity of habitat and screening effect.

To encourage the retention of existing trees and promote their continued growth.

5.7.4

Trees grilles must be utilised in all paved areas where the trees are set in hardstand. The grill must be consistent in design and material of adjacent site furniture and align with the orientation of the paved materials.

To ensure longevity of the paving and a consistency in the design of the public realm.

5.7.5

Only standard single-stem trees should be used in hardstand. Tree guards are not encouraged.

To provide clear lines of sight and access between proposed tree planting.

5.7.6

All trees should be secured by invisible underground guying.

To eliminate the use of intrusive above-ground anchors or wires.

5.7.7

Varieties of appropriate UK native species are preferred. Trees which offer wildlife habitat, food source or other ecological benefits should be favoured providing the integrity of the character area is maintained.

To encourage ecological stewardship in the design of the public realm.

5.7.8

All trees should be detailed to facilitate long term survival and thriving of the tree over a minimum period of:

- 15 years for roof gardens;
- 35 years for communal courtyards; and
- 75 years for public realm.

5.7.9

Trees should be at a girth of 400-450mm in public realm, and 250-300mm girth within gardens. Topsoil for tree pits should be min 600mm deep with 100mm free draining fill to bases.

5.7.10

All retained trees are to be protected in accordance with BS5837:2012 (or equivalent superseding standard).



- ✓ Tree grilles aligning with paving and utilising below-ground wires and guys



- ✗ Above ground wires, stakes, tree guards and other protection mechanisms



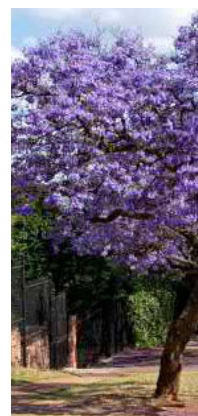
- ✓ Clear stem standard trees with clear lines of sight



- ✓ Appropriate aeration and drainage mechanisms to encourage species to thrive



- ✓ Native trees which provide habitat and food sources for wildlife



- ✗ Non-native species unless integral to site character

5.8 Play strategy

5.8.1

A minimum amount of play space provision should be conditioned and future RMA submissions should be compliant with this condition.

To ensure the Proposed Development meets the GLA standards of play yield.

5.8.2

Play provision should be in keeping with the quality and identity broadly defined in the character areas within the Masterplan Design and Access Statement and detailed landscaping strategies to be brought forward under future RMA applications.

To ensure the intent of the character areas permeates the selection of play equipment/provision.

5.8.3

Timber should be a central play element material. Non-timber elements should be of subtle and muted colour, form, and texture in keeping with the character area. Consistency in material, colour, form, and texture is paramount in the entire public realm and selection of equipment should complement the tones and materiality of the built environment.

To ensure the intent of the character areas permeates the selection of play equipment/provision.

5.8.4

Play equipment can utilise a range of colour beyond that of general site furniture, but should incorporate elements which clearly complement other furniture, through materiality or design.

5.8.5

Play enclosure railings required for compliance with CBC standards, should normally be black or anthracite steel, but may include other materials or design features found with site furniture palettes, such as timber posts or signage.

5.8.6

Play space should:

- Comply with the guidance set out in the GLA SPG "Shaping Neighbourhoods: Play & Informal Recreation" and Play England Guidance;
- Provide the full requirement of play space within the Site;
- Be designed to avoid conflict with traffic or dogs;
- Be located in areas with passive surveillance and set away from windows to domestic dwellings;
- Not have concealed areas; and
- Be accessible to children and carers that use wheelchairs.



Natural Play

Play opportunities utilising natural materials embedded in soft landscape



Destination Play

Larger play elements for a variety of users and ages



Incidental Play

By-chance play opportunities along pedestrian paths and within planting beds

5.9 Signage

5.9.1

Designs for non-statutory signage and interpretation should be consistent with the materials and design aesthetics of the public realm and character areas.

To co-ordinate with the street furniture aesthetic.

5.9.2

Way-finding should not rely exclusively on text-based signage. Designs should incorporate consistent graphical symbols or icons to assist way-finding for people regardless of physical and sensory abilities. All signage should be visible to wheelchair users.

To ensure the public realm is accessible and useable by a variety of individuals.

5.9.3

In shared surface environments, paving should utilise a difference in materiality to exhibit walking routes. Tactile hazard warning pavings should indicate the extent of shared surfaces.

To ensure the public realm is accessible and follows best practice.

5.9.4

Informational signs should generally take the format of a vertical 'monolith' and should be internally illuminated.

To create a consistent way-finding aesthetic that is easily visible and accessible.

5.9.5

All signage and advertising within streets should be aligned with other elements of site furniture and street trees.

To create a clutter-free, clear, pedestrian environment.



- ✓ Orientation and interpretation signage should co-ordinate with other on-site elements/furniture/lighting



- ✓ Ecological learning mechanisms should be used near play areas and areas of ecologically relevant planting

5.10 Accessibility and legibility

5.10.1

All landscape spaces should be designed to be fully accessible and legible for all users.

5.10.2

The future RMAs should address both physical and psychological barriers to access, including the fear of crime and road danger, steep gradients, absence of seating, social exclusion and legibility of the Proposed Development.

5.10.3

Ramps and steps should be kept to a minimum throughout the Proposed Development.

5.10.4

Thresholds to doorways should be level and should be designed to meet Building Regulations and other relevant standards.

5.10.5

Priority must be given to pedestrians at vehicular crossovers and surface treatment should contribute to this.

5.10.6

Safety considerations, including tactile paving, should be given at all crossovers and level changes within a pedestrian footway.

5.10.7

Views to residential entrances should be identified and kept clear within the sight line.

London Studio

EPR Architects
30 Millbank
London
SW1P 4DU

+44 20 7932 7600
architects@epr.co.uk
www.epr.co.uk

Wrocław Studio

EPR Architects Poland
ul. Łaciarska 4
50-104, Wrocław
Poland

+48 71 330 77 28
wroclaw@epr.co.uk
www.epr.co.uk

Carter, Richard

From: Planning Vetting
Sent: 02 July 2021 18:26
To: Griffiths, Carl; [REDACTED] Planning Vetting
Cc: Dillon, Andrew; Gaudin, Fabien
Subject: RE: 14 Day Reconsultation - 20/3564/OUT

Hi Carl,

[REDACTED] said she will be in office on Monday and will discuss with you about the site notice and the best way forward.

I understand she might want to check on the legal aspect of the duration apart from the process of expediting it. I have not sent the site notice to the Printroom . Please be aware If we are using the Printroom services ,it will be paused after 3pm on Monday for some IT updates.

Have a lovely weekend.

Kind Regards,

[REDACTED]
Technician – Planning

London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW
Tel: [REDACTED] | Web:barnet.gov.uk



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From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Sent: 02 July 2021 16:14
To: [REDACTED]@Barnet.gov.uk>; Planning Vetting <planning.vetting@barnet.gov.uk>
Cc: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>
Subject: RE: 14 Day Reconsultation - 20/3564/OUT

I can do it with a sharpie if there is no way to do it electronically. Old school

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

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

Sent: 02 July 2021 16:11

To: Planning Vetting <planning.vetting@barnet.gov.uk>

Cc: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>

Subject: RE: 14 Day Reconsultation - 20/3564/OUT

Hi [REDACTED]

I am not sure how we would this sorry not a usual thing.

[REDACTED]

[REDACTED]

Senior Technician

Planning and Building Control

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

Tel: [REDACTED] | Mobile: | Web: barnet.gov.uk

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Re

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From: Planning Vetting <planning.vetting@barnet.gov.uk>

Sent: 02 July 2021 15:50

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

Cc: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>

Subject: FW: 14 Day Reconsultation - 20/3564/OUT

Hi [REDACTED]

Need your help on changing the date on the site notice .

When I checked earlier with the team as it didn't coincide with the consultation date, I was told that it is a standard 3 weeks and we don't change it. Can that be amended to match the 14 day period. Carl is happy to put it up rather than it being picked up by AJ.

Kind Regards,

[REDACTED]

Technician – Planning

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

Tel: [REDACTED] | Web: barnet.gov.uk



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From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Sent: 02 July 2021 15:20
To: Planning Vetting <planning.vetting@barnet.gov.uk>
Cc: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>
Subject: RE: 14 Day Reconsultation - 20/3564/OUT

Thanks [REDACTED], very much appreciated.

In terms of the site notice – the dates are incorrect and need to be amended to reflect the consultation period. I am happy to put it up myself as I can be in the office next week rather than wait for the regular notice erections.

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: Planning Vetting <planning.vetting@barnet.gov.uk>

Sent: 02 July 2021 15:18

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

Cc: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>

Subject: RE: 14 Day Reconsultation - 20/3564/OUT

Hi Carl,

This is done.

Neighbour letters(including contributors) and Site notice have been processed and will be sent for printing now.
All consultees have been notified too.

Like your comment on Chocolates , if it is allowed 😊 Have a lovely evening.

Kind regards,



Technician – Planning

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

Tel: 0208359 4500 | Web:barnet.gov.uk



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

Sent: 02 July 2021 14:43

To: Planning Vetting <planning.vetting@barnet.gov.uk>; [REDACTED] <[REDACTED]@Barnet.gov.uk>; [REDACTED] <[REDACTED]@barnet.gov.uk>

Cc: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>

Subject: RE: 14 Day Reconsultation - 20/3564/OUT

Great thank you, much appreciated... I owe you some chocolate!

Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration
Regional Enterprise

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From: Planning Vetting <planning.vetting@barnet.gov.uk>

Sent: 02 July 2021 14:41

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

Cc: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>; Planning Vetting <planning.vetting@barnet.gov.uk>

Subject: RE: 14 Day Reconsultation - 20/3564/OUT

Hi Carl,

As discussed now, the letters are finished loading up.. Sorry it took a good couple of hours to the size. I will shortly send a confirmation once the consultees and the site notice is done copying Fab.

Kind Regards,

[REDACTED]

Technician – Planning

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

Tel: [REDACTED] | Web:barnet.gov.uk



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

Sent: 02 July 2021 14:06

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

Cc: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>; Planning Vetting <planning.vetting@barnet.gov.uk>

Subject: RE: 14 Day Reconsultation - 20/3564/OUT

Hi [REDACTED]

Sorry for the bother but please see email trail below.

Please could we do a full reconsultation for 14 days (neighbours, consultees, all respondents to date and a site notice) on 20/3564/OUT. Its very important that the consultation commences today.

Please could you let me know once its good to go so we can check and green light.

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 [REDACTED] <[@Barnet.gov.uk](mailto:[REDACTED]@Barnet.gov.uk)>
Sent: 02 July 2021 14:03
To: [REDACTED] <[@Barnet.gov.uk](mailto:[REDACTED]@Barnet.gov.uk)>; [REDACTED] <[@barnet.gov.uk](mailto:[REDACTED]@barnet.gov.uk)>
Cc: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>; Planning Vetting <planning.vetting@barnet.gov.uk>
Subject: RE: 14 Day Reconsultation - 20/3564/OUT

Hi Carl

If you email planning vetting which I have copied in [REDACTED] can pick this up

Regards

[REDACTED]
Senior Technician
Planning and Building Control
London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW
Tel: [REDACTED] | Mobile: | Web: barnet.gov.uk

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

Sent: 02 July 2021 14:02

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

Cc: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>

Subject: FW: 14 Day Reconsultation - 20/3564/OUT

Importance: High

Hi Both

Sorry to bother but do you know who is around in the vetting team today? We have an urgent reconsultation that needs to ho out before COB.

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: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>

Sent: 02 July 2021 13:57

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

Subject: RE: 14 Day Reconsultation - 20/3564/OUT

Importance: High

Both,

█ and █ are off so one of you **MUST** oversee this personally (as in observe what your tech support colleague does when processing the request).

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

My working days are Mondays-Thursdays



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

Sent: 02 July 2021 11:29

To: Planning Vetting <planning.vetting@barnet.gov.uk>

Cc: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>

Subject: RE: 14 Day Reconsultation - 20/3564/OUT

Importance: High

Hi.

Sorry to follow up but could you also please ensure that letters go to everyone who has written in thus far, and not just those on the stat neighbours list.

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

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Re

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From: Griffiths, Carl

Sent: 02 July 2021 11:19

To: Planning Vetting <planning.vetting@barnet.gov.uk>

Cc: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>

Subject: 14 Day Reconsultation - 20/3564/OUT

Importance: High

Hi Planning Vetting

Please could I request that a full 14 day reconsultation (neighbours and consultees + site notice) is authorised for the above application. There is an amended description and amended plan uploaded so it is good to go. Due to timescales and the upcoming summer recess for Planning Committee, its quite important that the consultation is commenced today if possible.

Please could you let me know once it is set up to go and I will give the final green light.

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

Barnet Online: www.barnet.gov.uk

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Carter, Richard

From: Joseph Bryan [REDACTED]
Sent: 04 July 2021 11:24
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 sorry to have to write to you again on this matter.

You will know that the developers have submitted a further revised proposal. It knocks off the top six storeys from the tallest of the several skyscrapers being proposed. There will still be several 19-storey skyscrapers being built in an area which simply cannot sustain 1,050 new households.

Please see below my objection sent to the Case Officer Mr Griffiths today. I appreciate he is likely to be busy but I do not have a record of him acknowledging receipt of my email of 01/06/21, so I am a little concerned that my views may not have been taken into account. Certainly, the new proposal does not take them into account.

Ultimately, it's just a pity the developers are wasting time when they could be getting on building a reasonably sized re-development, when we all agree that the housing crisis needs to be addressed.

Please can I invite you all to continue to object, in whatever way you can within your respective roles.

Kind regards,

Joseph Bryan

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

From: Joseph Bryan [REDACTED]
To: Carl.Griffiths@Barnet.gov.uk <carl.griffiths@barnet.gov.uk>
Sent: Sunday, 4 July 2021, 11:14:03 BST
Subject: Re: 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 do not have a record of you acknowledging receipt of my email below.

I note that the developers have submitted a further revised proposal. As you know, I objected to the first proposal in 2020 and to the revised proposal in 2021 on the basis that the application had not really changed: please see my previous comments, including 01/06/21.

Reducing the maximum height from 25 to 19 storeys is still not a material change to the proposal (as both the developers and Council must know), so I continue to object for the reasons given previously.

It is a shame that the developers are wasting time with marginal amendments like this which do

not address the clearly expressed concerns of local people. Instead, they should be getting on with building new homes on the B&Q site, up to about 6 or 7 storeys, in keeping with the area's character and infrastructure capacity.

I urge you to do what is in your power to reject the current proposal.

Please would you kindly acknowledge receipt of this email.

Yours sincerely,

Joseph Bryan

On Tuesday, 1 June 2021, 16:08:11 BST, Joseph Bryan [REDACTED] wrote:

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

From: donotreply.publicaccess@barnet.gov.uk
Sent: 05 July 2021 13:29
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 1:28 PM on 05 Jul 2021 from Miss Azra Karaselimovic.

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 1050 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 19 storeys along with car and cycle parking landscaping and associated works (this application is accompanied by an Environmental Statement) (REVISED PLANS RECEIVED - AMENDED DESCRIPTION - REDUCTION IN MAXIMUM HEIGHT FROM 25 TO 19 STOREYS AND REDUCTION IN RESIDENTIAL UNIT NUMBERS FROM 1100 TO 1050).

Case Officer: Carl Griffiths

[Click for further information](#)

Customer Details

Name: Miss Azra Karaselimovic
Email: [REDACTED]
Address: 7A Temple Road Cricklewood London

Comments Details

Commenter Type: Neighbour
Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: I have written several times objecting to this development as many of the neighbours and local residents have done. I am disappointed that this has resulted in only small, token amendments to the developer's plans and they have been left largely unchanged.
The Cricklewood town centre will be ruined with too many very tall and out of place crowded buildings and ugly blocks of flats, which stand out of the surrounding area like an eyesore.

It is disheartening to see how the feedback and views of local residents do not amount to much and this consultation appears to be another box ticking exercise leading to the inevitable.

Whilst most people appreciate the need for more housing and support these initiatives, I believe they need to be done in a proportionate and considerate ways to the local communities, environment and local facilities.

Carter, Richard

From: donotreply.publicaccess@barnet.gov.uk
Sent: 05 July 2021 13:33
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 1:32 PM on 05 Jul 2021 from Mr Regan Andrew.

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 1050 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 19 storeys along with car and cycle parking landscaping and associated works (this application is accompanied by an Environmental Statement) (REVISED PLANS RECEIVED - AMENDED DESCRIPTION - REDUCTION IN MAXIMUM HEIGHT FROM 25 TO 19 STOREYS AND REDUCTION IN RESIDENTIAL UNIT NUMBERS FROM 1100 TO 1050).

Case Officer: Carl Griffiths

[Click for further information](#)

Customer Details

Name: Mr Regan Andrew
Email: [REDACTED]
Address: 3 Midland Tce London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: I have made two previous objections to this development and I continue to object. Although one of the towers has been reduced in height, they are still far too tall and all of the points I made in my previous submissions remain valid. This proposed development is completely unacceptable and needs considerable rework.

Carter, Richard

From: [REDACTED]
Sent: 05 July 2021 13:51
To: [REDACTED]; Griffiths, Carl
Subject: RE: Site Notice

Hi Both

I have just checked with Paula and the notice should be put up for a minimum of 21 days

Regards

[REDACTED]
Senior Technician
Planning and Building Control
London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW
Tel: [REDACTED] | Mobile: | Web: barnet.gov.uk

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From: [REDACTED]@Barnet.gov.uk>
Sent: 05 July 2021 13:46
To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; [REDACTED]@Barnet.gov.uk>
Subject: RE: Site Notice

Hi [REDACTED]

Apologies, attached the previous site notice by mistake.. this is the site notice that needs To be printed. The date will be modified anyway.

Kind regards,

[REDACTED]
Technician – Planning

London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW
Tel [REDACTED] | Web: barnet.gov.uk



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

Sent: 05 July 2021 13:08

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

Subject: RE: Site Notice

Hi [REDACTED] a

If someone is in the office today, please could the site notice be printed and I will collect and put it up tomorrow.

I am not sure there is a way to change the dates electronically so I was just going to do it with a pen before it goes up.

Thanks

Carl

Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration
Regional Enterprise

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T: 0208 359 5400

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From: [REDACTED]@Barnet.gov.uk>

Sent: 05 July 2021 12:31

To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; [REDACTED]@Barnet.gov.uk>

Subject: Site Notice

Hi Carl/[REDACTED],

Hope you had a lovely weekend.

Just wanted to confirm that you have been able to sort out the site notice for 20/3564/OUT to coincide with the re consultation dates and do not want me to send the one I printed earlier for Printroom and collection by AJ.

As discussed , I have not sent it. Will discard it based on your confirmation.

Kind Regards,

[REDACTED]

Technician – Planning

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

Tel: [REDACTED] | Web:barnet.gov.uk



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ARE YOU AFFECTED BY THIS PLANNING APPLICATION ?

The Council has received an application for:

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 1050 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 19 storeys along with car and cycle parking landscaping and associated works (this application is accompanied by an Environmental Statement) (REVISED PLANS RECEIVED - AMENDED DESCRIPTION - REDUCTION IN MAXIMUM HEIGHT FROM 25 TO 19 STOREYS AND REDUCTION IN RESIDENTIAL UNIT NUMBERS FROM 1100 TO 1050).

At: **B And Q , Broadway Retail Park, Cricklewood Lane, London**

Application number: **20/3564/OUT**

HAVE YOUR SAY

You can comment until **29 July 2021**

To see the plans or make a comment visit www.barnet.gov.uk and select "Planning applications: view or comment"

The officer dealing with this application is **Carl Griffiths (020 8359 3000)**

Any written comment you make about an application will be placed on the public file. This means that:

- Your comment, name and address will form part of the application documents and will be available for inspection
- Anonymous comments will not be considered
- Letters marked in confidence will be considered and will not be routinely disclosed. We will undertake necessary redactions, including the name of the occupant, before considering disclosure. We will, however, leave postal addresses on the letters.
- Your comment, name and address will be stored electronically and may be published online. Any signature, email address and telephone number will be removed before publication. It may be possible for your name and address to be browsed through internet browsers and search functions.

This notice may be removed on 30 July 2021

Carter, Richard

From: John Mumby <jmumby@iceniprojects.com>
Sent: 06 July 2021 09:21
To: Griffiths, Carl
Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Morning call – did you manage to get any info out of the Governance bod yesterday about a new Committee date?

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: Friday, July 2, 2021 3:16 PM
To: John Mumby <jmumby@iceniprojects.com>
Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT) [Filed 02 Jul 2021 16:40]

Hi John

I can confirm that the letters have been sent out today so should start landing on door steps on Monday morning I imagine.

I am going to send an email to all of the major consultees, councillors etc to give them a heads up but it might be a good idea for Montreux to go back to the relevant local politicians separately. This will help to establish the narrative that concerns have been listened to and addressed etc.

The top dog at the Governance team is on leave until Monday so will get a better idea of what is possible re dates on Monday.

Kind Regards

Carl


Carl Griffiths
Principal Planner
Major Projects

**Strategic Planning and Regeneration
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From: John Mumby <jmumby@iceniprjects.com>

Sent: 02 July 2021 14:58

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

Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Appreciate this Carl.

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: Friday, July 2, 2021 11:23 AM
To: John Mumby <jmumby@iceniprojects.com>
Cc: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>; [REDACTED] <[\[REDACTED\]@montreaux.co.uk](mailto:[REDACTED]@montreaux.co.uk)>
Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Hi John

Many thanks for this, everything is set up ready to go on the consultation so I will let you know once planning admin colleagues pull the trigger.

As Fabien mentioned yesterday, we are working with the Council's Governance team to try to arrange an alternative July committee and will update on this as soon as we are able.

Kind Regards


Carl

Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration
Regional Enterprise

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From: John Mumby <jmumby@iceniprojects.com>

Sent: 02 July 2021 10:36

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

Cc: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>; [REDACTED] <[\[REDACTED\]@montreaux.co.uk](mailto:[REDACTED]@montreaux.co.uk)>

Subject: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Importance: High

Good morning Carl,

Following our discussions yesterday, please see attached a revised parameter plan drawing and a revised description of development that we ask are substituted into the planning application and re-consulted on. The height has been reduced to a max of GF+18 storeys on the marker building at the front of the site which has accordingly dropped the number of dwellings in the scheme by 50. Hence the need for a revised DoD alongside the plan.

Could you please confirm that a re-consult can start today and, if so, what the end date for said consultation would be.

Hope this is self explanatory, however should you have any questions please let me know.

Many thanks
John

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 1050 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 19 storeys along with car and cycle parking landscaping and associated works (this application is accompanied by an Environmental Statement) (ADDITIONAL INFORMATION

John Mumby BA (Hons)
Director, Planning

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



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Carter, Richard

From: John Mumby <jmumby@iceniprojects.com>
Sent: 06 July 2021 09:22
To: Griffiths, Carl
Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

*Morning Carl

John Mumby BA (Hons)
Director, Planning

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



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From: John Mumby
Sent: Tuesday, July 6, 2021 9:21 AM
To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT) [Filed 06 Jul 2021 09:21]

Morning call – did you manage to get any info out of the Governance bod yesterday about a new Committee date?

Thanks. John

From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Sent: Friday, July 2, 2021 3:16 PM
To: John Mumby <jmumby@iceniprojects.com>
Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT) [Filed 02 Jul 2021 16:40]

Hi John

I can confirm that the letters have been sent out today so should start landing on door steps on Monday morning I imagine.

I am going to send an email to all of the major consultees, councillors etc to give them a heads up but it might be a good idea for Montreux to go back to the relevant local politicians separately. This will help to establish the narrative that concerns have been listened to and addressed etc.

The top dog at the Governance team is on leave until Monday so will get a better idea of what is possible re dates on Monday.

Kind Regards

Carl

Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration Regional Enterprise

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T: 0208 359 5400

Barnet Online: www.barnet.gov.uk

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From: John Mumby <jmumby@iceniprojects.com>

Sent: 02 July 2021 14:58

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

Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Appreciate this Carl.

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: Friday, July 2, 2021 11:23 AM

To: John Mumby <jmumby@iceniprojects.com>

Cc: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>; Alice French <alicefrench@montreaux.co.uk>

Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Hi John

Many thanks for this, everything is set up ready to go on the consultation so I will let you know once planning admin colleagues pull the trigger.

As Fabien mentioned yesterday, we are working with the Council's Governance team to try to arrange an alternative July committee and will update on this as soon as we are able.

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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Consider the environment. Do you really need to print this email?

From: John Mumby <jmumby@iceniprojects.com>

Sent: 02 July 2021 10:36

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

Cc: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk> [REDACTED] <@montreaux.co.uk>

Subject: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Importance: High

Good morning Carl,

Following our discussions yesterday, please see attached a revised parameter plan drawing and a revised description of development that we ask are substituted into the planning application and re-consulted on. The height has been reduced to a max of GF+18 storeys on the marker building at the front of the site which has accordingly dropped the number of dwellings in the scheme by 50. Hence the need for a revised DoD alongside the a plan.

Could you please confirm that a re-consult can start today and, if so, what the end date for said consultation would be.

Hope this is self explanatory, however should you have any questions please let me know.

Many thanks
John

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 1050 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 19 storeys along with car and cycle parking landscaping and associated works (this application is accompanied by an Environmental Statement) (ADDITIONAL INFORMATION RECEIVED – REVISED HEIGHT OF DEVELOPMENT). | B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES

John Mumby BA (Hons)
Director, Planning

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



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Carter, Richard

From: [REDACTED]
Sent: 07 July 2021 15:36
To: Griffiths, Carl
Cc: Clarke, Cllr Anne; Zinkin, Cllr Peter; Ryde, Cllr Shimon
Subject: 20/3564/OUT B &Q Broadway Retail Park

Dear Carl - I attach an objection to the above application from Dominique Autier. I would be grateful if you would acknowledge receipt.

Best wishes

Jessica

*Dominique Autier
4 Needham Terrace
London NW2 6QL*

Planning Department
Barnet Council

5 July 2021

Dear Planning

20/3564/OUT | Outline planning application for B & Q site, Cricklewood

I wish to object most strongly to the revised plan submitted for the B & Q site at this very late stage in the planning process. The reduction in height in one building by 6 storeys is totally inadequate. All the very tall buildings need to be reduced in height - they need to be halved. The architecture of Cricklewood is low rise, mostly Victorian and Edwardian. Tower blocks will destroy Cricklewood and its community.

Please reject this application.



Dominique Autier

Carter, Richard

From: Kumarasinghe, Devinda
Sent: 08 July 2021 11:13
To: Griffiths, Carl
Cc: Bowker, Paul
Subject: Planning Ref: 20/3564/OUT - Broadway Retail Park, Cricklewood Lane - LB Barnet Transport Comments

Hello Carl,

Please find attached LB Transport comments in relation to the above application. The LB Barnet Transport Team raise no objections to the application subject to the requirements, conditions and contributions that are set out in the attached note.

Regards

Devinda Kumarasinghe
Transport Manager



Email Devinda.Kumarasinghe@Barnet.gov.uk

Mobile 07849628576

Web www.re-ltd.co.uk

2 Bristol Avenue, Colindale, London NW9 2EW

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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. The LB Barnet Transport Team raise no objections to the above application subject to the requirements, conditions and contributions that are set out below.

Proposed Development

It is understood that the development will be up to 1,050 new homes (35% affordable) and 1,200sqm of commercial / community use (Class A3 / B1 / D1 and D2). It is understood that the residential element shall provide 35% affordable housing. 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 and is a reserved matter** (noting that accessible spaces are also required for non-residential uses and therefore more spaces than the 110 currently proposed may be required).

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 parking enforcement measures on Depot Approach 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.

The proposed development is anticipated to generate 40 and 42 two-way vehicle trips during the weekday AM and PM peak hour periods respectively. This compares with the existing site that generates 144 and 194 two-way vehicle trips during the weekday AM and PM peak hour periods respectively. Therefore, it is anticipated that there shall be an overall net reduction in traffic as a result of the proposed development of 104 and 152 two-way vehicles trips during the weekday AM and PM peak hour periods. **The proposed development is anticipated to result in a significant net reduction in peak hour traffic when compared to the existing retail park. It is also anticipated that there shall be a reduction in traffic using the Depot Approach / Cricklewood Broadway (A5) and the Cricklewood Broadway (A5) / Cricklewood Lane 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 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 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.



Carter, Richard

From: donotreply.publicaccess@barnet.gov.uk
Sent: 08 July 2021 20:57
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 8:56 PM on 08 Jul 2021 from Mrs Maureen Brookbanks.

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 1050 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 19 storeys along with car and cycle parking landscaping and associated works (this application is accompanied by an Environmental Statement) (REVISED PLANS RECEIVED - AMENDED DESCRIPTION - REDUCTION IN MAXIMUM HEIGHT FROM 25 TO 19 STOREYS AND REDUCTION IN RESIDENTIAL UNIT NUMBERS FROM 1100 TO 1050).

Case Officer: Carl Griffiths

[Click for further information](#)

Customer Details

Name: Mrs Maureen Brookbanks
Email: [REDACTED]
Address: 32 Garth Road London

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: Despite the alterations to the proposal, my previous objections still stand. Too much traffic, not enough green space, parking issues, pollution, no consideration given to amenities like schools, GP surgeries etc... Cricklewood is already extremely overcrowded, and is currently undergoing big development at Brent Cross with many additional new homes, with smaller (yet still significant) developments at Granville Road and Mortimer Close. There is simply no way we can accommodate this huge

number of new homes without irreparably damaging our community.

Carter, Richard

From: donotreply.publicaccess@barnet.gov.uk
Sent: 09 July 2021 10:44
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 10:43 AM on 09 Jul 2021 from Ms Claire Lister.

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 1050 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 19 storeys along with car and cycle parking landscaping and associated works (this application is accompanied by an Environmental Statement) (REVISED PLANS RECEIVED - AMENDED DESCRIPTION - REDUCTION IN MAXIMUM HEIGHT FROM 25 TO 19 STOREYS AND REDUCTION IN RESIDENTIAL UNIT NUMBERS FROM 1100 TO 1050).

Case Officer: Carl Griffiths

[Click for further information](#)

Customer Details

Name: Ms Claire Lister
Email: [REDACTED]
Address: 18 Needham Terrace London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: Such a stingy change to the plans does nothing to change my view of this development as a blight on our community and environment. London needs more affordable homes, but this development seems simply to offer barely adequate 'housing units' for profit, without facilities or proportionate green space and will diminish quality of life for existing residents. The plans seem to be based on an old fashioned model, particularly in view of changes in working practices over the past year. Sites like this are incredibly scarce in

London: it vitally important that they be used creatively to build ecologically sound homes fit for the future rather than outdated tower blocks.

Carter, Richard

From: Evans, James
Sent: 12 July 2021 09:11
To: Griffiths, Carl
Subject: RE: B&Q Cricklewood

Carl,

I am trawling through this app and the thousand and so document. Could you let me know which actual documents specifically detail the changes?

Regards

James Evans
Senior Planning Officer, Urban Design and Heritage
Property and infrastructure
Re, 7th Floor, 2 Bristol Avenue, Colindale NW9 4EW
Tel: 020 8359 4464
Email james.evans@barnet.gov.uk
www.capita.co.uk/property
www.re-ltd.co.uk



From: [Evans, James](#)
Sent: 07 July 2021 10:15
To: [Griffiths, Carl](#)
Subject: FW: B&Q Cricklewood

Carl,

Are you dealing with the amended scheme for B and Q and if so, what are the amendments that I should be aware of?

Regards

James Evans
Senior Planning Officer, Urban Design and Heritage
Property and infrastructure
Re, 7th Floor, 2 Bristol Avenue, Colindale NW9 4EW
Tel: 020 8359 4464
Email james.evans@barnet.gov.uk
www.capita.co.uk/property
www.re-ltd.co.uk



From: [Hardy, Jonathan](#)
 Sent: 06 July 2021 16:46
 To: [Evans, James](#)
 Subject: New Inbox appln

Jim

Can you please give comments on this amended scheme at B&Q Cricklewood (20/3564/OUT)

Regards

Jonathan Hardy
Team Leader
Heritage Team
Strategic Planning
London Borough of Barnet
7th Floor, 2 Bristol Avenue, Colindale, London, NW9 4EW
Tel: 020 8359 4655 |
E-Mail : Jonathan.Hardy@Barnet.gov.uk
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Carter, Richard

From: Evans, James
Sent: 12 July 2021 11:15
To: Griffiths, Carl
Subject: B and Q amended proposals
Attachments: B and Q.doc

See attached.

James Evans

Senior Planning Officer, Urban Design and Heritage

Property and infrastructure

Re, 7th Floor, 2 Bristol Avenue, Colindale NW9 4EW

Tel: 020 8359 4464

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Consultation: 28 June to 9 August
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BARNET
LONDON BOROUGH

Memo

To: Carl Griffiths – Major Projects Team

From: James Evans - Urban Design & Heritage

CC:

Date: 12/07/2021

Re: B and Q, Broadway Retail Park, Cricklewood Lane, London, NW2 1ES 20/3564/OUT

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 1050 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 19 storeys along with car and cycle parking landscaping and associated works (this application is accompanied by an Environmental Statement) (REVISED PLANS RECEIVED - AMENDED DESCRIPTION - REDUCTION IN MAXIMUM HEIGHT FROM 25 TO 19 STOREYS AND REDUCTION IN RESIDENTIAL UNIT NUMBERS FROM 1100 TO 1050)

Initial comments: Significant amendments required.

It is not considered that the reduction in height of the tallest block from 25 to 19 storeys overcomes any previous issues and objections raised in regard to heritage and therefore the comments below are as submitted previously. Where additions have been made to reflect the current proposal, text is in **Bold**.

General comments:

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.

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.

There are two designated heritage assets which are in close proximity to the site and which are situated within Barnet.

The Crown Public House:

This is a Grade II listed building, listed in 1981, situated on Cricklewood Broadway. The list description is as follows:

The Crown Public House TQ 28 NW 7/11 20.11.81

II

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.

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.

The applicant's HTVIA clearly shows that due to the vast height of the proposed main tower **(albeit reduced)**, 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.

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.

The Cricklewood Railway Terraces Conservation Area:

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.

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 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.”*

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.

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

The most recent appraisal states that *“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.”* 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.

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.

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.

In addition, it is noted that the document ‘ES Volume I Chapter 5: The Proposed Developmen’ states:

“The rooftops of Development Parcels A – D may also provide opportunity for private rooftop residential amenity or green/brown living roofs. Each Development Parcel will provide private residential amenity space.”

Due to the proximity of Block D to the conservation area, this could raise issues with overlooking the amenity space of properties within the Cricklewood Railway Terraces Conservation Area.

Conclusion:

Policy DM01 states that: Protecting Barnet's Character and Amenity states that **development proposals should preserve or enhance local character 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.**

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.**

It is quite clear in terms of scale, mass, bulk and height that the proposed development does not concord with these policies.

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.

Carter, Richard

From: HNL Sustainable Places <HNLsustainablePlaces@environment-agency.gov.uk>
Sent: 13 July 2021 12:53
To: Griffiths, Carl
Subject: RE: 210705/CM03 - Consultation Letter for Planning Application 20/3564/OUT - No EA Checklist included in consultation

Dear Carl

Thank you for your consultation. We contacted yourselves on 20 April 2021 to inform you a change in process with consulting us from 1 July 2021. This change included the requirement for a completed checklist to be included in the consultation highlighting the reason for the consultation.

We are not reviewing consultations without a checklist. This particular consultation has not had a checklist included. We are contacting case officers where this is the case during our grace period.

Please can you resend this consultation with the checklist attached. We have attached a blank copy of the checklist to this email for your ease of reference.

Kind regards

Sustainable Places

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

From: carl.griffiths@barnet.gov.uk [<mailto:carl.griffiths@barnet.gov.uk>]
Sent: 02 July 2021 14:51
To: Enquiries, Unit <enquiries@environment-agency.gov.uk>
Subject: 210705/CM03 - Consultation Letter for Planning Application 20/3564/OUT

Dear Sir/Madam,

Please see attached letter for your attention relating to a planning application for 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 1050 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 19 storeys along with car and cycle parking landscaping and associated works (this application is accompanied by an Environmental Statement) (REVISED PLANS RECEIVED - AMENDED DESCRIPTION - REDUCTION IN MAXIMUM HEIGHT FROM 25 TO 19 STOREYS AND REDUCTION IN RESIDENTIAL UNIT NUMBERS FROM 1100 TO 1050). at B And Q , Broadway Retail Park

Yours faithfully

Carl Griffiths

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When to consult the Environment Agency

On Planning applications

April 2021

This form should be attached to your planning consultation and used to explain why you have consulted us. We will only respond to consultations that fall into one or more of the categories below.

Flood zones and source protection zones can be downloaded at <https://data.gov.uk/>.

Category	Description	Reason for consulting
Cemeteries	Development relating to using land as a cemetery, including extensions.	<input type="checkbox"/>
Environmental Impact Assessment (EIA)	Development requiring an EIA, including scoping opinions and the environmental statement.	<input type="checkbox"/>
Flood risk	Development, other than minor development or as defined in our FRSA , which is carried out on land within Flood Zone 2 or 3	<input type="checkbox"/>
Groundwater protection	Potentially contaminating development (including the storage of potentially contaminating substances) located in Source Protection Zones (see list)	<input type="checkbox"/>
Hazardous waste/Control of Major Accident Hazard Regulations (COMAH) Sites	Development: <ul style="list-style-type: none"> • of new establishments, or • modifications to existing establishments which could have significant repercussions on major accident hazards, or • within 250 metres, where the siting or development would increase the risk or consequences of a major accident. 	<input type="checkbox"/>
Intensive farming	Development of intensive animal farming (such as pig or poultry) that may require an Environmental Permit	<input type="checkbox"/>
Pollution from land contamination	Development on land in a Source Protection Zone where a previous use of the site may have caused contamination (see list)	<input type="checkbox"/>
Mineral Extraction	Development involving or including mineral and mining operations and restoration schemes relating to such development.	<input type="checkbox"/>
Oil and fuels	Development for the purpose of refining or storing non-domestic oils and their by-products.	<input type="checkbox"/>
Refuse or waste	Development that includes: <ul style="list-style-type: none"> • the storage or spreading of sludge or slurry, or • the storage, transfer, process, treatment and / or use of refuse or waste. 	<input type="checkbox"/>
Non-mains drainage	Major development proposing to use non-mains foul drainage.	<input type="checkbox"/>

Works affecting a watercourse	Development involving carrying out works or operations in the bed of or within 20 metres of the top of the bank of a Main River as notified by the Environment Agency.	<input type="checkbox"/>
Discharge / variations of Conditions	Only consultations where the Environment Agency has requested the condition be attached to the planning permission.	<input type="checkbox"/>
Planning appeals	Only appeals related to an Environment Agency objection or recommended condition.	<input type="checkbox"/>

Pollution from land contamination

Aircraft manufacturing works

Airports or airfields

Animal and animal products processing works

Ceramics, cement and asphalt manufacturing works

Coatings (paints and printing inks) manufacturing works

Cosmetics and toiletries manufacturing works

Current or former military land

Disinfectants manufacturing works

Dockyards and Docklands

Drum tank cleaning and recycling plants

Dry Cleaners

Electrical and electronic equipment manufacturing works (including works manufacturing equipment containing PCB's)

Electroplating and other metal finishing works

Explosives, propellants and pyrotechnics manufacturing works

Fertiliser manufacturing works

Fibreglass and fibreglass resin manufacturing works

Fine chemicals manufacturing works

Gas works, coke works, and other coal carbonisation plants

Glass manufacturing works

Hazardous waste treatment plants

Inorganic chemicals manufacturing works

Iron and steelworks

Lead works

Linoleum, vinyl and bitumen-based floor covering manufacturing works

Mastics, sealants, adhesives and roofing felt manufacturing works

Mechanical engineering and ordnance works

Metal recycling sites

Nonferrous metal works (excluding lead works)
Oil refineries and bulk storage of crude oil and petroleum products
Organic chemicals manufacturing works
Pesticides manufacturing works
Petrol filling stations
Pharmaceuticals manufacturing works
Photographic processing industry
Power stations (excluding nuclear power stations)
Precious metal recovery works
Printing and bookbinding works
Pulp and paper manufacturing works
Railway engineering works and railway land
Regulated or historic landfill
Rubber processing works (including works manufacturing tyres or other rubber products)
Shipbuilding, repair and ship breaking (including naval shipyards)
Soap and detergent manufacturing works
Solvent recovery works
Textile works and dye works
Timber products and manufacturing works
Timber treatment works
Transport and haulage centres
Vehicle manufacturing works
Waste disposal / treatment sites

Carter, Richard

From: Griffiths, Carl
Sent: 14 July 2021 13:30
To: Dillon, Andrew
Subject: FW: URGENT REQUEST TO CONSIDER CALL IN - B & Q Broadway Retail Park - 20/3564/OUT

Response below 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

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From: Griffiths, Carl

Sent: 14 July 2021 13:20

To: [REDACTED]@communities.gov.uk>

Subject: RE: URGENT REQUEST TO CONSIDER CALL IN - B & Q Broadway Retail Park - 20/3564/OUT

Hi [REDACTED]

In terms of proposed timescales on this, it is likely that it will be reported to the London Borough of Barnet's Strategic Planning Committee on 26th July 2021. The application will then be referred to the Mayor of London either immediately (in the case of a resolution to refuse) or once a first draft S106 is in place (in the case of a resolution to approve). The application does not meet with any of the criteria set out under the Consultation Direction 2021 so it was not the intention for the scheme to be formally referred to SoS.

Please could you let me know as soon as possible if there is any intention for the SoS to proceed with a call-in.

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

Barnet Online: www.barnet.gov.uk

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From: [REDACTED] <[REDACTED]@communities.gov.uk>

Sent: 14 July 2021 12:48

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

Subject: URGENT REQUEST TO CONSIDER CALL IN - B & Q Broadway Retail Park - 20/3564/OUT

Hi Carl,

URGENT REQUEST TO CONSIDER CALL IN - B & Q Broadway Retail Park - 20/3564/OUT

I write with reference to the planning application detailed above.

The Secretary of State (SoS) has received a request to consider calling in the application for his own determination. Could you please provide the following information so I may assess the request further.

Could you give me an indication of when the application will be presented to committee, and then GLA?
Will the application be formally referred to the SoS under the Consultation Direction 2021?

Kind regards,

[REDACTED]



Ministry of Housing,
Communities &
Local Government

[REDACTED]
Planning Casework Unit
Ministry of Housing, Communities and Local Government
1st Floor, Coburg House, Mayflower Street, Plymouth PL1 1DJ

[REDACTED]
PCU General Enquiries: pcu@communities.gov.uk
t: 0303 444 8050
Visit us on GOV.UK:
<https://www.gov.uk/government/organisations/ministry-of-housing-communities-and-local-government>
Twitter – <https://twitter.com/mhclg>

Carter, Richard

From: Griffiths, Carl
Sent: 16 July 2021 10:06
To: StrategicPlanning.Committee; Bates, Andy; Dillon, Andrew; Gaudin, Fabien
Subject: RE: Strategic Planning Committee - 26 July 2021

Hi Salar

Please see attached the report for the item on the 26th SPC agenda.

Could you do me a favour please and give me a bit of warning when its about to go online.

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

Barnet Online: www.barnet.gov.uk

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Consider the environment. Do you really need to print this email?

From: StrategicPlanning.Committee <StrategicPlanning.Committee@Barnet.gov.uk>

Sent: 13 July 2021 14:54

To: Bates, Andy <Andy.Bates@Barnet.gov.uk>; Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Alsop, Peter <Peter.Alsop@barnet.gov.uk>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; Springthorpe, Mark <Mark.Springthorpe@barnet.gov.uk>; Euzger, Heidi <Heidi.Euzger@barnet.gov.uk>; Feldman, Lesley <Lesley.Feldman@barnet.gov.uk>

Cc: StrategicPlanning.Committee <StrategicPlanning.Committee@Barnet.gov.uk>

Subject: Strategic Planning Committee - 26 July 2021

Hi all,

I am publishing the Strategic Planning Committee on 13th July, please could you send the final cleared report(s) to the Strategic Planning inbox (cc'ed above) in accordance with these deadlines:

Final report deadline	15 July 5pm
Publication	By 16 July (12noon)
Speakers List to be sent to Strategic Planning inbox	21 July *Please send one comprehensive speakers list (including agent/applicant if any)

Thanks,

Salar

Salar Rida

Senior Governance Officer – Governance Service, Assurance Group

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

Tel: 020 8359 7113 | Mobile: 07 885 213 312 | Web: barnet.gov.uk

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Adjoa,
occupational therapist, Barnet

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KEEP BARNET SAFE

BARNET
London Borough of Barnet

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 1050 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 19 storeys along with car and cycle parking landscaping and associated works (this application is accompanied by an Environmental Statement) (REVISED PLANS RECEIVED - AMENDED DESCRIPTION - REDUCTION IN MAXIMUM HEIGHT FROM 25 TO 19 STOREYS AND REDUCTION IN RESIDENTIAL UNIT NUMBERS FROM 1100 TO 1050).

PREFACE

An initial consultation was undertaken in September 2020 with the following description of development:

- *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)*

A further consultation was undertaken in May 2021 to allow for the consideration of additional supporting documentation in the form of a Urban Design Study with the following description:

- *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).*

Subsequent to consultations outlined above, the application has been amended to reduce the height of the tallest building from 25 to 19 storeys, with the number of residential units from 1100 to 1050. A reconsultation was undertaken in July 2021 on the basis of the revised description of development outlined above and this report and recommendation are based upon the revised scheme which was the subject of the July 2021 consultation.

RECOMMENDATION

Recommendation 1

The application being one of strategic importance to London it must be referred to the Mayor of London. As such any resolution by the committee will be subject to no direction to call in or refuse the application being received from the Mayor of London.

Recommendation 2

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 Service Director, Planning and Building Control:

- **Legal Professional Costs Recovery**

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

- **Enforceability**

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

- Indexation

All financial contributions to be subject to indexation.

- Residential Travel Plan (RTP)

- Full RTP that is ATTrBuTE and TRICS compliant to be submitted for approval at least 3 months prior to occupation of all 3 phases that meets the TFL TP guidance criteria.
- TRICS compliant monitoring within 4 months of 1st occupation and then in years 1, 3 and 5 and then every other year until 5 years after 1st occupation of the final unit.
- RTP to be updated and resubmitted for approval within 2 months of each period of monitoring
- RTP and Site-wide TP Champion in place at least 3 months prior to occupation and for the lifespan of the RTP until the RTP Review 5 years after 1st occupation of the final unit approved.
- £300 per unit RTP Incentive Fund for residents to select 2 out of 3 travel incentives – bike voucher, Oyster card, car club membership/use (up to maximum of **£330,000**)
- RTP monitoring fee at least **£20,000** depending on timescale of phasing and therefore the lifespan of the RTP.
- Car club – 2 spaces to be provided with a mechanism to add further vehicles if usage is recorded at 75% or above

- Commercial Travel Plan

- Commercial Travel Plan Statement that is ATTrBuTE and itrace compliant to be submitted at least 3 months prior to occupation of all 3 phases that meets the TFL TP guidance
- itrace compliant monitoring within 4 months of 1st occupation and then in years 1, 3 and 5 and then every other year until 5 years after 1st occupation of the final commercial unit.
- CTP to be updated and resubmitted for approval within 2 months of each period of monitoring
- CTP to be overseen by the Site-wide TP Champion with a CTP Champion to be in place within each commercial unit
- CTP monitoring fee **£20,000**

- Employment and Enterprise

The applicant would be expected to enter into a Local Employment Agreement with the Council in order to provide an appropriate number of employment outcomes for local residents. The number of outcomes (apprenticeships, work experiences, end use jobs etc) would be associated with the value of the development and would be based upon the formula set out within Appendix B (Calculating Resident Outputs for Development Schemes) of the Barnet Delivering Skills, Employment, Enterprise and Training SPD. The scheme value would generate the following outcomes:

- Progression into employment (under 6 months) – 30
- Progression into employment (over 6 months) – 19
- Apprenticeships – 50
- Work experience (16+) – 65
- School / College / University site visits -590
- School / College workshops – 325
- Local Labour target – 20%

Any outcomes not delivered would be subject to a financial contribution of £20,000 per apprenticeship and £5,340 for every other employment outcome.

- Affordable Housing

A minimum of 35% (by hab room) to be provided with a tenure split of 70% intermediate and 30% London Affordable Rent.

An affordable housing delivery schedule to be submitted for agreement,

Early stage review mechanism to be secured to be triggered if scheme not implemented within agreed timescale..

Nomination rights to be granted to LBB for all affordable rented accommodation.

- Carbon Offset Contribution

A carbon offset contribution may be sought in accordance with the Mayor of London's Zero Carbon target for new developments if the development fails to achieve the necessary carbon reductions. The formula for calculation of the

contribution is as follows: *(CO2 emitted from the development (tonnes) per year) minus (CO2 target emissions (tonnes) per year) x £1800.*

- Transport/Highways, Public Realm and ATZ

A scheme for the improvement of the footway between the site and Cricklewood Station shall be submitted to the LPA. Provision shall also be made for a new pedestrian crossing point on Cricklewood Lane with the location and details to be agreed with the LPA / TFL and implemented under Section 278.

A scheme of improvement for the underside of the railway bridge on Cricklewood Lane shall be submitted for approval. The scheme shall include provision for improved lighting and/or public art and the applicant shall engage with Network Rail as asset owner in formulating the strategy.

The applicant shall ensure that a potential future connection to the west of Cricklewood Station is not precluded and shall safeguard an area of land adjacent to the station.

The existing vehicular access point on Cricklewood Lane shall be removed and the footway reinstated under Section 278.

A wayfinding strategy from the site to Cricklewood Station shall be agreed with the LPA.

A contribution of £42,000 to be secured towards the costs of a CPZ review on local streets and to contribute towards costs of consultation and implementation if necessary. A contribution of £2500 towards the amendment of Traffic Management Order (TMO) to ensure that the new occupants are prevented from purchasing parking permits in local CPZs.

A £15k contribution towards a feasibility study for school stay safe measures at Childs Hill School.

- Bus Service Contribution

A contribution of £780,000 to provide additional bus services in the vicinity of the site. Triggers and installment plan to be agreed with LBB and TFL.

- Community Use

One unit of the flexible use floorspace shall be ringfenced for occupation as a healthcare use. The applicant will be expected to engage with the NHS to facilitate the occupation of the space. A strategy for the occupation of the space shall be submitted to an approved in writing by the LPA and should include details of the specifications of the space as well as the proposed lease terms (which shall be at a reasonable market rate, to be evidenced within the strategy).

- Community Engagement Group

The applicant shall create a community engagement group to oversee the curation, management and operation of the public activities including the events program within the public square / Cricklewood Green. The applicant shall engage with the Council in the creation of this group and the Council shall nominate a representative to form part of the group.

- Cricklewood Green

A scheme of public realm improvement shall be submitted to the LPA and subsequently implemented in accordance with the approved strategy. The scheme shall be subject to consultation with the Community Engagement Group.

- Monitoring Contribution

2% of the sum of the total financial contributions.

Recommendation 3

That subject to Recommendation 1 and upon completion of the agreement specified in Recommendation 2, the Service Director Planning and Building Control to approve the planning application reference 20/3564/OUT under delegated powers, subject to the conditions set out within Appendix 2 of this report.

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

MATERIAL CONSIDERATIONS

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 2nd 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 1050 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 19 storeys along with car and cycle parking landscaping and associated works (*this application is accompanied by an Environmental Statement*)

- 2.2 Development is proposed across 4 development parcels, labelled A-D. Block A would rise to a maximum of 19 storeys, Block B to a maximum of 12 storeys, Block C to a maximum of 18 storeys and Block D to a maximum of 16 storeys. Each of the blocks

would incorporate some ground floor parking (110 spaces in total) with a podium deck above providing communal amenity spaces.

- 2.3 The development would include a large expanse of public realm running centrally north to south through the site with new town square being located adjoining Cricklewood Green. Cricklewood Green would be the subject of comprehensive landscape improvements to make the space more usable.
- 2.4 Vehicular access to the site would be from Depot Approach, a private road to the north west of the site. The existing vehicular access from Cricklewood Lane would be stopped up.

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 original consultation exercise, 2362 letters were sent to neighbouring occupiers. At the time of the report being written 2069 objections, 45 letters of support and 9 representations subsequently being received. These responses were received over three consultation exercises with one undertaken in August 2020, one undertaken in May 2021 following submission of additional information in the form of an Urban Design Study and one undertaken in July 2021 following the application being amended to reduce the maximum height from 25 to 19 storeys.

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. It should be noted that all objections, received across the three consultations have been taken into account given that the substance of the objections remain largely applicable, even with the reduced scheme. The substance of each objection is addressed within the main body of the report.
- The development is excessive in height;
 - The development is excessive in scale and massing;
 - The scheme represents overdevelopment of the site;
 - The density of the development is excessive;
 - The development is discordant, alien, incongruous within the surrounding context;
 - The development would put unacceptable additional strain on local infrastructure such as GP's and schools;
 - The development would result in harm to views in and out and the setting of the Railway Terraces CA;
 - The development would result in additional congestion on the local road network;

- The development would result a loss of daylight/sunlight and outlook to neighbouring properties;
- The scheme would result in harm to the setting of nearby listed buildings;
- The applicant does not have any legal right to create a new access from Depot Approach and there is no realistic prospect of the landowner granting landowner consent;
- There is excessive building footprint;
- The development would put additional strain on Cricklewood Station;
- The development would put additional strain on local buses;
- The scheme would not deliver genuinely affordable homes;
- The housing mix is not suited for the local community;
- The development would result in the loss of an excessive number of trees.

4.3 In addition to the 2069 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</p>

	<p>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</p>
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	<p>Cricklewood Station. Planning conditions and obligations are required. Climate change and environment: Further information is required on energy, the circular economy, water-related matters, and urban greening.</p>
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</p>

	<p>balanced sustainable development.</p> <p>Of particular concern is the current pressure on GP services within the area. 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</p>
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	<p>break up the bulk and provide some meaningful open space which would reduce the pressure on open space in Camden.</p> <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>
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	<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 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>
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	<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 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

	<p>proposed development and we request Barnet's planning committee reject this application in its present form. Our main concerns are the height and 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</p>
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	<p>these massive tower blocks being put right next to the Railway Terraces Conservation Area?</p> <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,</p>
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services, visitors) will be via Depot Approach which runs alongside Kara Way playground, increasing pollution to the playground and increasing pollution and congestion on the A5, already one of the most polluted and congested roads in London.

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.

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.

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-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	<p><u>Proposed Development</u></p> <p>It is understood that the development will be up to 1,050 new homes (35% affordable) and 1,200sqm of commercial / community use (Class A3 / B1 / D1 and D2). It is understood that the residential element shall provide 35% affordable housing. Vehicle access shall be from Depot Approach, a private access road, with the closure of the existing vehicle access onto Cricklewood Lane.</p>

	<p>The draft construction programme has been provided indicating the following:</p> <ul style="list-style-type: none"> • 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. <p>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).</p> <p>The closure of the existing vehicle access onto Cricklewood Lane will require a s278 Agreement and should include improvements to the pedestrian environment.</p> <p>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.</p> <p>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).</p> <p>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</p>
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	<p>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.</p> <p>The need for a Manage Waste Strategy is noted.</p> <p>A Delivery and Servicing Management Plan should be conditioned. This would include the dimensions of the largest vehicles permitted on site.</p> <p>Parking</p> <p>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.</p> <p>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.</p> <p>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).</p> <p>The TA mentions that the illustrative masterplan has been tested to demonstrate that it can accommodate</p>
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	<p>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 and is a reserved matter (noting that accessible spaces are also required for non-residential uses and therefore more spaces than the 110 currently proposed may be required).</p> <p>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.</p> <p>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).</p> <p>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.</p> <p>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.</p>
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	<p>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 parking enforcement measures on Depot Approach 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.</p> <p>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.</p> <p>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.</p>
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	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
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	<p>Some of the keys 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.</p> <ul style="list-style-type: none"> • 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. <p>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.</p> <ul style="list-style-type: none"> • 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. <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> • Scheme design = 8k • Informal consultation = 8k • TROs - stat consultation = 8K
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	<ul style="list-style-type: none"> • Implementation (infrastructure, signs, lines & stats) = 18K <p>Total = 42k</p> <p>Transport Implementation Strategy</p> <p>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.</p> <p>As stated in the FTP, individual TP's 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.</p> <p>Trip Generation</p> <p>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.</p> <p>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</p>
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	<p>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.</p> <p>However, the LB Barnet Transport team have undertaken an initial assessment for comparison purposes and have concluded that the forecast vehicle trips are acceptable.</p> <p>The proposed development is anticipated to generate 40 and 42 two-way vehicle trips during the weekday AM and PM peak hour periods respectively. This compares with the existing site that generates 144 and 194 two-way vehicle trips during the weekday AM and PM peak hour periods respectively. Therefore, it is anticipated that there shall be an overall net reduction in traffic as a result of the proposed development of 104 and 152 two-way vehicles trips during the weekday AM and PM peak hour periods. The proposed development is anticipated to result in a significant net reduction in peak hour traffic when compared to the existing retail park. It is also anticipated that</p>
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	<p>there shall be a reduction in traffic using the Depot Approach / Cricklewood Broadway (A5) and the Cricklewood Broadway (A5) / Cricklewood Lane junctions.</p> <p>The reserved matters applications would need to detail the cumulative impact assessment relevant to each of the respective Phases.</p>
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 & 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</p>

	<p>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 (www.tdag.org.uk) 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 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</p>

	<p>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</i></p>
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	<p><i>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> <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 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>
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	<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 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</p>
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	<p>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 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</p>
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	<p>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 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>
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	<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> <p>ADDITIONAL REPRESENTATION</p> <p>It is not considered that the reduction in height of the tallest block from 25 to 19 storeys overcomes any previous issues and objections raised in regard to heritage and therefore the comments below are as submitted previously.</p>
Urban Design	<p><u>Design background</u></p> <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</p>

	<p>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&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 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>
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	<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 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</p>
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	<p>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 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>
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	<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> <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>
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	<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"> - Proposed Plaza - Residential garden areas (front and back) - Street planting - Car parking - Play space <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 'Shaping Neighbourhoods: Play & 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</p>
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	applications for the development of plots come forward.
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 (1st September 2020). The application was submitted prior to the 1st 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.
- 5.11 The NPPF at paragraph 73 requires that strategic policies should include a trajectory to show housing delivery over the plan period. Local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement

set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old.

- 5.12 For decision-taking purposes, an authority will need to be able to demonstrate a 5 year housing land supply when dealing with applications and appeals. This can be done using the latest available evidence such as through the Authority Monitoring Report (AMR). Barnet maintains a 15-year Housing Trajectory. The Trajectory is published with the Authorities Monitoring Report on an annual basis and is part of the evidence base for the emerging Local Plan.
- 5.13 The emerging Local Plan, has identified the site as being capable of delivering 1007 homes and this is set out within the Draft Local Plan (Reg 19) Publication consultation document (Annex 1, Page 288 - Site 8). The proposed development proposes 1050 homes which represents an uplift of only 4% over and above the 1007 designated in the Reg 19 document. As will be set out fully in subsequent sections of this report, this marginal uplift allows for the development to deliver a 35% level of affordable housing. It is clear that the proposed level of affordable housing is broadly in line with the Reg 19 allocation.
- 5.14 The application proposes 1050 residential units which would clearly make a substantial contribution towards the boroughs housing targets and it is clear that 1007 of these homes form an important part of the Council's projected housing trajectory as set out above. Commensurate with this contribution, the housing delivery should thus be given significant weight in the wider planning balance exercise.

Community Use

- 5.15 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.
- 5.16 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.

- 5.17 In order to augment the reprovision of the facility on the adjoining site, the S106 for the current application would ensure that an element 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

- 5.18 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 1050 residential units would make a substantial contribution towards the boroughs housing targets and is broadly in line with the site allocation set out within the Council's Reg 19 Local Plan. 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 1050 residential units proposed, giving a residential density of 378 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 1050 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.
- 7.4 Whilst final mix would be agreed at reserved matters stage, based on the indicative details provided with the application, 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	Minor, major and large scale

85m2 of space for up to seven or more habitable rooms	
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 over 100% 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 21st March for winter sun and 21st June for summer sun. The GIA document shows the results of the overshadowing assessment and shows that on 21st 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 21st 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.

- 7.20 The amended application reduces the height of Block A from 25 to 19 storeys which would improve upon the daylight and sunlight results demonstrated within the GIA report and the conclusions drawn remain consistent with the previous 25 storey scheme.

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 The ME report have concluded that the scheme with 35% affordable housing generates a significant deficit against the viability benchmark with both a policy compliant tenure split and with a 50/50 split. Both of these conclusions were found to be reasonable by BNPP as the Council's appointed advisors.
- 9.6 The ME report also concluded that a scheme with 35% affordable housing and a 70% intermediate and 30% affordable rent split would result in a significant deficit against the viability benchmark. However on reviewing the ME report, it was the view of BNPP that modest amendments to ME's appraisal would increase the scheme surplus significantly and it was therefore recommend that the applicant's affordable housing tenure mix could be improved to be closer aligned with the LPA's requirements.
- 9.7 The aforementioned affordable housing scenario was predicated on Affordable Rent levels of 65% of market value. A revised affordable housing offer comprising 70% intermediate and 30% London Affordable Rent with the LAR homes representing lower monthly rent than the AR home previously modelled. The review of the

revised appraisal from BNPP, adopting the lower LAR rents, as noted in ME's updated submission indicated that the change in rent levels, and the agreed position with respect to other inputs indicated that the revised scheme appraisal generates a marginal deficit against the agreed viability benchmark.

9.8 On this basis, it is clear that an affordable housing provision of 35% with a tenure split of 70% intermediate and 30% LAR is reasonable, is fully justified by the viability evidence and is supported by the Council's appointed advisors. Given that this is an outline application with multiple phases, it is considered appropriate that an early stage review mechanism is secured in line with GLA policy.

9.9 The provision of 35% affordable housing, including over 100 LAR homes for which there is a pressing need in the borough is a significant benefit of the scheme and should be afforded significant commensurate weight in the wider planning balance exercise.

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. It should be noted that the maximum height of Block A has been reduced from 25 to 19 storeys as part of the current, revised proposals.

Block	Building Heights (Storeys)
Block A	19
	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 3

- 9.2 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.
- 9.3 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.
- 9.4 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.
- 9.5 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.
- 9.6 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

- 9.7 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

9.8 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. A further Urban Design Study was submitted and was subject to a further consultation exercise. Subsequent to this, the scheme was revised to reduce the height of Block A from 25 to 19 storeys. The submitted HTVIA was predicated upon the taller scheme with the 25 storey Block A and the conclusions drawn

9.9 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. This would be even more the case with the reduced height of Block A.

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 and even less so with the reduced height, 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 and even less so with the reduced height, 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. The reduced height of Block A would only marginally reduce the impact in this view given the short range nature of the view.
- 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 previous 25 storey tower in this view would have had a major adverse effect. With the height reduced to 19 storeys, it is clear that the impact would be less however officers consider that this would not be to an extent that would reduce the effect from 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 previous 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, and this would remain the same with the reduced 19 storeys. Given the prevailing scale of development and the established residential character of the street, officers consider that the effect would be major adverse with the 19 storeys.
- 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 even with the reduced 19 storey height. 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. Given the location of the CA to the north of the site, the impact of the revised scheme is largely consistent with that of the original submission of 25 storeys.

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”. Further assessment was undertaken with the revised 19 storey scheme which maintained the previous conclusions.
- 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 1050 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. F
- 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. Again, further assessment is undertaken for the revised 19 storey scheme and the conclusions were maintained.
- 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. This is similarly the case taking into account the reduced 19 storey height of Block A.

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%
TOTAL	428	255	60%

- 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%
TOTAL	216	167	77%

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.

10.14 It should be noted that both the daylight and sunlight results are modelled on the original submission 25 storey scheme. With the reduced 19 storey scheme it is inexorable that the results would improve and as such it is considered that the officer conclusions drawn remain sound.

Privacy and Outlook

10.15 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

10.16 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 NO₂ and PM₁₀ 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 1050 homes which must be afforded significant weight in the context of the boroughs housing targets. It is also very important to note that the provision of 1050 homes is largely in line with the site allocation within the Council’s emerging Local Plan (Reg 19). 35% of 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 approximately £12m 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: Griffiths, Carl
Sent: 17 June 2021 11:18
To: John Mumby
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
Major Projects

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From: John Mumby <jmumby@iceniprojects.com>
Sent: 17 June 2021 10:17
To: Griffiths, Carl <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



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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]

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>
Sent: Thursday, June 10, 2021 4:51 PM

To: John Mumby <jmumby@icenipprojects.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

Barnet Online: www.barnet.gov.uk

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From: John Mumby <jmumby@icenipprojects.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 2nd 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 assesses 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



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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 [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

Strategic Planning and Regeneration
Regional Enterprise

2 Bristol Avenue, Colindale, NW9 4EW

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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 (Personal) <Peter.zinkin@gmail.com>; 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

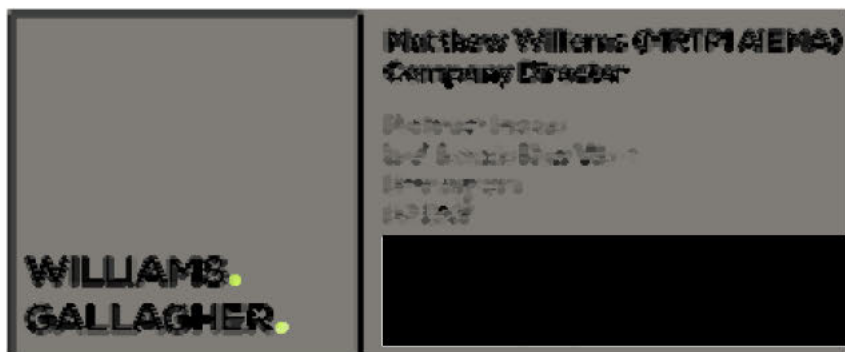
Dear Carl,

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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Carter, Richard

From: [REDACTED]
Sent: 22 July 2021 10:52
To: StrategicPlanning.Committee; Ryde, Cllr Shimon
Cc: Clarke, Cllr Anne; Zinkin, Cllr Peter; Gaudin, Fabien; Griffiths, Carl; [REDACTED]; [REDACTED]; [REDACTED]
Subject: Re: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Thanks Tracy. Does your email mean the objector has confirmed attendance?

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

From: StrategicPlanning. Committee <StrategicPlanning.Committee@Barnet.gov.uk>
To: [REDACTED] StrategicPlanning. Committee
<StrategicPlanning.Committee@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
CC: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; [REDACTED]
[REDACTED]

Sent: Thu, 22 Jul 2021 10:33

Subject: RE: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Hi Jessica

As the slot is taken and objectors have been asked to decide on one person amongst themselves to represent them, I'm afraid this isn't possible or in accordance with the Constitution.

It wouldn't be the case that if a supporter cannot attend on the day, the slot is given to an objector.

Kind regards

Tracy

Tracy Scollin

Governance Officer, Assurance Group

Tel: 020 8359 2315

From: [REDACTED]
Sent: 22 July 2021 10:18
To: StrategicPlanning.Committee <StrategicPlanning.Committee@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Cc: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; [REDACTED]
[REDACTED]

Subject: Re: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Thank you very much. If the supporter doesn't speak, I would like to add my name formally now.

Jessica

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

From: StrategicPlanning. Committee <StrategicPlanning.Committee@Barnet.gov.uk>
To: [REDACTED]; StrategicPlanning. Committee
<StrategicPlanning.Committee@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
CC: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; [REDACTED]
[REDACTED]

Sent: Thu, 22 Jul 2021 10:10

Subject: RE: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

The supporter is registered to speak so can confirm at any point that they will attend, as long as they are registered within the deadline.

Thanks

Tracy Scollin

Governance Officer, Assurance Group

Tel: 020 8359 2315

From: [REDACTED]
Sent: 22 July 2021 10:03
To: StrategicPlanning.Committee <StrategicPlanning.Committee@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Cc: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk> [REDACTED]
Subject: Re: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT
Thank you Tracy. Has the one supporter confirmed that he/she will speak?

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

From: StrategicPlanning. Committee <StrategicPlanning.Committee@Barnet.gov.uk>
To: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; [REDACTED] StrategicPlanning. Committee <StrategicPlanning.Committee@Barnet.gov.uk>
Cc: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk> [REDACTED]
<[REDACTED]>

Sent: Thu, 22 Jul 2021 10:01

Subject: RE: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Dear Jessica and Cllr Ryde

This is correct – there is one supporter so for this item only one objector of those registered, can speak at the meeting. It is recommended that speakers liaise so that the person nominated to speak can speak on behalf of all registered objectors.

Also correct about Members from other Boroughs. Please see below from the Article 2 (h) of the Constitution:
*MPs and GLA Members from the borough and MPs, GLA Members and Members from neighbouring boroughs may request to address a planning committee on a matter which affects their constituency or ward. **Notice should be given to the Chairman of the meeting before the start of the meeting.** Any such Member would be allowed up to 3 minutes.*

Kind regards

Tracy Scollin

Governance Officer, Assurance Group

Tel: 020 8359 2315

From: Ryde, Cllr Shimon
Sent: 22 July 2021 09:29
To: [REDACTED] StrategicPlanning.Committee <StrategicPlanning.Committee@Barnet.gov.uk>
Cc: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk> [REDACTED]
[REDACTED]

Subject: Re: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Jessica, your understanding is correct. Further should residents of Brent wish to have their views heard at the meeting, and I would appreciate Tracy's confirmation, a Brent elected member could speak on their behalf.

Cllr Shimon Ryde

Childs Hill Ward
[REDACTED]

From: [REDACTED]
Sent: Thursday, July 22, 2021 8:44 am
To: StrategicPlanning.Committee
Cc: Ryde, Cllr Shimon; Clarke, Cllr Anne; Zinkin, Cllr Peter; Gaudin, Fabien; Griffiths, Carl; [REDACTED]
Subject: Re: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Dear Tracy - thank you for your email. As Ben has confirmed, we re liaising with other speakers. Please could you let me know if there is a speaker in support of the application? If there is not, my understanding is that a second speaker will be allowed to speak as an objector. If this is the case, it would be appropriate for the speaker to be from the Railway Terraces Conservation Area. I would be very grateful if you would let me know as soon as possible.

Best wishes

Jessica Howey

Secretary

Railway Terraces Residents Association

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

From: StrategicPlanning. Committee <StrategicPlanning.Committee@Barnet.gov.uk>
To: Scollin, Tracy <Tracy.Scollin@Barnet.gov.uk>; StrategicPlanning. Committee

<StrategicPlanning.Committee@Barnet.gov.uk>

Sent: Wed, 21 Jul 2021 16:51

Subject: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Dear all

Thank you for registering to speak on the above item at the Strategic Planning Committee on **Monday 26th July, 7pm**. The meeting will take place at Hendon Town Hall, The Burroughs, NW4 4BG.

I am writing to inform you that only one objector can speak at the meeting. The other slots will be for one supporter and one slot for the applicant.

Please liaise with the other people listed below and decide who the **speaker** will be:

Miss Liz Mioduchowski
Dr Misia Gervis
Mr Martin Redston
Mr Ian Kriss
Mr Joss Graham
Mrs Madeleine Abramson
Mr Frederic Fulton
Ms Sarah Hoyle
Mr Julian Paul Annecke
Mr Kieron Duffy
Mr Max Woolger
Ms Anastasia Lawrence
Mr Ronnie Katzler
Mr Somdatt Kurdikar
Mr Rezan Choudhury
Ms Anne Clarke AM
Ms Susan Smethurst
Mrs Mai Morales
Mr Christopher Hammond
Mrs Jean Annecke
Ms Joanne Scott
Ms Lorna Jane Russell
Lord Mkhonto Gumede
Mr Freddie Fulton
Mr Shafique Choudhary
Mrs Janice Silvert
Ms Sue Waller
Mr Tony Booth
Mr Christopher Miller
Mr Peter Wight
Miss Maarya Adil
Mr Mike Hannett
Mr M Glogowski
Ms Jessica Howey
Mr Joss Graham
Ms Sapna Chadha
Miss Liliana Olave Rojas
Mr Barry Rawlings
Ms Sue Waller
Mr Guido Cavaciuti
Ms Syeda Shafqat
Mr Alexander Sarychkin
Mr Chris Mclellan
Ms Ursula Lee
Mr Naushad Nazir
Mr Richard Olszewski
Ms Jessica Howey
Mr Alun Parker

Dr Misia Gervis
Mr Max Steiner
Mr Derek Wax
Mr John Morales
Mr Ian Kriss
Mr Igor Berezovskyy
Mr Ben Tansley
Mrs Laura Hurlocker
Mr Harry Hopkinson
Ms Krishna Sheth
Mr Martin Redston
Mrs Shahla Rahbari
Mr Anand Mistry
Miss Maria Skoutaridou
Mr Peter Wight
Ms I M Gunn
Mrs Camella Kingsley
Mrs Sue Waller
Miss Mary Coyne
Mr David Tomas-Merrills
Mr Alun Parker
Miss Nadia Jones
Miss Sheila Linton
Ms Nicola Mann
Ms Sandra Fontano
Mr Alastair Wallace
Ms Lia Colacicco
Mrs Janet Smith
Mrs Marlene Wardle
Mr Alan Schneiderman
Mr Steve Tangri
Mr Matthew Williams

At the meeting, each speaker will have up to **3 minutes** to address the committee. Committee members will then have the opportunity to question the speaker. Please refer to section 3.7 in Article 3 of the Council's Constitution, which outlines the full public speaking rules: [Article 3 – Citizens and the Council \(moderngov.co.uk\)](#).

Please inform the Governance Officer by **12pm the working day before the meeting**, who the speaker will be, as we will need to ensure you are on the list to be called out by the Chairman. Please email this information to: StrategicPlanning.Committee@barnet.gov.uk.

Members of the public unable to attend the meeting, can listen to a live audio stream of the meeting via the following link: [Agenda for Strategic Planning Committee on Monday 26th July, 2021, 7.00 pm \(moderngov.co.uk\)](#). This will also be available at the same link after the meeting.

Kind regards

Tracy Scollin

Tracy Scollin

Governance Officer, Assurance Group

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

Tel: 020 8359 2315 | Web: barnet.gov.uk

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Carter, Richard

From: Matthew Williams [REDACTED]
Sent: 20 July 2021 10:58
To: StrategicPlanning.Committee
Cc: Griffiths, Carl; Clarke, Cllr Anne; Gaudin, Fabien; Zinkin, Peter [REDACTED]; Ryde, Cllr Shimon
Subject: Re: B&Q Planning Application 20/3564/OUT - Strategic Planning Committee 26th July 2021

Good morning,

I would be grateful if you could please respond to my email below and confirm registration to speak in objection to the above planning application and also the procedure for the committee. I would like to speak virtually if at all possible.

Please also note that we will be submitting a further legal representation on the approach the council is proposing to take to the use of condition(s) associated with Depot Approach. We note that the committee report identifies that the council has taken legal advice but a) this is not provided to the committee or ourselves and b) no suggested condition wording for any condition including a Grampian Condition for Depot Approach is provided. The committee report is therefore seeking a decision on an application without the appropriate provision of relevant information for them to make an informed decision.

Kind regards

Matthew



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On Mon, 19 Jul 2021 at 13:58, Matthew Williams [REDACTED] wrote:

Dear Sirs,

Williams Gallagher has submitted duly made objections to the above planning application. These objections remain, despite officer recommendation for approval. I would therefore be grateful if you could please provide me with details of the registration process for speaking in objection to the planning application on 26th July. I would also ask that you accept this email as formal confirmation that I wish to register to speak in objection on behalf of my client, the adjacent landowner and site access owner, Tepbrook properties.

Kind regards

Matthew



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Carter, Richard

From: Matthew Williams [REDACTED]
Sent: 21 July 2021 10:56
To: StrategicPlanning.Committee
Cc: Griffiths, Carl; Clarke, Cllr Anne; Gaudin, Fabien; Zinkin, Peter [REDACTED] Ryde, Cllr Shimon
Subject: Re: B&Q Planning Application 20/3564/OUT - Strategic Planning Committee 26th July 2021

Dear Sirs,

Further to my email of 10:58 on Tuesday 20th July 2021, I enclose legal representations prepared by Pinsent Masons on behalf of Tepbrook Properties. These are submitted in respect of planning application 20/3564/OUT.

We request that you read the content of the submission and confirm that the Strategic Planning Committee on Monday 26th July 2021 is either cancelled or the recommendation amended to committee members to defer the application pending the points in the legal representation being addressed. If the committee still proceeds we reiterate our request to speak in objection.

Your response confirming the council's position in relation to the legal advice, the deferral of committee and confirmation of our request to speak if the committee proceeds, is requested no later than midday on Friday 23rd July 2021.

Yours faithfully

Matthew



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On Tue, 20 Jul 2021 at 10:58, Matthew Williams [REDACTED] wrote:

Good morning,

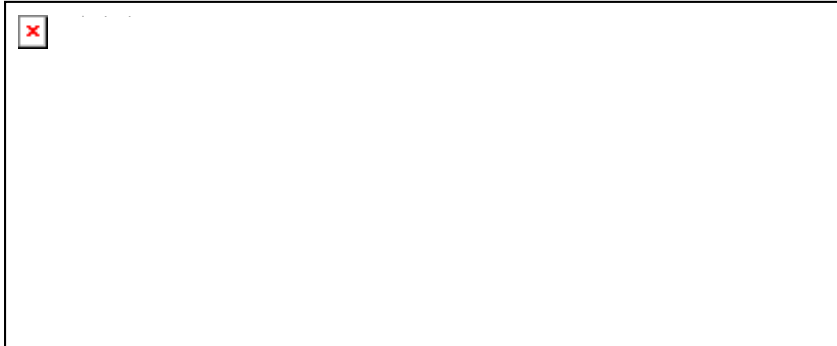
I would be grateful if you could please respond to my email below and confirm registration to speak in objection to the above planning application and also the procedure for the committee. I would like to speak virtually if at all possible.

Please also note that we will be submitting a further legal representation on the approach the council is proposing to take to the use of condition(s) associated with Depot Approach. We note that the committee report identifies that the council has taken legal advice but a) this is not provided to the committee or ourselves and b) no suggested condition wording for any condition including a Grampian Condition for Depot Approach is provided. The

committee report is therefore seeking a decision on an application without the appropriate provision of relevant information for them to make an informed decision.

Kind regards

Matthew



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On Mon, 19 Jul 2021 at 13:58, Matthew Williams [REDACTED] wrote:

Dear Sirs,

Williams Gallagher has submitted duly made objections to the above planning application. These objections remain, despite officer recommendation for approval. I would therefore be grateful if you could please provide me with details of the registration process for speaking in objection to the planning application on 26th July. I would also ask that you accept this email as formal confirmation that I wish to register to speak in objection on behalf of my client, the adjacent landowner and site access owner, Tepbrook properties.

Kind regards

Matthew



Confidential

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BY E-MAIL

Tepbrook Properties Limited
124 Finchley Road
London
NW3 5JS

Our Ref 118086548.2\JO09\PRP001.000100

20 July 2021

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**").

This letter highlights two fundamental legal flaws with the Report to Committee for the Application scheme ("**the Report**") which is scheduled to go to Planning Committee on Monday 26th July 2021. This is without prejudice to the identification of other legal and other flaws in relation the Report.

1. **FAILURE TO DEAL PROPERLY WITH UNDELIVERABLE NEW ROAD ACCESS TO THE SCHEME AND UNDELIVERABLE NEW FOOTPATH ARRANGEMENTS TO THE SCHEME**

1.1 We note at paragraphs 12.16 and 12.17 of the Report in relation to access arrangements to the scheme that the Report states as follows:

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."

Pinsent Masons LLP

55 Colmore Row Birmingham B3 2FG United Kingdom

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For a full list of the jurisdictions where we operate, see www.pinsentmasons.com



- 1.2 We enclose our letter dated 6 November 2020 which concluded two key points:
 - 1.2.1 There are no rights for the applicant to create the New Access for the Application scheme which is therefore not deliverable.
 - 1.2.2 There are no rights for the applicant to create the New Footpaths for the Application scheme which are therefore not deliverable.
- 1.3 As set out in our letter dated 6 November 2020:
 - 1.3.1 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. 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.
 - 1.3.2 **In this case, there is no prospects at all of the New Access or New Footpaths being provided and these fundamental issues 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 (e.g. 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."
 - 1.3.3 The Report refers to the LPA having taken legal advice on the matter 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"*. However, no explanation is provided to support this position in light of the legal position as we set it out above. There is no explanation at all dealing with the clear contravention of the NPPG planning guidance. The Report is flawed and any decision made on the basis of it in this respect is liable to judicial review. In addition, there is no published Appendix 2 set of conditions which means it is not possible to examine the proposed condition purportedly imposed to address the issue. Give the proposed planning conditions, including this one, would need to be provided alongside the report 5 clear days before the Committee meeting on 26 July 2021,
2. **FAILURE TO COMPLY WITH SS100B AND 110D LOCAL GOVERNMENT ACT 1972 IN TERMS OF PUBLISHING REPORTS AND BACKGROUND PAPERS 5 CLEAR DAYS BEFORE THE COMMITTEE MEETING**
 - 2.1 The failure to publish Appendix 2 (draft conditions) within 5 clear days of the Committee meeting on Monday 26 July 2021 is a clear breach of sections 100B and D of the Local Government Act 1972 (as amended). Section 100B deals with access to agendas and



reports and section 100D with access to background papers. In both cases these must be “open to inspection by members of the public at the offices of the council” at least five clear days before the meeting (“clear days” refers to weekday working days and does not include the day of publication or the day of the meeting (*R v Swansea City Council, ex p Elitestone Ltd* (1993) 66 P. & C.R. 422)). As per case law, e.g. *Joicey, R (on the Application of) v Northumberland County Council* [2014] EWHC 3657, this must be strictly adhered to and the report cannot be properly interpreted without sight of the draft conditions. The Committee will therefore have to be deferred to allow for the proper time for the conditions in Appendix 2 to be published and 5 clear days to elapse before the meeting can be held.

For the reasons set out in this letter, the Report is legally defective, the Committee meeting has to be deferred and the LPA must deal properly with the material consideration in relation to non-deliverability of the New Access and New Footpaths as referred to above. As referred to above, a condition will not satisfy these fundamental issues and the Application will need to be recommended for refusal. If there is cogent legal advice to the contrary, the key points of this advice needs to be reported to the Committee in the Report.

Yours faithfully

Pinsent Masons LLP

Enc Letter dated 6 November 2020

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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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



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-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

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
MONTREAU

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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

Drawing number
ExA_1939_100

T: 020 7978 2101
Drawn
Checked
Approved

ExA
HS
SM

Revision
D

Carter, Richard

From: Griffiths, Carl
Sent: 21 July 2021 14:49
To: Scollin, Tracy
Subject: RE: Speakers List
Attachments: 20.3564.OUT - Appendix 2 - Conditions (rev).odt

Hi Tracy

Sorry to be a pain but please could you replace the previous condition list with the attached for publication.

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

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From: Griffiths, Carl
Sent: 21 July 2021 14:45
To: Scollin, Tracy <Tracy.Scollin@Barnet.gov.uk>
Subject: RE: Speakers List

Hi Tracy

Speakers list will be sent ASAP, I just have admin colleagues checking.

Please could I request that the attached be published today alongside the report. I was going to add the addendum on Monday but legal have advised that it should go up today.

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

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From: Scollin, Tracy <Tracy.Scollin@Barnet.gov.uk>
Sent: 21 July 2021 10:32
To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Subject: RE: Speakers List

Hi Carl

OK. Most important thing is that everyone is notified and no one is missed, as that could be grounds for deferral. I can send the email late afternoon today if needed. I'll have it set up ready to go whilst I'm waiting for details.

Thanks

Tracy Scollin
Governance Officer, Assurance Group
Tel: 020 8359 2315

From: Griffiths, Carl
Sent: 21 July 2021 10:20
To: Scollin, Tracy <Tracy.Scollin@Barnet.gov.uk>
Subject: RE: Speakers List

Hi Tracy

I might struggle as I am on a Teams call until midday but I will try to do it in the background of the call.

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

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From: Scollin, Tracy <Tracy.Scollin@Barnet.gov.uk>
Sent: 21 July 2021 10:03
To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Subject: RE: Speakers List

Hi Carl

Yes please send to me and I will email them later today. [REDACTED] so could you get them to me by 12 do you think?

Kind regards

Tracy Scollin
Governance Officer, Assurance Group
Tel: 020 8359 2315

From: Griffiths, Carl
Sent: 21 July 2021 09:54
To: Scollin, Tracy <Tracy.Scollin@Barnet.gov.uk>
Subject: Speakers List

Hi Tracy

Are you compiling the speakers list for Monday? There have been a lot of requests... so will take a bit of time today to put together!

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

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Condition 1 – Approved Plans

The development hereby permitted shall be carried out in accordance with the following approved plans and documents.

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the application as assessed in line with Policies DM01, DM02, DM05 of the Barnet Local Plan (2012) and the London Plan (2021).

Condition 2 – Reserved Matters

Applications for the approval of the reserved matters (being scale, layout, appearance and landscaping) shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason: To comply with the provisions of Section 92 of the Town & Country Planning Act 1990 (as amended).

Condition 3 – Implementation

The development hereby permitted in shall begin no later than 2 years from:

- i. The final approval of the last Reserved Matters Application pursuant to Condition 2, or;
- ii. The final approval of any pre-commencement condition associated with the Development.

Reason: To comply with the provisions of Section 92 of the Town & Country Planning Act 1990 (as amended).

Condition 4 – Construction Management Plan

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

- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
- ii. site preparation and construction stages of the development;
- iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;

- iv. details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
- v. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
- vi. a suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;
- vii. noise mitigation measures for all plant and processors;
- viii. details of contractors compound and car parking arrangements;
- ix. Details of interim car parking management arrangements for the duration of construction;
- x. Details of a community liaison contact for the duration of all works associated with the development.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13 , CS14, DM01, DM04 and DM17 of the Barnet Local Plan and the London Plan 2021.

Condition 5 – Depot Approach Access

No development shall commence until the access / egress point from Depot Approach and footpaths has been 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: In the interest of highway safety and to ensure that a safe access can be provided from Depot Approach in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Condition 6 – Delivery and Servicing Management Plan

Prior to the occupation of the development a Delivery and Servicing Management Plan should be submitted to and approved in writing by the Local Planning Authority. All servicing and delivery arrangements shall be carried out in accordance with the approved Plan. If changes are made a revised Delivery and Service Plan (DSP) shall be submitted to and agreed by the Local Planning Authority.

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

Condition 7 – Operational Waste Strategy

Prior to the first occupation of the development, a waste and recycling strategy for that unit shall be submitted to and approved in writing by the Local Planning Authority. This shall set out the location, design and accessibility of refuse and recycling stores, details of the separation and collection of waste, storage of bulky waste and any chute systems or waste compactors. The waste and recycling strategy shall be implemented as approved, unless otherwise agreed in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details, made available for use prior to the first occupation of the development, and managed and operated in accordance with the approved strategy in perpetuity.

Reason: To ensure adequate refuse storage is provided on site and can be readily collected, in accordance with Policy CS14 of the Barnet Local Plan (2012) and Policy 5.15 of the London Plan (2016).

Condition 8 – Car Park Management Plan

Prior to occupation, a Residential Car Parking Management Scheme to cover the residential use shall be submitted to and agreed in writing by the Local Planning Authority. The RCPMS shall include a plan identifying the disabled parking spaces to be delivered clearly marked with a British Standard disabled symbol and disabled parking shall be retained for the use of disabled persons and their vehicles and for no other purpose unless agreed in writing with the Local Planning Authority. The RCPMS shall include details of electric vehicle charging points to be installed in the development shall have been submitted to the Local Planning Authority and approved in writing. These details shall include provision for each and every disabled space.

Reason: To ensure that parking is provided and managed in line with Barnet Council standards in the interests of highway and pedestrian safety and in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012. To ensure and promote easier access for disabled persons to the approved building in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Condition 9 – Contaminated Land

Part 1

Before development commences other than for investigative work:

- a) A desktop study (Preliminary Risk Assessment) shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study (Preliminary Risk Assessment) and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
- b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:
 - a risk assessment to be undertaken,
 - refinement of the Conceptual Model, and
 - the development of a Method Statement detailing the remediation requirements.

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

- c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Part 2

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

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and the London Plan 2021.

Condition 10 – Surface Water Drainage

Prior to the commencement of development, drainage plans and calculations reflective of the latest drainage scheme demonstrating the surface water can be managed appropriately on site shall be submitted to and approved in writing by London Borough of Barnet planning authority. The scheme shall subsequently be implemented in accordance with the approved details before development is completed.

Reason To ensure a satisfactory method of surface water drainage, and to prevent the increased risk of flooding to third parties in accordance with Policy CS13 of the Barnet Local Plan, Policies 5.13 and 5.14 of the London Plan, and changes to SuDS planning policy in force as of 6 April 2015 (including the Written Ministerial Statement of 18 December 2014, Planning Practice Guidance and the Non statutory Technical Standards for Sustainable Drainage Systems)

Condition 11 – Foul Water Infrastructure

Prior to the commencement of utilities works*, a Wastewater strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall be agreed with Thames Water and shall include details of how the existing water network infrastructure will accommodate the needs of the development.

Reason: To ensure that waste water from the site can be managed effectively parties in accordance with Policy CS13 of the Barnet Local Plan

Condition 12 - Wind Mitigation

Prior to the first occupation of the development, full details of the wind mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. The measures shall thereafter be implemented in full prior to the first occupation of the development.

Reason: To ensure that the development does not create an unsafe microclimate in accordance with Policy CS5 and DM05 of the Barnet Local Plan.

Condition 13 – Sustainability Measures

Prior to the first occupation of the development, full details of the Air Source Heat Pumps and Photovoltaic equipment shall be submitted to and approved in writing by the Local

Planning Authority. The approved details shall thereafter be implemented in full prior to the first occupation of the development.

Reason: To ensure that the development can achieve the Carbon Dioxide emissions reductions set out in the Sustainability Statement in accordance with the London Plan 2021.

Condition 14 – Energy Network Capped Connection

Prior to the first occupation of the development, a strategy setting out how the development could enable future connection to any District Heating Network shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the details as approved

Reason: In the interests of sustainable development and in accordance with the London Plan 2021.

Condition 15 – Fire Statement

Prior to the commencement of development, a Fire Safety Statement shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details.

Reason: To ensure that the development incorporates the necessary fire safety measures in accordance with the London Plan Policy D12.

Condition 16 – Management and Maintenance

Prior to first occupation, a management plan detailing the maintenance and repair of all buildings, estate management, access arrangements, access to resident's manuals, the provision of guidance on managing overheating, parking permits and community events shall be submitted to and approved by the Local Planning Authority.

Reason: In the interests of delivering good design in line with London Plan Policy D4.

Condition 17 - Circular Economy Statement

No development shall take place until a detailed Circular Economy Statement and Operational Waste Management Strategy in line with the GLA's Circular Economy Statement Guidance is submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details so approved.

Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials.

Condition 18 – Circular Economy – Completion

Within 6 months of completion, a Post Completion Report setting out the predicted and actual performance against all numerical targets in the relevant Circular Economy Statement shall be submitted to the GLA at: circulareconomystatements@london.gov.uk, along with any supporting evidence as per the GLA's Circular Economy Statement Guidance. The Post Completion Report shall provide updated versions of Tables 1 and 2 of the Circular Economy Statement, the Recycling and Waste Reporting form and Bill of Materials. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation.

Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials.

Condition 19 – No Permitted Development

Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1990 (or any Order revoking and re-enacting that Order), the following operations shall not be undertaken without the receipt of prior specific express planning permission in writing from the Local Planning Authority on the buildings hereby approved:

The installation of any structures or apparatus for purposes relating to telecommunications or any part of the development hereby approved, including any structures or development otherwise permitted under Part 24 and Part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) or any equivalent Order revoking and re-enacting that order.

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

Condition 20 – BREEAM

Within 6 months of first occupation of the non-residential development hereby permitted, a BREEAM Building Research Establishment has issued a Post Construction Review Certificate confirming that the non-residential development built has achieved a minimum BREEAM New Construction Shell Only rating of 'Very Good' and such certificate has been submitted to, and approved in writing by, the Local Planning Authority.

Reason: In the interests of sustainable development and in accordance with the London Plan 2021.

Condition 21 – Accessible Dwellings

A minimum of 10% of all dwellings shall be built to comply with requirement M4(3) wheelchair user dwellings contained within Part M volume 1 of the Building Regulations, as identified on the plans approved under condition 2. All other dwellings shall be built to requirement M4(2) accessible and adaptable dwellings contained within Part M volume 1 of the Building Regulations.

Reason: To promote housing choice for disabled and elderly households and ensure a socially inclusive and sustainable development, in accordance with Policies CS4, DM02 of the Barnet Local Plan (2012) and Policies 3.8, 7.2 of the London Plan (2016).

Condition 22 – Opening Hours

The flexible use commercial units shall not be open to customers other than between the hours of 0700 and 2300 Mondays to Saturdays, and 0800 to 2200 Sundays and at no other times, unless otherwise approved, in writing, by the Local Planning Authority.

Reason: To safeguard the amenities of neighbouring residents and future residents of the development

Condition 23 – Construction Times

No construction works shall occur outside of the following times unless otherwise agreed in writing by the Local Planning Authority:

- 08:00 - 18:00 hours weekdays;
- 08:00 - 13:00 hours Saturdays.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policies DM01 and DM04 of the Barnet Local Plan.

Condition 24 – Secured by Design

Prior to the first occupation of the relevant part of the development, certification demonstrating compliance with Secured by Design standards (or any superseding accreditation) shall be submitted to and approved in writing by the Local Planning Authority.

Reason: in the interests of community safety in accordance with paragraphs 8 and 11 of the NPPF.

Carter, Richard

From: Griffiths, Carl
Sent: 21 July 2021 15:53
To: Scollin, Tracy
Cc: Dillon, Andrew
Subject: Speakers List 26th July

Importance: High

Hi Tracy

Sorry, me again.

Please see attached the speakers list for the 26/07 SPC.

I will advise ASAP before COB on the matter of the conditions list and whether or not to publish.

Many Thanks

Carl

Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration
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Committee Speakers for July 26, 2021

Strategic Planning Committee

20/3564/OUT

B And Q

**Broadway Retail Park
Cricklewood Lane**

**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**

	Objection	Miss Liz Mioduchowski	14 Pharamond258- 262 Willesden LaneLo
R	Objection	Dr Misia Gervis	23 Johnston TerraceCricklewoodNW26QJ Redacted Personal data
	Objection	Mr Martin Redston	22Kenneth CrescentLondonNW2 4PN Redacted Personal data
	Objection	Mr Ian Kriss	5 Thorverton RoadCricklewoodLondonNW Redacted Personal data
	Objection	Mr Joss Graham	26 Olive RoadLondonNW2 6TX Redacted Personal data
	Objection	Mrs Madeleine Abramson	27 harman driveLondonNW2 2ED Redacted Personal data
	Objection	Mr Frederic Fulton	Flat 3141 Walm LaneLondonNW2 3AU Redacted Personal data
	Objection	Ms Sarah Hoyle	117 Westcroft CloseCricklewoodNW2 2RT Redacted Personal data
	Objection	Mr Julian Paul Annecke	Paul4 Olive RoadLondonNW2 6DB Redacted Personal data
	Objection	Mr Kieron Duffy	10 Westcroft WayCricklewoodNW2 2RL Redacted Personal data
	Objection	Mr Max Woolger	82 Shoot Up HillLondonNW23XJ Redacted Personal data
	Objection	Ms Anastasia Lawrence	Richborough RoadLondonNW23LU Redacted Personal data
	Objection	Mr Ronnie Katzler	146 Ashford courtAshford RoadLondonNW Redacted Personal data
	Objection	Mr Somdatt Kurdikar	6Lyndale AvenueLondonNW2 2PY Redacted Personal data
	Support	Mr Matthew O'Connell	46 Mora RoadGround Floor FlatLondonNW Redacted Personal data
	Objection	Mr Rezan Choudhury	31 Jeymer AvenueWillesden GreenLondor Redacted Personal data
	Objection	Ms Anne Clarke AM	City HallThe Queen's WalkLondonSE1 2A Redacted Personal data
	Objection	Ms Susan Smethurst	30B Greencroft GardensLondonNW6 3LT Redacted Personal data
	Objection	Mrs Mai Morales	25 Gillingham roadLondonNW2 1RL Redacted Personal data
	Objection	Mr Christopher Hammond	93A Ivy RoadLondonNW2 6XL Redacted Personal data
	Objection	Mrs Jean Annecke	4 Olive RoadLondonNW2 6DB Redacted Personal data
	Objection	Ms Joanne Scott	Ground Floor Flat101 Fordwych RoadLond Redacted Personal data
	Objection	Ms Lorna Jane Russell	Holly Lodge MansionsOakeshott AvenueCt Redacted Personal data
	Objection	Lord Mkhonto Gumede	11b Lichfield roadCricklewoodLondonNW2 Redacted Personal data
	Objection	Mr Freddie Fulton	141 Walm LaneFlat 3LondonNW23AU Redacted Personal data
	Objection	Mr Shafique Choudhary	114Olive RoadCricklewood /LondonNW2 6 Redacted Personal data
	Objection	Mrs Janice Silvert	24 Hocroft RoadLondonNW2 2BL Redacted Personal data
	Objection	Ms Sue Waller	20 Caddington FRoadLondonNW2 1RS Redacted Personal data
	Objection	Mr Tony Booth	48, Menelik RoadLondonNW23RH Redacted Personal data

Objection	Mr Christopher Miller	27 Gratton TerraceCricklewoodLondonNW	Redacted Personal data
Objection	Mr Peter Wight	18 Johnston TerraceLondonNW2 6QJ	Redacted Personal data
Objection	Miss Maarya Adil	28 Ebbsfleet Road28 Ebbsfleet RoadLondr	Redacted Personal data
Objection	Mr Mike Hannett	56 Westbere RdLondonNW2 3RU	Redacted Personal data
Objection	Mr M Glogowski	8 Elm GroveLondonNW2 3AA	No Email
Objection	Ms Jessica Howey	6 Johnston TerraceLONDONNW2 6QJ	Redacted Personal data
Objection	Mr Joss Graham	26 Olive RoadLondonSW1W 9 LT	Redacted Personal data
Objection	Ms Sapna Chadha	34 Blenheim gardensLondonNW2 4NS	Redacted Personal data
Objection	Miss Liliana Olave Rojas	4 , Mallard CLOSEBrondesbury VillasLond	Redacted Personal data
Objection	Mr Barry Rawlings	Flat 8, Aidans Court110 Friern ParkLondon	Redacted Personal data
Objection	Ms Sue Waller	20 Caddington RoadLondonNW2 1RS	Redacted Personal data
Objection	Mr Guido Cavaciuti	Flat 37, Coleby house21 Woodley Crescent1	Redacted Personal data
Objection	Ms Syeda Shafqat	28 Ebbsfleet RoadLondonNW2 3NA	Redacted Personal data
Objection	Mr Alexander Sarychkin	Flat First Floor, 7 Loveridge RoadLondonN	Redacted Personal data
Objection	Mr Chris Mclellan	24 Heber RoadLondonNW2 6AA	Redacted Personal data
Objection	Ms Ursula Lee	64 St Gabriel?s roadLondonNW2 4SA	Redacted Personal data
Objection	Mr Naushad Nazir	51 Wilberforce RoadHendonHendonNW9C	Redacted Personal data
Objection	Mr Richard Olszewski	40 Westbere RoadLondonNW2 3SR	Redacted Personal data
Objection	Ms Jessica Howey	Secretary, Railway Terraces Residents' As	Redacted Personal data
Objection	Mr Alun Parker	27 Ash GroveLondonNW2 3LN	Redacted Personal data
Objection	Dr Misia Gervis	23, Johnston TerraceLondonNW26QJ	Redacted Personal data
Objection	Mr Max Steiner	16 Ranulf RoadLondonNw22de	Redacted Personal data
Objection	Mr Derek Wax	8 Henson AvenueCricklewoodLondonNw2	Redacted Personal data
Objection	Mr John Morales	25 Gillingham RoadLondonNw2 1RL	Redacted Personal data
Objection	Mr Ian Kriss	5 Thorverton RoadCricklewoodLondonNW	Redacted Personal data
Objection	Mr Igor Berezovsky	56 Galsworthy RoadLondonNW2 2SH	Redacted Personal data
Objection	Mr Ben Tansley	Flat 236 Mora RoadLondonNW2 6TG	Redacted Personal data
Objection	Mrs Laura Hurlocker	220 Cricklewood LaneLondonNW2 2PU	Redacted Personal data
Objection	Mr Harry Hopkinson	38 Dairyman CloseCricklewoodLondonNW	Redacted Personal data
Objection	Ms Krishna Sheth	FlatA161 WALM laneLondonNW2 3AY	Redacted Personal data
Objection	Mr Martin Redston	22 Kenneth CrescentLondonNW2 4PN	Redacted Personal data
Objection	Mrs Shahla Rahbari	239West Heath roadNw3 7ub	Redacted Personal data
Objection	Mr Anand Mistry	51 Ashford RoadLondonNW2 6TT	Redacted Personal data
Objection	Miss Maria Skoutaridou	22 Claremont RoadLondonNW2 1BP	Redacted Personal data
Objection	Mr Peter Wight	18 Johnston TerraceCricklewoodLondonN	Redacted Personal data
Objection	Ms I M Gunn	7 Hawkshaw CloseLondonSw2 4QT	No Email
Objection	Mrs Camella Kingsley	15 Greenfield GardenCricklewoodLondonN	Redacted Personal data
Objection	Mrs Sue Waller	20 Caddington RoadLondonNW2 1RS	Redacted Personal data
Objection	Miss Mary Coyne	6 Oswald Terrace Temple RoadLondonNW	Redacted Personal data

Objection	Mr David Tomas-Merrills	Flat 15A Chichele Mansions64-82 Chichele	Redacted Personal data
Objection	Mr Alun Parker	27 Ash GroveLondonNw2 3ln	Redacted Personal data
Objection	Miss Nadia Jones	6 Gratton TerraceLondonNw2 6qe	Redacted Personal data
Objection	Miss Sheila Linton	52 Woodvale WayGolders GreenLONDON	Redacted Personal data
Objection	Ms Nicola Mann	2 Joy Court38 Handley GroveLONDONNW	Redacted Personal data
Objection	Ms Sandra Fontano	102 Ashford CourtAshford RoadLondonNV	Redacted Personal data
Objection	Mr Alastair Wallace	46a Oaklands RdLondonNW2 6DH	Redacted Personal data
Objection	Ms Lia Colacicco	c/o Brent Civic CentreLondonLondonHA1	Redacted Personal data
Objection	Mrs Janet Smith	92,Cloister RoadLondonNW2 2NP	Redacted Personal data
Objection	Mrs Marlene Wardle	Chair, Railway Terraces Residents Associa	Redacted Personal data
Objection	Mr Alan Schneiderman	177 Cheviot GardensLondonNW2 1PY	Redacted Personal data
Objection	Mr Steve Tangri	85 Park Avenue NorthLondonNW10 1JU	Redacted Personal data
Objection	Mr Matthew Williams	Tepbrook Properties	Redacted Personal data

Carter, Richard

From: Griffiths, Carl
Sent: 21 July 2021 16:03
To: Scollin, Tracy
Cc: Dillon, Andrew
Subject: RE: Speakers List
Attachments: 20.3564.OUT - Appendix 2 - Conditions (rev).odt

Great thank you.

Yes meeting will be going ahead so if you could do the speakers list that would be great.

On the conditions, legal have advised that we put them online so please could you proceed to publish the attached alongside the report please.

Many Thanks

Carl

Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration
Regional Enterprise

2 Bristol Avenue, Colindale, NW9 4EW

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From: Scollin, Tracy <Tracy.Scollin@Barnet.gov.uk>
Sent: 21 July 2021 16:01
To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Subject: RE: Speakers List

Thanks Carl. I was out at an appointment so haven't published anything.

I'll get onto the speakers – does it look like we are still going ahead with the meeting?

Thanks

Tracy Scollin
Governance Officer, Assurance Group
Tel: 020 8359 2315

From: Griffiths, Carl
Sent: 21 July 2021 14:52
To: Scollin, Tracy <Tracy.Scollin@Barnet.gov.uk>
Subject: RE: Speakers List
Importance: High

Hi Tracy

Sorry again. Please could you hold off on publishing the conditions until I advise further. My director has now got involved and everything a lot more complicated.

Many Thanks

Carl

Carl Griffiths
Principal Planner
Major Projects

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From: Griffiths, Carl
Sent: 21 July 2021 14:49
To: Scollin, Tracy <Tracy.Scollin@Barnet.gov.uk>
Subject: RE: Speakers List

Hi Tracy

Sorry to be a pain but please could you replace the previous condition list with the attached for publication.

Many Thanks

Carl

Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration
Regional Enterprise

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From: Griffiths, Carl
Sent: 21 July 2021 14:45
To: Scollin, Tracy <Tracy.Scollin@Barnet.gov.uk>
Subject: RE: Speakers List

Hi Tracy

Speakers list will be sent ASAP, I just have admin colleagues checking.

Please could I request that the attached be published today alongside the report. I was going to add the addendum on Monday but legal have advised that it should go up today.

Many Thanks

Carl

Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration
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2 Bristol Avenue, Colindale, NW9 4EW

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From: Scollin, Tracy <Tracy.Scollin@Barnet.gov.uk>
Sent: 21 July 2021 10:32
To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Subject: RE: Speakers List

Hi Carl

OK. Most important thing is that everyone is notified and no one is missed, as that could be grounds for deferral. I can send the email late afternoon today if needed. I'll have it set up ready to go whilst I'm waiting for details.

Thanks

Tracy Scollin
Governance Officer, Assurance Group
Tel: 020 8359 2315

From: Griffiths, Carl
Sent: 21 July 2021 10:20

To: Scollin, Tracy <Tracy.Scollin@Barnet.gov.uk>

Subject: RE: Speakers List

Hi Tracy

I might struggle as I am on a Teams call until midday but I will try to do it in the background of the call.

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

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From: Scollin, Tracy <Tracy.Scollin@Barnet.gov.uk>

Sent: 21 July 2021 10:03

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

Subject: RE: Speakers List

Hi Carl

Yes please send to me and I will email them later today [REDACTED] so could you get them to me by 12 do you think?

Kind regards

Tracy Scollin

Governance Officer, Assurance Group

Tel: 020 8359 2315

From: Griffiths, Carl

Sent: 21 July 2021 09:54

To: Scollin, Tracy <Tracy.Scollin@Barnet.gov.uk>

Subject: Speakers List

Hi Tracy

Are you compiling the speakers list for Monday? There have been a lot of requests... so will take a bit of time today to put together!

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

 please consider the environment - do you really need to print this email?



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Local Plan 2021-2036

Consultation: **28 June to 9 August**

visit: www.engage.barnet.gov.uk



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Registered in England 08615172. Registered Office: 17 Rochester Row, London, England SW1P 1QT.

Consider the environment. Do you really need to print this email?

Carter, Richard

From: [REDACTED]
Sent: 22 July 2021 08:27
To: Griffiths, Carl
Cc: Ryde, Cllr Shimon; Zinkin, Cllr Peter; Clarke, Cllr Anne; [REDACTED]
[REDACTED] Gaudin, Fabien
Subject: Site visit - Broadway Retail Park

Dear Carl - some weeks ago, we expressed our concern that there were no CGI's showing the impact that the tower blocks would have on the front of the houses in Needham Terrace. By front of the houses, I mean the side that faces the allotment, not the roadside. The roadside of all the houses in the terraces are the backs of the houses. Complicated I know!

I now attach a 'map' showing the area. I would be grateful, if when you bring the committee on the site visit, you could show them this area and how the development will impact on the views from inside the houses. To do so, you need to come to the entrance of the allotments (by 22 Needham) and go on to the path that runs between the front of the houses and the allotments. It is actually easier to see this from inside the allotments, so we can arrange for you to have a key or for someone to be there to let you in. I promise not to hop out from behind a bush when you visit!

Obviously you need to show them Campion Terrace which will be badly affected along with Kara Way, the only vehicular access into the terraces, and which will be dominated by the tower blocks.

Best wishes

Jessica



Photo A - View looking South East from Allotment Way 21/07/21



Photo B - View looking South East from Allotment Way 21/07/21



Photo and Google Earth Markup to show additional CGI views required to illustrate the visual impact that the B&Q development (planning app ref: 20/3564/OUT) will have on the Railway Terraces. 21/07/21

Carter, Richard

From: Ryde, Cllr Shimon
Sent: 22 July 2021 09:29
To: [REDACTED]; StrategicPlanning.Committee
Cc: Clarke, Cllr Anne; Zinkin, Cllr Peter; Gaudin, Fabien; Griffiths, Carl; [REDACTED]
Subject: Re: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Jessica, your understanding is correct. Further should residents of Brent wish to have their views heard at the meeting, and I would appreciate Tracy's confirmation, a Brent elected member could speak on their behalf.

Cllr Shimon Ryde
Childs Hill Ward
07970 870682

From: [REDACTED]
Sent: Thursday, July 22, 2021 8:44 am
To: StrategicPlanning.Committee
Cc: Ryde, Cllr Shimon; Clarke, Cllr Anne; Zinkin, Cllr Peter; Gaudin, Fabien; Griffiths, Carl; [REDACTED]
Subject: Re: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

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Best wishes

Jessica Howey
Secretary
Railway Terraces Residents Association

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

From: StrategicPlanning. Committee <StrategicPlanning.Committee@Barnet.gov.uk>
To: Scollin, Tracy <Tracy.Scollin@Barnet.gov.uk>; StrategicPlanning. Committee <StrategicPlanning.Committee@Barnet.gov.uk>
Sent: Wed, 21 Jul 2021 16:51
Subject: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Dear all

Thank you for registering to speak on the above item at the Strategic Planning Committee on **Monday 26th July, 7pm**. The meeting will take place at Hendon Town Hall, The Burroughs, NW4 4BG.

I am writing to inform you that only one objector can speak at the meeting. The other slots will be for one supporter and one slot for the applicant.

Please liaise with the other people listed below and decide who the **speaker** will be:

Miss Liz Mioduchowski

No email given

Carter, Richard

From: John Mumby <jmumby@iceniprojects.com>
Sent: 22 July 2021 09:35
To: StrategicPlanning.Committee
Cc: Griffiths, Carl
Subject: Strat Planning Committee - 26th July - 20/3564/OUT - B&Q, Broadway Retail Park

Importance: High

To whom it may concern,

Good morning,

RE: Strat Planning Committee - 26th July - 20/3564/OUT - B&Q, Broadway Retail Park

I write as the Agent on the above application concerning the Committee on the 26th July 2021. I understand there may still be restrictions in place regarding the amount of people that can attend the Committee. If this is the case, I request that the applicant team are provided with a number of spaces in the room. This is due to the team being able to support the applicant when answering Member questions to ensure that correct and robust answers can be provided to any queries. We would like 8 spaces, including the applicant who will be speaking in support of the application.

I would be grateful if you could please confirm.

In addition, could you please add [REDACTED] from Montreaux to the list of speakers, presenting to the Committee in support of the application. Matt can be contacted on [REDACTED]@montreaux.co.uk / [REDACTED]

Many thanks

John

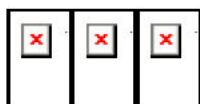
John Mumby BA (Hons)
Director, Planning

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



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Carter, Richard

From: [REDACTED]
Sent: 22 July 2021 09:42
To: Ryde, Cllr Shimon; StrategicPlanning.Committee
Cc: Clarke, Cllr Anne; Zinkin, Cllr Peter; Gaudin, Fabien; Griffiths, Carl; [REDACTED]
Subject: Re: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Thank you very much Shimon. I am now totally out of my depth.

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

From: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
To: [REDACTED] StrategicPlanning. Committee
<StrategicPlanning.Committee@Barnet.gov.uk>
CC: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; marlenewardle@talktalk.net
[REDACTED]
>
Sent: Thu, 22 Jul 2021 9:29
Subject: Re: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Jessica, your understanding is correct. Further should residents of Brent wish to have their views heard at the meeting, and I would appreciate Tracy's confirmation, a Brent elected member could speak on their behalf.

Cllr Shimon Ryde
Childs Hill Ward
07970 870682

Sent: Thursday, July 22, 2021 8:44 am
To: StrategicPlanning.Committee
Cc: Ryde, Cllr Shimon; Clarke, Cllr Anne; Zinkin, Cllr Peter; Gaudin, Fabien; Griffiths, Carl; [REDACTED]
Subject: Re: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Dear Tracy - thank you for your email. As Ben has confirmed, we re liaising with other speakers. Please could you let me know if there is a speaker in support of the application? If there is not, my understanding is that a second speaker will be allowed to speak as an objector. If this is the case, it would be appropriate for the speaker to be from the Railway Terraces Conservation Area. I would be very grateful if you would let me know as soon as possible.

Best wishes

Jessica Howey
Secretary
Railway Terraces Residents Association

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From: StrategicPlanning. Committee <StrategicPlanning.Committee@Barnet.gov.uk>
To: Scollin, Tracy <Tracy.Scollin@Barnet.gov.uk>; StrategicPlanning. Committee
<StrategicPlanning.Committee@Barnet.gov.uk>
Sent: Wed, 21 Jul 2021 16:51
Subject: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Dear all

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I am writing to inform you that only one objector can speak at the meeting. The other slots will be for one supporter and one slot for the applicant.

Please liaise with the other people listed below and decide who the **speaker** will be:

Miss Liz Mioduchowski
Dr Misia Gervis
Mr Martin Redston
Mr Ian Kriss
Mr Joss Graham
Mrs Madeleine Abramson
Mr Frederic Fulton
Ms Sarah Hoyle
Mr Julian Paul Annecke
Mr Kieron Duffy
Mr Max Woolger
Ms Anastasia Lawrence
Mr Ronnie Katzler
Mr Somdatt Kurdikar
Mr Rezan Choudhury
Ms Anne Clarke AM
Ms Susan Smethurst
Mrs Mai Morales
Mr Christopher Hammond
Mrs Jean Annecke
Ms Joanne Scott
Ms Lorna Jane Russell
Lord Mkhonto Gumede
Mr Freddie Fulton
Mr Shafique Choudhary
Mrs Janice Silvert
Ms Sue Waller
Mr Tony Booth
Mr Christopher Miller
Mr Peter Wight
Miss Maarya Adil
Mr Mike Hannett
Mr M Glogowski
Ms Jessica Howey
Mr Joss Graham
Ms Sapna Chadha
Miss Liliana Olave Rojas
Mr Barry Rawlings
Ms Sue Waller
Mr Guido Cavaciuti
Ms Syeda Shafqat
Mr Alexander Sarychkin
Mr Chris Mclellan
Ms Ursula Lee
Mr Naushad Nazir
Mr Richard Olszewski
Ms Jessica Howey
Mr Alun Parker
Dr Misia Gervis
Mr Max Steiner
Mr Derek Wax
Mr John Morales
Mr Ian Kriss
Mr Igor Berezovskyy

Mr Ben Tansley
Mrs Laura Hurlocker
Mr Harry Hopkinson
Ms Krishna Sheth
Mr Martin Redston
Mrs Shahla Rahbari
Mr Anand Mistry
Miss Maria Skoutaridou
Mr Peter Wight
Ms I M Gunn
Mrs Camella Kingsley
Mrs Sue Waller
Miss Mary Coyne
Mr David Tomas-Merrills
Mr Alun Parker
Miss Nadia Jones
Miss Sheila Linton
Ms Nicola Mann
Ms Sandra Fontano
Mr Alastair Wallace
Ms Lia Colacicco
Mrs Janet Smith
Mrs Marlene Wardle
Mr Alan Schneiderman
Mr Steve Tangri
Mr Matthew Williams

At the meeting, each speaker will have up to **3 minutes** to address the committee. members will then have the opportunity to question the speaker. Please refer to section 3.7 in Article 3 of the Council's Constitution, which outlines the full public speaking rules: [Article 3 – Citizens and the Council \(moderngov.co.uk\)](#).

Please inform the Governance Officer by **12pm the working day before the meeting**, who the speaker will be, as we will need to ensure you are on the list to be called out by the Chairman. Please email this information to: StrategicPlanning.Committee@barnet.gov.uk.

Members of the public unable to attend the meeting, can listen to a live audio stream of the meeting via the following link: [Agenda for Strategic Planning Committee on Monday 26th July, 2021, 7.00 pm \(moderngov.co.uk\)](#). This will also be available at the same link after the meeting.

Kind regards

Tracy Scollin

Tracy Scollin

Governance Officer, Assurance Group

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

Tel: 020 8359 2315 | Web: barnet.gov.uk

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Carter, Richard

From: [REDACTED]
Sent: 22 July 2021 09:57
To: Ryde, Cllr Shimon; StrategicPlanning.Committee
Cc: Clarke, Cllr Anne; Zinkin, Cllr Peter; Gaudin, Fabien; Griffiths, Carl; [REDACTED]
Subject: Re: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Thank you very much for your email Shimon. On a personal level, I feel very uncomfortable about some of the nastiness we had in the early days from the CAG and don't want it to surface again aimed at me, Ben or Anne. I have just seen it flickering again.... I am very happy for Ben to speak - we are trying to get him to move into the terraces.

Best wishes

Jessica

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

From: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
To: [REDACTED] StrategicPlanning. Committee
<StrategicPlanning.Committee@Barnet.gov.uk>
CC: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; [REDACTED]
[REDACTED]

Sent: Thu, 22 Jul 2021 9:29
Subject: Re: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Jessica, your understanding is correct. Further should residents of Brent wish to have their views heard at the meeting, and I would appreciate Tracy's confirmation, a Brent elected member could speak on their behalf.

Cllr Shimon Ryde
Childs Hill Ward
07970 870682

From: [REDACTED]
Sent: Thursday, July 22, 2021 8:44 am
To: StrategicPlanning.Committee
Cc: Ryde, Cllr Shimon; Clarke, Cllr Anne; Zinkin, Cllr Peter; Gaudin, Fabien; Griffiths, Carl; [REDACTED]
[REDACTED]
Subject: Re: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

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Best wishes

Jessica Howey
Secretary
Railway Terraces Residents Association

Carter, Richard

From: StrategicPlanning.Committee
Sent: 22 July 2021 10:02
To: Ryde, Cllr Shimon; [REDACTED]; StrategicPlanning.Committee
Cc: Clarke, Cllr Anne; Zinkin, Cllr Peter; Gaudin, Fabien; Griffiths, Carl; [REDACTED]
Subject: RE: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Dear Jessica and Cllr Ryde

This is correct – there is one supporter so for this item only one objector of those registered, can speak at the meeting. It is recommended that speakers liaise so that the person nominated to speak can speak on behalf of all registered objectors.

Also correct about Members from other Boroughs. Please see below from the Article 2 (h) of the Constitution:

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Tel: 020 8359 2315

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Railway Terraces Residents Association

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<StrategicPlanning.Committee@Barnet.gov.uk>

Sent: Wed, 21 Jul 2021 16:51

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Ms Susan Smethurst
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Mrs Jean Annecke
Ms Joanne Scott
Ms Lorna Jane Russell
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Mr Freddie Fulton
Mr Shafique Choudhary
Mrs Janice Silvert
Ms Sue Waller
Mr Tony Booth
Mr Christopher Miller
Mr Peter Wight
Miss Maarya Adil

No email given

Mr Mike Hannett
Mr M Glogowski
Ms Jessica Howey
Mr Joss Graham
Ms Sapna Chadha
Miss Liliana Olave Rojas
Mr Barry Rawlings
Ms Sue Waller
Mr Guido Cavaciuti
Ms Syeda Shafqat
Mr Alexander Sarychkin
Mr Chris McLellan
Ms Ursula Lee
Mr Naushad Nazir
Mr Richard Olszewski
Ms Jessica Howey
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Dr Misia Gervis
Mr Max Steiner
Mr Derek Wax
Mr John Morales
Mr Ian Kriss
Mr Igor Berezovskyy
Mr Ben Tansley
Mrs Laura Hurlocker
Mr Harry Hopkinson
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Mr Martin Redston
Mrs Shahla Rahbari
Mr Anand Mistry
Miss Maria Skoutaridou
Mr Peter Wight
Ms I M Gunn
Mrs Camella Kingsley
Mrs Sue Waller
Miss Mary Coyne
Mr David Tomas-Merrills
Mr Alun Parker
Miss Nadia Jones
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Ms Nicola Mann
Ms Sandra Fontano
Mr Alastair Wallace
Ms Lia Colacicco
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Mr Alan Schneiderman
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Carter, Richard

From: [REDACTED]
Sent: 22 July 2021 10:03
To: StrategicPlanning.Committee; Ryde, Cllr Shimon
Cc: Clarke, Cllr Anne; Zinkin, Cllr Peter; Gaudin, Fabien; Griffiths, Carl; [REDACTED]
Subject: Re: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Thank you [REDACTED]. Has the one supporter confirmed that he/she will speak?

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

From: StrategicPlanning. Committee <StrategicPlanning.Committee@Barnet.gov.uk>
To: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; [REDACTED] StrategicPlanning. Committee <StrategicPlanning.Committee@Barnet.gov.uk>
CC: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; [REDACTED]
[REDACTED]

Sent: Thu, 22 Jul 2021 10:01
Subject: RE: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Dear Jessica and Cllr Ryde

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[REDACTED]
Governance Officer, Assurance Group

Tel [REDACTED]

From: Ryde, Cllr Shimon
Sent: 22 July 2021 09: [REDACTED]
[REDACTED] StrategicPlanning.Committee <StrategicPlanning.Committee@Barnet.gov.uk>
Cc: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; [REDACTED]
[REDACTED]

Subject: Re: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

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Cllr Shimon Ryde

Childs Hill Ward

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Best wishes

Jessica Howey

Secretary

Railway Terraces Residents Association

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

From: StrategicPlanning. Committee <StrategicPlanning.Committee@Barnet.gov.uk>

To: Scollin, Tracy <Tracy.Scollin@Barnet.gov.uk>; StrategicPlanning. Committee

<StrategicPlanning.Committee@Barnet.gov.uk>

Sent: Wed, 21 Jul 2021 16:51

Subject: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Dear all

Thank you for registering to speak on the above item at the Strategic Planning Committee on **Monday 26th July, 7pm**. The meeting will take place at Hendon Town Hall, The Burroughs, NW4 4BG.

I am writing to inform you that only one objector can speak at the meeting. The other slots will be for one supporter and one slot for the applicant.

Please liaise with the other people listed below and decide who the **speaker** will be:

Miss Liz Mioduchowski
Dr Misia Gervis
Mr Martin Redston
Mr Ian Kriss
Mr Joss Graham
Mrs Madeleine Abramson
Mr Frederic Fulton
Ms Sarah Hoyle
Mr Julian Paul Annecke
Mr Kieron Duffy
Mr Max Woolger
Ms Anastasia Lawrence
Mr Ronnie Katzler
Mr Somdatt Kurdikar
Mr Rezan Choudhury
Ms Anne Clarke AM
Ms Susan Smethurst
Mrs Mai Morales
Mr Christopher Hammond
Mrs Jean Annecke
Ms Joanne Scott
Ms Lorna Jane Russell
Lord Mkhonto Gumede
Mr Freddie Fulton
Mr Shafique Choudhary
Mrs Janice Silvert
Ms Sue Waller
Mr Tony Booth
Mr Christopher Miller
Mr Peter Wight
Miss Maarya Adil
Mr Mike Hannett
Mr M Glogowski
Ms Jessica Howey
Mr Joss Graham
Ms Sapna Chadha
Miss Liliana Olave Rojas
Mr Barry Rawlings
Ms Sue Waller
Mr Guido Cavaciuti
Ms Syeda Shafqat
Mr Alexander Sarychkin

No email given

Mr Chris McLellan
Ms Ursula Lee
Mr Naushad Nazir
Mr Richard Olszewski
Ms Jessica Howey
Mr Alun Parker
Dr Misia Gervis
Mr Max Steiner
Mr Derek Wax
Mr John Morales
Mr Ian Kriss
Mr Igor Berezovskyy
Mr Ben Tansley
Mrs Laura Hurlocker
Mr Harry Hopkinson
Ms Krishna Sheth
Mr Martin Redston
Mrs Shahla Rahbari
Mr Anand Mistry
Miss Maria Skoutaridou
Mr Peter Wight
Ms I M Gunn
Mrs Camella Kingsley
Mrs Sue Waller
Miss Mary Coyne
Mr David Tomas-Merrills
Mr Alun Parker
Miss Nadia Jones
Miss Sheila Linton
Ms Nicola Mann
Ms Sandra Fontano
Mr Alastair Wallace
Ms Lia Colacicco
Mrs Janet Smith
Mrs Marlene Wardle
Mr Alan Schneiderman
Mr Steve Tangri
Mr Matthew Williams

At the meeting, each speaker will have up to **3 minutes** to address the committee. Committee members will then have the opportunity to question the speaker. Please refer to section 3.7 in Article 3 of the Council's Constitution, which outlines the full public speaking rules: [Article 3 – Citizens and the Council \(moderngov.co.uk\)](#).

Please inform the Governance Officer by **12pm the working day before the meeting**, who the speaker will be, as we will need to ensure you are on the list to be called out by the Chairman. Please email this information to: StrategicPlanning.Committee@barnet.gov.uk.

Members of the public unable to attend the meeting, can listen to a live audio stream of the meeting via the following link: [Agenda for Strategic Planning Committee on Monday 26th July, 2021, 7.00 pm \(moderngov.co.uk\)](#). This will also be available at the same link after the meeting.

Kind regards

[Redacted Signature]

[Redacted Signature]

Governance Officer, Assurance Group
London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW
Tel: [Redacted] | Web: barnet.gov.uk

Carter, Richard

From: StrategicPlanning.Committee
Sent: 22 July 2021 10:10
To: [REDACTED] StrategicPlanning.Committee; Ryde, Cllr Shimon
Cc: Clarke, Cllr Anne; Zinkin, Cllr Peter; Gaudin, Fabien; Griffiths, Carl; [REDACTED]
Subject: RE: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

The supporter is registered to speak so can confirm at any point that they will attend, as long as they are registered within the deadline.

Thanks

[REDACTED]
Governance Officer, Assurance Group
Tel: [REDACTED]

From: [REDACTED]
Sent: 22 July 2021 10:03
To: StrategicPlanning.Committee <StrategicPlanning.Committee@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Cc: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; [REDACTED]
Subject: Re: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Thank you Tracy. Has the one supporter confirmed that he/she will speak?

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

From: StrategicPlanning. Committee <StrategicPlanning.Committee@Barnet.gov.uk>
To: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; [REDACTED] StrategicPlanning. Committee <StrategicPlanning.Committee@Barnet.gov.uk>
CC: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; [REDACTED]
>

Sent: Thu, 22 Jul 2021 10:01
Subject: RE: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Dear Jessica and Cllr Ryde

This is correct – there is one supporter so for this item only one objector of those registered, can speak at the meeting. It is recommended that speakers liaise so that the person nominated to speak can speak on behalf of all registered objectors.

Also correct about Members from other Boroughs. Please see below from the Article 2 (h) of the Constitution:

*MPs and GLA Members from the borough and MPs, GLA Members and Members from neighbouring boroughs may request to address a planning committee on a matter which affects their constituency or ward. **Notice should be given to the Chairman of the meeting before the start of the meeting.** Any such Member would be allowed up to 3 minutes.*

Kind regards

Governance Officer, Assurance Group

Tel: [REDACTED]

From: Ryde, Cllr Shimon

Sent: 22 July 2021 09:29

To: [REDACTED] StrategicPlanning.Committee <StrategicPlanning.Committee@Barnet.gov.uk>

Cc: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; [REDACTED]

Subject: Re: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Jessica, your understanding is correct. Further should residents of Brent wish to have their views heard at the meeting, and I would appreciate Tracy's confirmation, a Brent elected member could speak on their behalf.

Cllr Shimon Ryde

Childs Hill Ward

07970 870682

From: [REDACTED]

Sent: Thursday, July 22, 2021 8:44 am

To: StrategicPlanning.Committee

Cc: Ryde, Cllr Shimon; Clarke, Cllr Anne; Zinkin, Cllr Peter; Gaudin, Fabien; Griffiths, Carl; [REDACTED]

Subject: Re: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Dear Tracy - thank you for your email. As Ben has confirmed, we re liaising with other speakers. Please could you let me know if there is a speaker in support of the application? If there is not, my understanding is that a second speaker will be allowed to speak as an objector. If this is the case, it would be appropriate for the speaker to be from the Railway Terraces Conservation Area. I would be very grateful if you would let me know as soon as possible.

Best wishes

Jessica Howey

Secretary

Railway Terraces Residents Association

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

From: StrategicPlanning. Committee <StrategicPlanning.Committee@Barnet.gov.uk>

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<StrategicPlanning.Committee@Barnet.gov.uk>

Sent: Wed, 21 Jul 2021 16:51

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Please liaise with the other people listed below and decide who the **speaker** will be:

Miss Liz Mioduchowski

No email given

Carter, Richard

From: [REDACTED]
Sent: 22 July 2021 10:18
To: StrategicPlanning.Committee; Ryde, Cllr Shimon
Cc: Clarke, Cllr Anne; Zinkin, Cllr Peter; Gaudin, Fabien; Griffiths, Carl; [REDACTED]
Subject: Re: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Thank you very much. If the supporter doesn't speak, I would like to add my name formally now.

Jessica

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

From: StrategicPlanning. Committee <StrategicPlanning.Committee@Barnet.gov.uk>
To: [REDACTED] StrategicPlanning. Committee
<StrategicPlanning.Committee@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
CC: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; [REDACTED]
[REDACTED]

Sent: Thu, 22 Jul 2021 10:10
Subject: RE: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

The supporter is registered to speak so can confirm at any point that they will attend, as long as they are registered within the deadline.

Thanks

Governance Officer, Assurance Group

Tel: [REDACTED]
From: [REDACTED]
Sent: 22 July 2021 10:03
To: StrategicPlanning. Committee <StrategicPlanning.Committee@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Cc: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; [REDACTED]
Subject: Re: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT
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From: StrategicPlanning. Committee <StrategicPlanning.Committee@Barnet.gov.uk>
To: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>; [REDACTED] StrategicPlanning. Committee <StrategicPlanning.Committee@Barnet.gov.uk>
CC: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; marlenewardle@talktalk.net
[REDACTED]

Sent: Thu, 22 Jul 2021 10:01
Subject: RE: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

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Carter, Richard

From: [REDACTED]
Sent: 22 July 2021 10:52
To: StrategicPlanning.Committee; Ryde, Cllr Shimon
Cc: Clarke, Cllr Anne; Zinkin, Cllr Peter; Gaudin, Fabien; Griffiths, Carl; [REDACTED]
Subject: Re: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Thanks [REDACTED] Does your email mean the objector has confirmed attendance?

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

From: StrategicPlanning. Committee <StrategicPlanning.Committee@Barnet.gov.uk>
To: [REDACTED] StrategicPlanning. Committee
<StrategicPlanning.Committee@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
CC: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; [REDACTED]
[REDACTED]

Sent: Thu, 22 Jul 2021 10:33
Subject: RE: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Hi Jessica

As the slot is taken and objectors have been asked to decide on one person amongst themselves to represent them, I'm afraid this isn't possible or in accordance with the Constitution.

It wouldn't be the case that if a supporter cannot attend on the day, the slot is given to an objector.

Kind regards

[REDACTED]
Governance Officer, Assurance Group

Tel: [REDACTED]
From: [REDACTED]
Sent: 22 July 2021 10:18
To: StrategicPlanning. Committee <StrategicPlanning.Committee@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Cc: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; [REDACTED]
Subject: Re: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT
Thank you very much. If the supporter doesn't speak, I would like to add my name formally now.
Jessica

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

From: StrategicPlanning. Committee <StrategicPlanning.Committee@Barnet.gov.uk>
To: [REDACTED]; StrategicPlanning. Committee
<StrategicPlanning.Committee@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
CC: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; [REDACTED]
[REDACTED]

Sent: Thu, 22 Jul 2021 10:10
Subject: RE: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

The supporter is registered to speak so can confirm at any point that they will attend, as long as they are registered within the deadline.

Thanks

[REDACTED]
Governance Officer, Assurance Group

Carter, Richard

From: John Mumby <jmumby@iceniprojects.com>
Sent: 22 July 2021 14:55
To: StrategicPlanning.Committee
Cc: Griffiths, Carl
Subject: RE: Strat Planning Committee - 26th July - 20/3564/OUT - B&Q, Broadway Retail Park

Dear Tracy,

Thank you for coming back to me on the below.

Are you able to advise who is registered to speak in opposition and, where more than one person / party has registered, who has been nominated as the speaker in objection (if you have this information yet).

Also, have any Councillors or the local MP registered to address the Committee?

Many thanks. John

John Mumby BA (Hons)
Director, Planning

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



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From: StrategicPlanning.Committee <StrategicPlanning.Committee@Barnet.gov.uk>
Sent: Thursday, July 22, 2021 2:25 PM
To: John Mumby <jmumby@iceniprojects.com>
Subject: RE: Strat Planning Committee - 26th July - 20/3564/OUT - B&Q, Broadway Retail Park

Dear Mr Mumby

Registered speakers, including one allocated space for the applicant/agent, will take priority in the public gallery. After that there will be a limited number of spaces and an overspill room for additional capacity.

The Chairman invites the agent/applicant and speakers to speak, but they cannot consult with anyone else whilst they respond to queries from the Committee on the evening. Therefore only one place will be allocated for the applicant in the room, any additional space will be that for the general public on a first come, first served basis.

Kind regards

Governance Officer, Assurance Group

Tel: [REDACTED]

From: John Mumby [<mailto:jmumby@iceniprojects.com>]

Sent: 22 July 2021 09:35

To: StrategicPlanning.Committee <StrategicPlanning.Committee@Barnet.gov.uk>

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

Subject: Strat Planning Committee - 26th July - 20/3564/OUT - B&Q, Broadway Retail Park

Importance: High

To whom it may concern,

Good morning,

RE: Strat Planning Committee - 26th July - 20/3564/OUT - B&Q, Broadway Retail Park

I write as the Agent on the above application concerning the Committee on the 26th July 2021. I understand there may still be restrictions in place regarding the amount of people that can attend the Committee. If this is the case, I request that the applicant team are provided with a number of spaces in the room. This is due to the team being able to support the applicant when answering Member questions to ensure that correct and robust answers can be provided to any queries. We would like 8 spaces, including the applicant who will be speaking in support of the application.

I would be grateful if you could please confirm.

In addition, could you please add [REDACTED] from Montreaux to the list of speakers presenting to the Committee in support of the application. [REDACTED] can be contacted on [REDACTED]@montreaux.co.uk / [REDACTED]

Many thanks

John

John Mumby BA (Hons)

Director, Planning

telephone: [REDACTED]

mobile: [REDACTED]

email: jmumby@iceniprojects.com



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Follow us on : [Instagram](#) | [LinkedIn](#) | [Twitter](#) | [Vimeo](#) | [Ian's Blog](#)



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This message has been scanned by Exchange Online Protection.

Carter, Richard

From: Chelmi, Clelia
Sent: 22 July 2021 15:51
To: Griffiths, Carl
Cc: Preston, James
Subject: SSSR/21/05118 _20/3564/OUT_B&Q Broadway Retail Park, Cricklewood Lane,London,NW2 1ES

Dear Carl,

EH Ref: SSSR/21/05118

Planning Ref: 20/3564/OUT

Site: B&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 1050 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 19 storeys along with car and cycle parking landscaping and associated works (this application is accompanied by an Environmental Statement) (REVISED PLANS RECEIVED - AMENDED DESCRIPTION - REDUCTION IN MAXIMUM HEIGHT FROM 25 TO 19 STOREYS AND REDUCTION IN RESIDENTIAL UNIT NUMBERS FROM 1100 TO 1050).

Please see comments below on this application:

1. Contaminated land

The contaminated land reports and the contaminated land chapter in the ES (chapter 12) advises that site investigations have already been done by Capita Property & Infrastructure Ltd in 2018 and these investigations recommended remedial works (12.4.62, 12.5.6) I would therefore recommend the following standard condition:

C240 Contaminated Land

I400 Contaminated Land

2. Dust during construction

The demolition and construction chapter (chapter 6) and dust risk assessment (appendix 8-1) in the ES include mitigation measures which are good, but highlight potential for significant dust generation, as does the air quality chapter (chapter 8) of the ES. I'd therefore recommend the following:

C210 CONSTRUCTION METHOD STATEMENT

1403a Construction Method Statement

3. Air quality

There is a paragraph referring to air quality neutral assessment which suggests that development is considered to be Air Quality Neutral. It is advised: 'the Proposed Development has incorporated good principles of design with regard to minimising emissions and the reduction of impacts on local air quality, specifically the provision of all-electric powered space heating and cooling, there will be no building emissions in the context of Air Quality Neutral calculations'. I reckon we need more context in relation to building emissions because there are so many land uses proposed as part of the development. Therefore, I would request an air quality neutral assessment to be done. The air quality report supplied in the Environment Statement (chapter 8) is good, and demonstrates that residents will not be exposed to poor air quality. However I would request NRMM (Non-road mobile machinery) conditions.

C246A air quality neutral

C246A NRMM
I403 Air Quality

4. Noise

We will know more about noise mitigation measures during construction and operational phase (for glazing/ventilation configurations and for building services and fixed plant) when RMAs are submitted at a later stage. During demolition and construction there should be noise monitoring close to sensitive receptors. I expect this would be covered in the CEMP that will be submitted later on as per chapter 6 and also will be addressed through our c210 condition and i403 informative. Baseline noise and vibration monitoring has been carried out. The Council's standard internal noise level requirements are likely to be met with high performance acoustic windows and appropriate sound insulation, when it comes to surrounding land uses. Noise criteria have not been set for plant noise, from what I can see. Final details of plant are not know. The following noise conditions should be applied to ensure that reports are done and that all noise criteria are complied with. Another aspect that requires careful consideration is the mixed use and I am concerned about the D1/D2 use in particular. I expect that more details will be provided later with regard to what will be on the ground floor under the flats. The building will need to be designed taking into account that a gym or a cinema will be on the ground floor and be appropriately insulated (I am referring to these particular uses as they would need to isolate speakers from the structure and ceilings to avoid noise and vibration nuisance). The conditions below will assist but we have bespoke conditions for gyms for example but cannot recommend at present.

C242 IMPACT OF NOISE ON DEVELOPMENT

C440 *RESTRICT NOISE FROM PLANT

C243 IMPACT OF NOISE FROM VENTILATION AND EXTRACTION PLANT ON DEVELOPMENT

C244 ACOUSTIC FENCING TO BE CONSTRUCTED

C245 #INSULATION AGAINST INTERNALLY/EXTERNALLY GENERATED NOISE

I402 Acoustic Information

If more information and detail is provided at a later stage then more conditions may be added.

Kind regards,

Clelia Chelmi
Team Leader, Scientific Services
Environmental Health
Department of Development and Regulatory Services

I am available Wednesdays, Thursdays and Fridays.

2 Bristol Avenue, Colindale, London, NW9 4EW

Tel: 020 8359 4429

Email: Clelia.Chelmi@barnet.gov.uk

Barnet Online: www.barnet.gov.uk

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Consider the environment. Do you really need to print this email?

Carter, Richard

From: Chelmi, Clelia
Sent: 22 July 2021 16:18
To: Griffiths, Carl
Cc: Preston, James
Subject: FW: SSSR/21/05118 _20/3564/OUT_B&Q Broadway Retail Park, Cricklewood Lane,London,NW2 1ES

Hi Carl,
One more thing re air quality, I have changed a bit my previous email.
Thanks-Clelia

From: Chelmi, Clelia
Sent: 22 July 2021 15:51
To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Cc: Preston, James <James.Preston@Barnet.gov.uk>
Subject: SSSR/21/05118 _20/3564/OUT_B&Q Broadway Retail Park, Cricklewood Lane,London,NW2 1ES

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1403a Construction Method Statement

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C246A air quality neutral

C246A NRMM

C247 AIR POLLUTION MITIGATION MEASURES

I403 Air Quality

4. Noise

We will know more about noise mitigation measures during construction and operational phase (for glazing/ventilation configurations and for building services and fixed plant) when RMAs are submitted at a later stage. During demolition and construction there should be noise monitoring close to sensitive receptors. I expect this would be covered in the CEMP that will be submitted later on as per chapter 6 and also will be addressed through our c210 condition and i403 informative. Baseline noise and vibration monitoring has been carried out. The Council's standard internal noise level requirements are likely to be met with high performance acoustic windows and appropriate sound insulation, when it comes to surrounding land uses. Noise criteria have not been set for plant noise, from what I can see. Final details of plant are not known. The following noise conditions should be applied to ensure that reports are done and that all noise criteria are complied with. Another aspect that requires careful consideration is the mixed use and I am concerned about the D1/D2 use in particular. I expect that more details will be provided later with regard to what will be on the ground floor under the flats. The building will need to be designed taking into account that a gym or a cinema will be on the ground floor and be appropriately insulated (I am referring to these particular uses as they would need to isolate speakers from the structure and ceilings to avoid noise and vibration nuisance). The conditions below will assist but we have bespoke conditions for gyms for example but cannot recommend at present.

C242 IMPACT OF NOISE ON DEVELOPMENT

C440 *RESTRICT NOISE FROM PLANT

C243 IMPACT OF NOISE FROM VENTILATION AND EXTRACTION PLANT ON DEVELOPMENT

C244 ACOUSTIC FENCING TO BE CONSTRUCTED

C245 #INSULATION AGAINST INTERNALLY/EXTERNALLY GENERATED NOISE

I402 Acoustic Information

If more information and detail is provided at a later stage then more conditions may be added.

Kind regards,

Clelia Chelmi
Team Leader, Scientific Services
Environmental Health
Department of Development and Regulatory Services

I am available Wednesdays, Thursdays and Fridays.

2 Bristol Avenue, Colindale, London, NW9 4EW

Tel: 020 8359 4429

Email: Clelia.Chelmi@barnet.gov.uk

Barnet Online: www.barnet.gov.uk

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A green banner with white and yellow text. On the left, it says 'COVID-19 HAS NOT GONE AWAY' in large white letters. Below this is the 'Together, WE ARE BARNET' logo. In the center, there are three icons: a yellow triangle with 'STAY ALERT', a blue square with 'CONTROL THE VIRUS', and a green heart with 'SAVE LIVES'. To the right of these is a dark grey box with 'GET TESTED' in white, followed by 'Anyone with COVID-19 symptoms can get tested.' and the URL 'barnet.gov.uk/testandtrace'. On the far right is a photo of a woman with blonde hair wearing a black face mask. The 'BARNET LONDON BOROUGH' logo is at the bottom right of the banner.

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Carter, Richard

From: SWM
Sent: 22 July 2021 16:49
To: Griffiths, Carl
Cc: Sayal, Ruchi
Subject: RE: Consultation Letter for Planning Application 20/3564/OUT

Hi carl,

Can we set up a meeting regarding this application next week?

Kind regards


Graduate Civil Engineer
Re Highways

2 Bristol Avenue, Colindale, NW9 4EW
www.re-limited.co.uk
www.capitallocalgovernment.co.uk

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

From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Sent: 02 July 2021 14:55
To: SWM <SWM@Barnet.gov.uk>
Subject: Consultation Letter for Planning Application 20/3564/OUT

Dear Sir/Madam,

Please see attached letter for your attention relating to a planning application for 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 1050 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 19 storeys along with car and cycle parking landscaping and associated works (this application is accompanied by an Environmental Statement) (REVISED PLANS RECEIVED - AMENDED DESCRIPTION - REDUCTION IN MAXIMUM HEIGHT FROM 25 TO 19 STOREYS AND REDUCTION IN RESIDENTIAL UNIT NUMBERS FROM 1100 TO 1050). at B And Q , Broadway Retail Park

Yours faithfully

Carl Griffiths

Carter, Richard

From: Clarke, Cllr Anne
Sent: 23 July 2021 09:23
To: StrategicPlanning.Committee; [REDACTED]; Ryde, Cllr Shimon
Cc: Zinkin, Cllr Peter; Gaudin, Fabien; Griffiths, Carl; [REDACTED]
Subject: Re: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Are you quite sure, Tracey?
We had 2 objectors on the recent concrete plant application.

Cllr Anne Clarke
Childs Hill Ward, London Borough of Barnet
twitter @anne_clarke
instagram annebclarke

Childs Hill food bank is open for all in need. 10AM-noon every Saturday at All Saints Church
More here- www.allsaintschildshill.com/childs-hill-food-bank/

From: StrategicPlanning.Committee <StrategicPlanning.Committee@Barnet.gov.uk>
Sent: Thursday, July 22, 2021 10:33:21 AM
To: [REDACTED] StrategicPlanning.Committee
<StrategicPlanning.Committee@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Cc: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; [REDACTED]
[REDACTED]
Subject: RE: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Hi Jessica

As the slot is taken and objectors have been asked to decide on one person amongst themselves to represent them, I'm afraid this isn't possible or in accordance with the Constitution.

It wouldn't be the case that if a supporter cannot attend on the day, the slot is given to an objector.

Kind regards

[REDACTED]
Governance Officer, Assurance Group

Tel: [REDACTED]
From: [REDACTED]
Sent: 22 July 2021 10:18
To: StrategicPlanning.Committee <StrategicPlanning.Committee@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
Cc: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; [REDACTED]
[REDACTED]
Subject: Re: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT
Thank you very much. If the supporter doesn't speak, I would like to add my name formally now.
Jessica

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

From: StrategicPlanning. Committee <StrategicPlanning.Committee@Barnet.gov.uk>
To: [REDACTED] StrategicPlanning. Committee
<StrategicPlanning.Committee@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>
CC: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; [REDACTED]

[REDACTED]
Sent: Thu, 22 Jul 2021 10:10

Subject: RE: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

The supporter is registered to speak so can confirm at any point that they will attend, as long as they are registered within the deadline.

Thanks

[REDACTED]
Governance Officer, Assurance Group

Tel: [REDACTED]

From: [REDACTED]

Sent: 22 July 2021 10:03

To: StrategicPlanning.Committee <StrategicPlanning.Committee@Barnet.gov.uk>; Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk>

Cc: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; [REDACTED]

Subject: Re: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Thank you [REDACTED] Has the one supporter confirmed that he/she will speak?

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

From: StrategicPlanning. Committee <StrategicPlanning.Committee@Barnet.gov.uk>

To: Ryde, Cllr Shimon <Cllr.S.Ryde@Barnet.gov.uk> [REDACTED] StrategicPlanning. Committee <StrategicPlanning.Committee@Barnet.gov.uk>

CC: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; [REDACTED]

[REDACTED]
Sent: Thu, 22 Jul 2021 10:01

Subject: RE: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Dear Jessica and Cllr Ryde

This is correct – there is one supporter so for this item only one objector of those registered, can speak at the meeting. It is recommended that speakers liaise so that the person nominated to speak can speak on behalf of all registered objectors.

Also correct about Members from other Boroughs. Please see below from the Article 2 (h) of the Constitution: *MPs and GLA Members from the borough and MPs, GLA Members and Members from neighbouring boroughs may request to address a planning committee on a matter which affects their constituency or ward. Notice should be given to the Chairman of the meeting before the start of the meeting. Any such Member would be allowed up to 3 minutes.*

Kind regards

[REDACTED]
Governance Officer, Assurance Group

Tel: [REDACTED]

From: Ryde, Cllr Shimon

Sent: 22 July 2021 09:29

To: [REDACTED] StrategicPlanning.Committee <StrategicPlanning.Committee@Barnet.gov.uk>

Cc: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>; Zinkin, Cllr Peter <Cllr.P.Zinkin@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; [REDACTED]

Subject: Re: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Jessica, your understanding is correct. Further should residents of Brent wish to have their views heard at the meeting, and I would appreciate Tracy's confirmation, a Brent elected member could speak on their behalf.

Cllr Shimon Ryde

Childs Hill Ward

[REDACTED]
From: [REDACTED]

Sent: Thursday, July 22, 2021 8:44 am

To: StrategicPlanning.Committee

Cc: Ryde, Cllr Shimon; Clarke, Cllr Anne; Zinkin, Cllr Peter; Gaudin, Fabien; Griffiths, Carl; marlenewardle@talktalk.net; cathjohnston@btinternet.com; ben@bentansley.com

Subject: Re: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Dear Tracy - thank you for your email. As Ben has confirmed, we re liaising with other speakers. Please could you let me know if there is a speaker in support of the application? If there is not, my understanding is that a second speaker will be allowed to speak as an objector. If this it the case, it would be appropriate for the speaker to be from the Railway Terraces Conservation Area. I would be very grateful if you would let me know as soon as possible.

Best wishes

Jessica Howey

Secretary

Railway Terraces Residents Association

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

From: StrategicPlanning. Committee <StrategicPlanning.Committee@Barnet.gov.uk>

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

Sent: Wed, 21 Jul 2021 16:51

Subject: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Dear all

Thank you for registering to speak on the above item at the Strategic Planning Committee on **Monday 26th July, 7pm**. The meeting will take place at Hendon Town Hall, The Burroughs, NW4 4BG.

I am writing to inform you that only one objector can speak at the meeting. The other slots will be for one supporter and one slot for the applicant.

Please liaise with the other people listed below and decide who the **speaker** will be:

Miss Liz Mioduchowski
Dr Misia Gervis
Mr Martin Redston
Mr Ian Kriss
Mr Joss Graham
Mrs Madeleine Abramson
Mr Frederic Fulton
Ms Sarah Hoyle
Mr Julian Paul Annecke
Mr Kieron Duffy
Mr Max Woolger
Ms Anastasia Lawrence
Mr Ronnie Katzler
Mr Sompatt Kurdikar
Mr Rezan Choudhury
Ms Anne Clarke AM
Ms Susan Smethurst
Mrs Mai Morales
Mr Christopher Hammond
Mrs Jean Annecke
Ms Joanne Scott
Ms Lorna Jane Russell
Lord Mkhonto Gumede
Mr Freddie Fulton
Mr Shafique Choudhary
Mrs Janice Silvert
Ms Sue Waller
Mr Tony Booth
Mr Christopher Miller
Mr Peter Wight
Miss Maarya Adil
Mr Mike Hannett
Mr M Glogowski
Ms Jessica Howey
Mr Joss Graham
Ms Sapna Chadha

No email given

Miss Liliana Olave Rojas
Mr Barry Rawlings
Ms Sue Waller
Mr Guido Cavaciuti
Ms Syeda Shafqat
Mr Alexander Sarychkin
Mr Chris McLellan
Ms Ursula Lee
Mr Naushad Nazir
Mr Richard Olszewski
Ms Jessica Howey
Mr Alun Parker
Dr Misia Gervis
Mr Max Steiner
Mr Derek Wax
Mr John Morales
Mr Ian Kriss
Mr Igor Berezovsky
Mr Ben Tansley
Mrs Laura Hurlocker
Mr Harry Hopkinson
Ms Krishna Sheth
Mr Martin Redston
Mrs Shahla Rahbari
Mr Anand Mistry
Miss Maria Skoutaridou
Mr Peter Wight
Ms I M Gunn
Mrs Camella Kingsley
Mrs Sue Waller
Miss Mary Coyne
Mr David Tomas-Merrills
Mr Alun Parker
Miss Nadia Jones
Miss Sheila Linton
Ms Nicola Mann
Ms Sandra Fontano
Mr Alastair Wallace
Ms Lia Colacicco
Mrs Janet Smith
Mrs Marlene Wardle
Mr Alan Schneiderman
Mr Steve Tangri
Mr Matthew Williams

At the meeting, each speaker will have up to **3 minutes** to address the committee. Committee members will then have the opportunity to question the speaker. Please refer to section 3 in Article 3 of the Council's Constitution, which outlines the full public speaking rules: [Article 3 – Citizens and the Council \(moderngov.co.uk\)](https://www.moderngov.co.uk/article-3-citizens-and-the-council).

Please inform the Governance Officer by **12pm the working day before the meeting**, who the speaker will be, as we will need to ensure you are on the list to be called out by the Chairman. Please email this information to: StrategicPlanning.Committee@barnet.gov.uk.

Members of the public unable to attend the meeting, can listen to a live audio stream of the meeting via the following link: [Agenda for Strategic Planning Committee on Monday 26th July, 2021, 7.00 pm \(moderngov.co.uk\)](https://www.moderngov.co.uk/agenda-for-strategic-planning-committee-on-monday-26th-july-2021-7.00-pm). This will also be available at the same link after the meeting.

Kind regards

[Redacted Signature]

Governance Officer, Assurance Group

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

Tel: [REDACTED] Web: barnet.gov.uk

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Carter, Richard

From: Kumarasinghe, Devinda
Sent: 23 July 2021 12:57
To: Griffiths, Carl
Cc: Dillon, Andrew; Bowker, Paul
Subject: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Hello Carl – the Tables below (particularly tables 5.1, 5.2 and 5.3) provide a good summary of how the proposed development is anticipated to result in an overall net reduction in site vehicle generation of 104 and 152 vehicles during the weekday AM and PM peak hour periods. This may be helpful to include in your presentation slides. I have also included the summary tables of the 2 junctions along the A5 which also show overall net reductions in vehicle numbers as a result of the proposed development.

Traffic Impact

Overall

Table 5.1 – Existing retail use (observed) peak hour traffic generation (excluding rat-run)

				Vehicle trips		
				Arrive	Depart	Total
AM				104	40	144
PM				76	118	194

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				-94	-10	-104
PM				-50	-103	-152

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.

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.

Individual Junctions

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

0800 – 0900				
	A	B	C	D
A) A5 NW		-13	0	0
B) Depot approach	-2		8	-11
C) A5 SW	0	5		0
D) Ashford Road	0	-15	0	

1700 – 1800				
	A	B	C	D
A) A5 NW		-3	0	0
B) Depot approach	-46		-17	-20
C) A5 SW	0	13		0
D) Ashford Road	0	-6	0	

- 5.7. 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.
- 5.8. 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				
	A	B	C	D
A) A5 NW		6	-1	2
B) Depot approach	2		0	0
C) A5 SW	3	-9		0
D) Ashford Road	0	-16	0	

1700 – 1800				
	A	B	C	D
A) A5 NW		3	-20	0
B) Depot approach	5		0	0
C) A5 SW	8	-3		0
D) Ashford Road	0	-15	0	

- 5.9. 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 8 trips across the hour. This would have no material effect on the operational capacity of the signal-controlled junction.
- 5.10. 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.

Regards

Devinda Kumarasinghe

Transport Manager



Email Devinda.Kumarasinghe@Barnet.gov.uk

Mobile 07849628576

Web www.re-ltd.co.uk

2 Bristol Avenue, Colindale, London NW9 2EW

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Carter, Richard

From: Griffiths, Carl
Sent: 23 July 2021 13:54
To: Kumarasinghe, Devinda
Cc: Dillon, Andrew; Bowker, Paul
Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Thanks Devinda

Just to keep you in the loop, there is a good possibility that the scheme will be pulled from Mondays agenda. The applicant had a meeting with the Chairman yesterday and further reductions were requested. They have proposed to make the changes and still go to Monday meeting but we are taking legal advice on the matter and it may be the case that a reconsultation etc is needed. I will let you know as soon as we know either way, likely before COB

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

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From: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>
Sent: 23 July 2021 13:02
To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Cc: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>; Bowker, Paul <Paul.Bowker@Barnet.gov.uk>
Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Carl – further to my previous email please below, for ease of reference I have included my summary comments on traffic impact below:

- *The proposed development is anticipated to generate 40 and 42 two-way vehicle trips during the weekday AM and PM peak hour periods respectively. This compares with the existing site that generates 144 and 194 two-way vehicle trips during the weekday AM and PM peak hour periods respectively. Therefore, it is anticipated that there shall be an overall net reduction in traffic as a result of the proposed development of 104 and 152 two-way vehicles trips during the weekday AM and PM peak hour periods. **The proposed development is anticipated to result in a significant net reduction in peak hour traffic when compared to the existing retail park. It is also anticipated that there shall be a reduction in traffic using the Depot Approach / Cricklewood Broadway (A5) and the Cricklewood Broadway (A5) / Cricklewood Lane junctions.***

The Tables below (particularly tables 5.1, 5.2 and 5.3) provide a good summary of how the proposed development is anticipated to result in an overall net reduction in site vehicle generation of 104 and 152 vehicles during the weekday AM and PM peak hour periods. This may be helpful to include in you presentation slides. I have also included the summary tables of the 2 junctions along the A5 which also show overall net reductions in vehicle numbers as a result of the proposed development.

Traffic Impact

Overall

Table 5.1 – Existing retail use (observed) peak hour traffic generation (excluding rat-run)

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				Vehicle trips		
				Arrive	Depart	Total
AM				10	30	40
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Table 5.3 – Net reduction in peak hour vehicle trips

				Vehicle trips		
				Arrive	Depart	Total
AM				-94	-10	-104
PM				-50	-103	-152

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.

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.

Individual Junctions

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	

5.7. 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.

5.8. 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	

5.9. 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.

5.10. 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.

Regards

Devinda Kumarasinghe

Transport Manager



Email Devinda.Kumarasinghe@Barnet.gov.uk


Mobile 07849628576

Web www.re-ltd.co.uk

2 Bristol Avenue, Colindale, London NW9 2EW

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Carter, Richard

From: John Mumby <jmumby@iceniprojects.com>
Sent: 23 July 2021 18:23
To: Griffiths, Carl
Subject: Fwd: CANCELLATION: Strat Planning Committee - 26th July - 20/3564/OUT - B&Q, Broadway Retail Park

Hi Carl, Is this our matter or is it something else?

Thanks
John

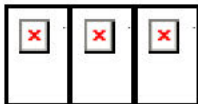
John Mumby BA (Hons)
Director, Planning

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



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From: StrategicPlanning.Committee <StrategicPlanning.Committee@Barnet.gov.uk>
Sent: Friday, July 23, 2021 6:03:44 PM
To: John Mumby <jmumby@iceniprojects.com>
Subject: CANCELLATION: Strat Planning Committee - 26th July - 20/3564/OUT - B&Q, Broadway Retail Park
Dear Mr Mumby
Please note that the meeting on 26th July has been cancelled, due to a legal challenge which needs to be considered.
Kind regards

[REDACTED]
Governance Officer, Assurance Group
Tel: [REDACTED]

From: John Mumby [mailto:jmumby@iceniprojects.com]
Sent: 22 July 2021 09:35
To: StrategicPlanning.Committee <StrategicPlanning.Committee@Barnet.gov.uk>
Cc: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Subject: Strat Planning Committee - 26th July - 20/3564/OUT - B&Q, Broadway Retail Park
Importance: High
To whom it may concern,

Good morning,

RE: Strat Planning Committee - 26th July - 20/3564/OUT - B&Q, Broadway Retail Park

I write as the Agent on the above application concerning the Committee on the 26th July 2021. I understand there may still be restrictions in place regarding the amount of people that can attend the Committee. If this is the case, I request that the applicant team are provided with a number of spaces in the room. This is due to the team being able to support the applicant when answering Member questions to ensure that correct and robust answers can be provided to any queries. We would like 8 spaces, including the applicant who will be speaking in support of the application. I would be grateful if you could please confirm.

In addition, could you please add Matt Walton from Montreaux to the list of speakers, presenting to the Committee in support of the application. Matt can be contacted on mattwalton@montreaux.co.uk / 07968 972 047

Many thanks

John

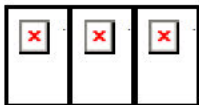
John Mumby BA (Hons)
Director, Planning

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



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Carter, Richard

From: Gaudin, Fabien
Sent: 26 July 2021 12:02
To: Griffiths, Carl
Cc: Dillon, Andrew
Subject: FW: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Importance: High

See below

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

My working days are Mondays-Thursdays

Notice of leave: I will be on annual leave between 30th July and 16th August.



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From: [REDACTED]@Barnet.gov.uk>
Sent: 26 July 2021 10:49
To: Colacicco, Councillor Lia <Cllr.Lia.Colacicco@brent.gov.uk>
Cc: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>
Subject: RE: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT
Importance: High

Dear Cllr Colacicco

Thank you for your email. Due to a legal challenge this application will not be discussed this evening and the meeting has been cancelled.

I have copied in the Service Director for Planning and Building Control in relation to your other points on future developments affecting Brent, and I am sure you will receive a response shortly.

Kind regards



Governance Officer, Assurance Group

Tel: 

From: Colacicco, Councillor Lia [<mailto:Cllr.Lia.Colacicco@brent.gov.uk>]

Sent: 23 July 2021 17:02

To: @Barnet.gov.uk>

Subject: FW: B&Q, Broadway Retail Park, Cricklewood Lane, NW2 1ES 20/3564/OUT

Dear 

With your permission I wish to speak at the Strategic Planning Committee on **Monday 26th July, 7pm.**

I hope I am not too late to register, but I seem to have fallen off your mailing list since the Montreux presentation at The Crown and was unaware of the meeting. It has been highly embarrassing to learn what's happening from residents. Please would you add me to mailing lists for all developments affecting Brent, ie where we are a statutory consultee such as BXC

I have been allowed to speak at similar meetings in the past – as Ward Councillor for neighbouring Mapesbury I believe that I have ex-officio rights. I do hope you will be able to use your discretion to afford me this courtesy.

Brent and Barnet are both forging ahead with new homes all along the A5 corridor, and particularly around Cricklewood. I would like to informally suggest more inter-borough discussions at all levels regarding infrastructure, masterplan or simply a vision of what type of place residents want it to be in 10/20 years. I may start to try and set up some discussions with residents.

Kind Regards

Cllr Lia Colacicco

Mayor of Brent 2021-22

Councillor for Mapesbury Ward



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Carter, Richard

From: Matthew Williams [REDACTED]
Sent: 28 July 2021 08:41
To: StrategicPlanning.Committee
Cc: Griffiths, Carl; Clarke, Cllr Anne; Gaudin, Fabien; Zinkin, Peter (Personal); Ryde, Cllr Shimon; Richard Ford; [REDACTED]
Subject: Re: B&Q Planning Application 20/3564/OUT - Strategic Planning Committee 26th July 2021
Attachments: Tepbrook Planning Obs 27-07-21-merged.pdf

Dear Sirs,

I note that the Strategic Planning Committee scheduled for 26th July 2021 was cancelled. However, we have not yet received a response from London Borough of Barnet Council to our representations which were sent on Monday 19th July 2021. We await a response, including sight of any legal advice the council has received and can be available alongside our client's legal representative, Pinsent Masons, to discuss by way of a Teams call.

In addition to the representations of 19th July 2021, please also find attached a further letter of objection in relation to the deficiencies of the applicant's Daylight and Sunlight assessment. We expect these deficiencies to be addressed and the updated report work consulted on due to the significant implications for our client's site.

Kind regards

[REDACTED]



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On Wed, 21 Jul 2021 at 10:56, Matthew Williams [REDACTED] wrote:

Dear Sirs,

Further to my email of 10:58 on Tuesday 20th July 2021, I enclose legal representations prepared by Pinsent Masons on behalf of Tepbrook Properties. These are submitted in respect of planning application 20/3564/OUT.

We request that you read the content of the submission and confirm that the Strategic Planning Committee on Monday 26th July 2021 is either cancelled or the recommendation amended to committee members to defer the application pending the points in the legal representation being addressed. If the committee still proceeds we reiterate our request to speak in objection.

Your response confirming the council's position in relation to the legal advice, the deferral of committee and confirmation of our request to speak if the committee proceeds, is requested no later than midday on Friday 23rd July 2021.

Yours faithfully

[Redacted signature]



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On Tue, 20 Jul 2021 at 10:58, Matthew Williams [Redacted] > wrote:

Good morning,

I would be grateful if you could please respond to my email below and confirm registration to speak in objection to the above planning application and also the procedure for the committee. I would like to speak virtually if at all possible.

Please also note that we will be submitting a further legal representation on the approach the council is proposing to take to the use of condition(s) associated with Depot Approach. We note that the committee report identifies that the council has taken legal advice but a) this is not provided to the committee or ourselves and b) no suggested condition wording for any condition including a Grampian Condition for Depot Approach is provided. The committee report is therefore seeking a decision on an application without the appropriate provision of relevant information for them to make an informed decision.

Kind regards

[Redacted signature]



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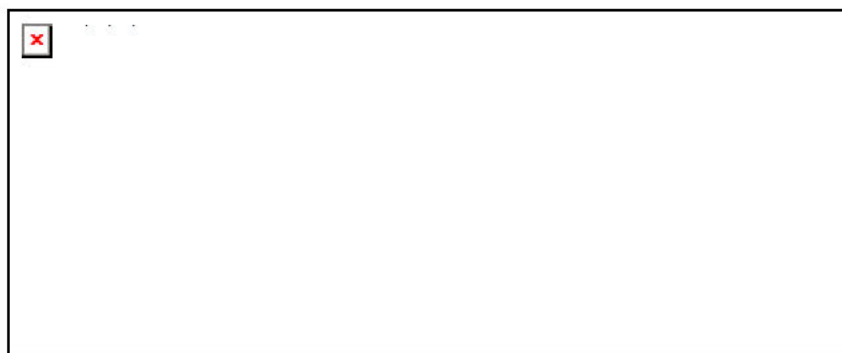
On Mon, 19 Jul 2021 at 13:58, Matthew Williams [REDACTED] wrote:

Dear Sirs,

Williams Gallagher has submitted duly made objections to the above planning application. These objections remain, despite officer recommendation for approval. I would therefore be grateful if you could please provide me with details of the registration process for speaking in objection to the planning application on 26th July. I would also ask that you accept this email as formal confirmation that I wish to register to speak in objection on behalf of my client, the adjacent landowner and site access owner, Tepbrook properties.

Kind regards

[REDACTED]



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Our ref: DR/B&QCricklewood

3 Princes Street, Mayfair
London W1B 2LD

020 3633 0010

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

By Email Only

Date 27th July 2021

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

We have been further 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 B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES response by Childs Hill reference 203564 (total 86 pages).

We set out below our comments in relation to daylight, sunlight:-

1. The latest responses confirm, acknowledges we are on site building out the consented scheme. We are therefore an existing building eligible for consideration as per the BRE Guidance. Therefore the Daylight, Sunlight consultant is obliged to undertake a VSC and NSL assessment of our clients consented scheme.
2. We are firmly of the view that the developers consultant is refusing to undertake this method of assessment as the results will clearly demonstrate our concerns raised over 8 months ago.
3. Whether the scheme is 25 or 19 storeys high our concerns are and remain the same.
4. Unless the developers consultant undertakes a VSC and NSL assessment of our clients development how can the local authority carefully consider the impacts to adjacent existing residential property, in a considered manner, to in turn make an informed decision.
5. The local authority has accepted VSC and NSL method of assessment for existing properties elsewhere around the site including properties further distanced away from the site than our clients development.

Continued...



Summary

Given the orientation of the Asda site relative to the B&Q site, the majority of the windows serving our clients property will be significantly impacted and rooms facing the site will have to heavily rely upon electric lighting throughout the day due to the significant reduced daylight levels with the proposed outline development in place.

Our comments made on 30th Oct 2020 still stand – no changes nor further assessments have been undertaken. We have previously requested and still do expect to see VSC and NSL assessments to be undertaken.

We enclose a further copy of our response dated 30th October 2020.

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@jmrssurveyors.com

Mobile:

Enc Letter dated 30/10/2021

Our ref: DR/B&QCricklewood

3 Princes Street, Mayfair
London W1B 2LD

020 3633 0010

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

By Email Only

Date 30th 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: -.

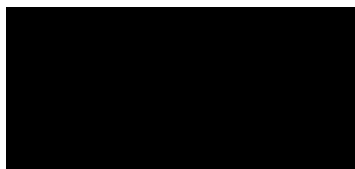
1. Clause 2.1.4 of the BRE guidance says "*...good daylight may still be achievable with a tall obstruction, provided it is not continuous and is narrow enough to allow adequate daylight around its sides*". The development on the B&Q site cannot be described as narrow enough to allow adequate daylight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

From: [REDACTED]@communities.gov.uk>
Sent: 28 July 2021 16:30
To: Griffiths, Carl
Subject: RE: URGENT REQUEST TO CONSIDER CALL IN - B & Q Broadway Retail Park - 20/3564/OUT

Hi Carl,

Thanks for getting back to me so quickly.

I have noted the current position and will be in contact with you again towards the end of August.

Kind regards,
[REDACTED]



**Ministry of Housing,
Communities &
Local Government**

[REDACTED]
Planning Casework Unit
Ministry of Housing, Communities and Local Government
1st Floor, Coburg House, Mayflower Street, Plymouth PL1 1DJ
[REDACTED]
PCU General Enquiries: pcu@communities.gov.uk
t: 0303 444 8050
Visit us on GOV.UK:
<https://www.gov.uk/government/organisations/ministry-of-housing-communities-and-local-government>
Twitter – <https://twitter.com/mhclg>

From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Sent: 28 July 2021 13:13
To: [REDACTED]@communities.gov.uk>
Subject: RE: URGENT REQUEST TO CONSIDER CALL IN - B & Q Broadway Retail Park - 20/3564/OUT

Hi [REDACTED]

Unfortunately we had to cancel the committee meeting at the last minute following ongoing discussions with the applicant, officers and councillors. Following the cancellation of the meeting, it is now the intention that the scheme will be reduced further and we will do a reconsultation before rereporting the application to committee hopefully in September.

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

Barnet Online: www.barnet.gov.uk

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From: [REDACTED] <[\[REDACTED\]@communities.gov.uk](mailto:[REDACTED]@communities.gov.uk)>
Sent: 28 July 2021 12:05
To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Subject: FW: URGENT REQUEST TO CONSIDER CALL IN - B & Q Broadway Retail Park - 20/3564/OUT

Hi Carl,

Further to the e-mail chain below could you let me know how the application got on at committee, and if possible how long to you anticipate it will get a draft S106 in place which will then enable you to send it to the GLA?

Could you also let me know if you have a contact in the GLA who would be dealing with one?

Kind regards

[REDACTED]



Ministry of Housing,
Communities &
Local Government

[REDACTED]
Planning Casework Unit
Ministry of Housing, Communities and Local Government
1st Floor, Cohurg House, Mayflower Street, Plymouth PL1 1DJ

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<https://www.gov.uk/government/organisations/ministry-of-housing-communities-and-local-government>
Twitter – <https://twitter.com/mhclg>

From: [REDACTED]
Sent: 14 July 2021 16:49
To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Subject: RE: URGENT REQUEST TO CONSIDER CALL IN - B & Q Broadway Retail Park - 20/3564/OUT

Hi Carl,

Thank you for getting back to me so quickly.

In terms of the our process from now, should the committee recommend approval, and the GLA also approve, we will begin to assess the request for call in. It is not our policy to intervene in applications before the council & GLA have made its recommendations. However should the application be refused by committee, or the GLA, we will no longer have an interest in the case. From this point on I will adopt a watching brief on the application through its due process.

When it is available could you please send me a copy of your officer report to committee for information.

If you have any queries please do not hesitate to contact me.

Kind regards,
[REDACTED]



[REDACTED]
Planning Casework Unit
Ministry of Housing, Communities and Local Government
1st Floor, Coburg House, Mayflower Street, Plymouth PL1 1DJ
[REDACTED]
PCU General Enquiries: pcu@communities.gov.uk
t: 0303 444 8050
Visit us on GOV.UK:
<https://www.gov.uk/government/organisations/ministry-of-housing-communities-and-local-government>
Twitter – <https://twitter.com/mhclg>

From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Sent: 14 July 2021 13:20
To: [REDACTED] <[\[REDACTED\]@communities.gov.uk](mailto:[REDACTED]@communities.gov.uk)>
Subject: RE: URGENT REQUEST TO CONSIDER CALL IN - B & Q Broadway Retail Park - 20/3564/OUT

Hi [REDACTED]

In terms of proposed timescales on this, it is likely that it will be reported to the London Borough of Barnet's Strategic Planning Committee on 26th July 2021. The application will then be referred to the Mayor of London either immediately (in the case of a resolution to refuse) or once a first draft S106 is in place (in the case of a resolution to approve). The application does not meet with any of the criteria set out under the Consultation Direction 2021 so it was not the intention for the scheme to be formally referred to SoS.

Please could you let me know as soon as possible if there is any intention for the SoS to proceed with a call-in.

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

Barnet Online: www.barnet.gov.uk

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From: [REDACTED] <[REDACTED]@communities.gov.uk>

Sent: 14 July 2021 12:48

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

Subject: URGENT REQUEST TO CONSIDER CALL IN - B & Q Broadway Retail Park - 20/3564/OUT

Hi Carl,

URGENT REQUEST TO CONSIDER CALL IN - B & Q Broadway Retail Park - 20/3564/OUT

I write with reference to the planning application detailed above.

The Secretary of State (SoS) has received a request to consider calling in the application for his own determination. Could you please provide the following information so I may assess the request further.

Could you give me an indication of when the application will be presented to committee, and then GLA?
Will the application be formally referred to the SoS under the Consultation Direction 2021?

Kind regards,
[REDACTED]



[REDACTED]
Planning Casework Unit
Ministry of Housing, Communities and Local Government
1st Floor, Coburg House, Mayflower Street, Plymouth PL1 1DJ
[REDACTED]
PCU General Enquiries: pcu@communities.gov.uk
t: 0303 444 8050
Visit us on GOV.UK:
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Carter, Richard

From: Planning.Consultation
Sent: 29 July 2021 11:52
To: Griffiths, Carl
Subject: FW: Planning Ref: 20/3564/OUT (Case Ref: ZA10429)

Hi Carl,

I have uploaded the below comment to the system for you

Kind regards

**Technician – Building Control, Planning and Street Naming & Numbering
Development and Regulatory Services**
London Borough of Barnet | 7th Floor, 2 Bristol Avenue, Colindale, London NW9 4EW
Tel: [REDACTED]
Barnet Online: www.barnet.gov.uk Regional Enterprise: www.re-ltd.co.uk

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From: Tulip Siddiq [REDACTED]
Sent: 23 July 2021 10:52
To: Planning.Consultation <Planning.Consultation@Barnet.gov.uk>; StrategicPlanning.Committee@barnet.gov.uk
Subject: Planning Ref: 20/3564/OUT (Case Ref: ZA10429)

To Whom It May Concern,

I am writing in reference to the proposed development on Cricklewood Lane (Ref: 20/3564/OUT). I have a number of concerns following issues that have been raised by my constituents.

The greatest concerns are regarding the environmental impacts of such a large increase of homes on this site due to an inevitable increase in vehicles in the area. Cricklewood Lane is already often congested which has a negative effect on the surrounding area's air quality and the lives of local residents. I would appreciate if you could outline what assessment has been made of this and how Barnet Council intend to mitigate it in the event the plans are successful.

I am aware that many local services are already oversubscribed and want to know what assessment there has been of the impact on GP surgeries and local authority services of an increase of 1050 households in the area. I would appreciate it if Barnet Council could outline any plans to increase capacity or instruct the building of new facilities. It is vital that those who already reside within the area are not disadvantaged by these plans and continue to have access to local services.

Finally, I would like reassurance that the consultation process will be thorough and responsive to residents' input. There were 2,065 objections in total from residents of Barnet, Camden and Brent and, given the size of this site, there must continue to be

extensive consultation on both the planning guidance and any redevelopment proposals.

Yours faithfully,

Tulip Siddiq MP

Carter, Richard

From: John Mumby <jmumby@iceniprojects.com>
Sent: 30 July 2021 14:33
To: Griffiths, Carl
Cc: [REDACTED]
Subject: 20/3564/OUT - B&Q, Broadway Retail Park

Good afternoon Carl,

As promised, please see attached the following for formal submission for variations to the current planning application:

- Updated parameter plan concerning heights
- Updated Design Guidelines
- ES Statement of Conformity prepared by Aecom.

I would be grateful if you could please confirm i) receipt of the information and ii) when the 14 day re-consult has commenced.

Any questions, 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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Carter, Richard

From: John Georgoulas <john.georgoulas@thameswater.co.uk>
Sent: 20 April 2021 17:09
To: Griffiths, Carl
Subject: RE: 20/3564/OUT & 20/3906/FUL - DTS 64504 & 66114

Dear Carl,

Apologies,

For application 20/3906/FUL we have requested a foul water and surface water condition, not just surface water as I've outlined below.

Kind regards

John

John Georgoulas

Developer Services – Thames Valley Regional Development Planning Lead

Mobile [REDACTED] Landline 020 3577 9959

john.georgoulas@thameswater.co.uk

Maple Lodge Sewage Treatment Works, Denham Way, Rickmansworth, WD3 9SQ

Find us online at developers.thameswater.co.uk



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thameswater.co.uk/preplanning

From: John Georgoulas
Sent: 20 April 2021 16:59
To: carl.griffiths@barnet.gov.uk
Subject: 20/3564/OUT & 20/3906/FUL - DTS 64504 & 66114

Dear Carl,

I would like to draw your attention to our responses to planning application 20/3564/OUT & 20/3906/FUL which I believe is still pending a decision. Thames Water have requested conditions as we have concerns about the existing foul water & clean water capacity to serve the development for 20/3564/OUT & the existing surface water capacity for 20/3906/FUL.

Are you able to confirm when a decision is likely to be made for both these applications and given our response, are you minded to attach our requested conditions ahead of those concerns being addressed by the developer with Thames Water? We are keen to work with the developer so would be happy to liaise with the directly if you are able to provide details of the best point of contact.

I'd be happy to discuss this with you further.

Kind regards

John

John Georgoulas

Developer Services – Thames Valley Regional Development Planning Lead

Mobile [REDACTED] Landline 020 3577 9959

john.georgoulas@thameswater.co.uk

Maple Lodge Sewage Treatment Works, Denham Way, Rickmansworth, WD3 9SQ

Find us online at developers.thameswater.co.uk



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Carter, Richard

From: Griffiths, Carl
Sent: 30 July 2021 14:57
To: Dillon, Andrew
Subject: RE: 20/3564/OUT - B&Q, Broadway Retail Park

Yeah 100%, I would hate to get a text about this whilst next to the pool. I'll just stall on the reconsult until Monday/Tuesday and hopefully she might get back to us then.

Just looking at the amended description and it would be the same (i.e. "up to maximum of 19 storeys), just minus a few units – so there is absolutely no way this would make any difference to either the consultation responses or member position

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

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From: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>
Sent: 30 July 2021 14:54
To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Subject: RE: 20/3564/OUT - B&Q, Broadway Retail Park

No although I would imagine she is doing part holiday and part working remotely and this is probably on the holiday part and she isn't looking at her emails. I have got her mobile number but that seems a bit too intrusive.

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

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From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Sent: 30 July 2021 14:52
To: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>
Subject: FW: 20/3564/OUT - B&Q, Broadway Retail Park


Don't suppose Cllr Greenspan got back to you did she?

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: 30 July 2021 14:33

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

Cc: [REDACTED] <[\[REDACTED\]@montreaux.co.uk](mailto:[REDACTED]@montreaux.co.uk)>

Subject: 20/3564/OUT - B&Q, Broadway Retail Park

Good afternoon Carl,

As promised, please see attached the following for formal submission for variations to the current planning application:

- Updated parameter plan concerning heights
- Updated Design Guidelines
- ES Statement of Conformity prepared by Aecom.

I would be grateful if you could please confirm i) receipt of the information and ii) when the 14 day re-consult has commenced.

Any questions, 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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Carter, Richard

From: Dillon, Andrew
Sent: 30 July 2021 14:58
To: Griffiths, Carl
Subject: RE: 20/3564/OUT - B&Q, Broadway Retail Park

So ground plus 12 not 12, and no change to the other towers. Can't see this ever getting through.

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
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From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Sent: 30 July 2021 14:52
To: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>
Subject: FW: 20/3564/OUT - B&Q, Broadway Retail Park


Don't suppose Cllr Greenspan got back to you did she?

Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration
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2 Bristol Avenue, Colindale, NW9 4EW

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From: John Mumby <jmumby@iceniprojects.com>

Sent: 30 July 2021 14:33

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

Cc: Alice French <alicefrench@montreaux.co.uk>

Subject: 20/3564/OUT - B&Q, Broadway Retail Park

Good afternoon Carl,

As promised, please see attached the following for formal submission for variations to the current planning application:

- Updated parameter plan concerning heights
- Updated Design Guidelines
- ES Statement of Conformity prepared by Aecom.

I would be grateful if you could please confirm i) receipt of the information and ii) when the 14 day re-consult has commenced.

Any questions, 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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Carter, Richard

From: SWM
Sent: 06 August 2021 15:45
To: Griffiths, Carl
Subject: 20/3564/OUT

Importance: High

Hi Carl,

████ contacted you couple of weeks ago – as we want to have a meeting with you regarding this application,

Are you able to please let us know when you would be available to discuss this?

Regards,
Ruchi

Ruchi Sayal
Senior Flood Risk Manager
M.CIWEM C.WEM
2 Bristol Avenue, Colindale, NW9 4EW
Tel: 020 8359 7201
Email: ruchi.sayal@barnet.gov.uk
Barnet Online: www.barnet.gov.uk



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Carter, Richard

From: John Mumby <jmumby@iceniprojects.com>
Sent: 17 August 2021 11:26
To: Griffiths, Carl
Cc: [REDACTED]
Subject: RE: 20/3564/OUT - B&Q Cricklewood

Importance: High

As promised Carl – please see attached revised parameter plan, design guidelines and new ES Statement of Conformity.

Would be grateful if you could please confirm receipt and also when the consultation letters go out today.

Many thanks
John

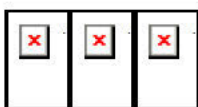
John Mumby BA (Hons)
Director, Planning

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



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From: John Mumby <jmumby@iceniprojects.com>
Sent: Monday, August 16, 2021 2:55 PM
To: Griffiths, Carl <carl.griffiths@barnet.gov.uk>
Cc: [REDACTED] <[REDACTED]@montreaux.co.uk>
Subject: 20/3564/OUT - B&Q Cricklewood

Afternoon Carl,

Hope you are well.

We are expecting the revised parameter plan, design code and new ES Statement of Conformity this afternoon. I'll pass across once they come in, but in the meantime (to prep for the reconsult), please see below revised DoD.

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 1,049 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 18 storeys along with car and cycle parking landscaping and associated works (this application is accompanied by an Environmental Statement)

Many thanks

John

John Mumby BA (Hons)
Director, Planning

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



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16 August 2021

Carl Griffiths
carl.griffiths@barnet.gov.uk
Planning and Building Control
2 Bristol Avenue
Colindale
London
NW9 4EW

B&Q Cricklewood (Application Ref: 20/3564/OUT) Environmental Consideration of the Proposed Changes to the Maximum Parameter Heights of Parcels A and C

Dear Mr. Griffiths

Montreux Cricklewood Developments Ltd (the 'Applicant') has commissioned AECOM Infrastructure and Environment Limited ('AECOM') to review the potential environmental implications of a design change relating to the proposed redevelopment of the former B&Q Cricklewood site, adjacent to Cricklewood railway station ('the Site') located within the London Borough of Barnet (LBB).

Background

In July 2020, the Applicant submitted an outline planning application for a mixed-use development, comprising residential, community, commercial, retail, leisure and associated landscaping / public realm enhancements, known as the 'B&Q Cricklewood' development (Application Ref: 20/3564/OUT) (hereafter referred to as the 'Proposed Development') for which an Environmental Statement (ES) (referred to as the 'July 2020 ES') was prepared by AECOM and the project team. Following a consultation period with LBB and stakeholders, design changes were made to the scheme design and re-submitted to LBB along with an EIA Statement of Conformity (July 2021) which presented the review of the design changes against the conclusions of the environmental impact assessment (EIA).

Since the July 2021 EIA Statement of Conformity, the Applicant has proposed further design changes to the Proposed Development. This letter presents a review of all of the design changes since the July 2020 ES by the EIA team for completeness. This letter supersedes the July 2021 SoC.

The proposed changes are as follows:

- A reduction in the maximum height parameter for the Development Parcel A from 141.675 m to 119.050 m AOD (a reduction of 22.625 metres);
- A reduction in the maximum height parameter of Development Parcel C from 119.850 m AOD to 116.475 m AOD; and
- A reduction of 51 residential units at Development Parcel A.

The previously tallest element of the Proposed Development within Development Parcel A has been reduced by the equivalent height of 12 storeys, from 25 storeys to 13 storeys. As a result of the reduction in height and massing, the total number of residential units has decreased from up to 1,100 to up to 1,049 residential units. The scheme with the proposed changes are referred to hereafter as the 'Revised Development'.

The ES assessed the potential for significant effects arising from the Proposed Development in relation to air quality, archaeology, climate change, daylight, sunlight, overshadowing (receptors outside the Proposed Development), ground conditions, noise and vibration, townscape, visual and built heritage, socio-economics, traffic and transport and wind microclimate.

Consideration has been given as to whether the proposed changes would alter the conclusions of the Environmental Impact Assessment (EIA) undertaken in relation to the Proposed Development as presented in the July 2020 ES.

Technical topics unaffected by the proposed changes

A qualitative review of the proposed changes has been undertaken to consider the implications on the findings of the July 2020 ES and the potential for any new significant effects to arise as a result of the proposed changes. Due to the scale and nature of the proposed changes, it is considered the following assessments will remain unchanged, and the findings of the July 2020 ES remain valid: air quality, archaeology, climate change, ground conditions and noise and vibration.

For those assessments where it was considered there was potential for new significant environmental effects to arise as a result of the proposed changes, a qualitative review was undertaken by the technical authors of the July 2020 ES, which are described below.

Technical topics with the potential to be affected by the proposed changes

Daylight, Sunlight and Overshadowing

The 12 storey reduction of the tower block within Development Parcel A respectively would result in near identical results in terms of daylight, sunlight and overshadowing within the vast majority of neighbouring receptors. In relation to the 12 storey reduction to A1 within the illustrative scheme, for those few receptors in closer proximity to the tower, which would experience greater alterations in the results previously presented, the overall impact would be the same, or marginally reduced when compared to the results of the July 2020 ES. Those properties located to the north east which overlook the Site may see marginal improvements as a result of the one storey reduction however these would not significantly affect the conclusions of the July 2020 ES.

Similarly, the overshadowing pattern would remain virtually identical, albeit with the shadow cast by Development Parcel A becoming moderately shorter. Given the tall height of the building, the shadows cast by the top 12 storeys travel west to east across the urban landscape relatively quickly. Therefore, they are only casting shadows over individual areas for very short periods of time.

The one storey reduction Development Parcel C would not result in a noticeable difference in the level of overshadowing at sensitive amenity areas, which were found to be compliant with BRE Guidance in the July 2020 ES.

Overall, the proposed changes to the heights are not considered likely to materially alter the conclusions of the July 2020 ES although there is potential for marginal isolated improvements. Furthermore, as the detailed massing which will be brought forward at the Reserved Matters Application (RMA) stage is to be comprised within the Maximum Parameters of the Revised Development, the conclusions of the July 2020 ES remain valid representing a worst-case of the likely effects of the Revised Development.

Socio-economics

The reduction in residential unit numbers would result in a decrease in the number of residents projected to live in the Revised Development. This decrease in residents will reduce education, health, open and play space requirements resulting in no worsening of any effects reported in the July 2020 ES assessment for socio-economics. There would also be a decrease in the additional local spending generated which would not result in a worsening of the effect reported. As these changes would not result in any worsening of effects reported in the assessment of residual significance relating to socio-economic effects, or to the conclusion assessed for the Revised Development as a whole, the July 2020 ES conclusions of the socio-economic effects remain valid.

Townscape, Visual and Built Heritage Impact Assessment

The amendment to the Revised Development will reduce the height of the tallest element on the site, the accent tower on the north east corner of the site (i.e. Development Parcel A). The height of this element of the Revised Development will be reduced from 25 to 13 storeys.

The reduction in height to the tallest element of the Revised Development will reduce the visibility of this element from a number of the viewpoints that were identified in the ES TVBHIA.

The reduction in height of the tallest element will reduce the visibility of the Revised Development from the majority of the visual receptors. In particular it will reduce the visibility of the tallest element from locations from the surrounding residential streets that are of a consistent small scale.

The significance of the effects on the visual receptors will not change as a result of the changes to the Revised Development.

The change to the Revised Development will reduce the visual prominence of the scheme in the setting of heritage receptors. Notably, the visual interaction with the roofline of the Crown Public House will be reduced and from some locations also in the Railway Terraces Conservation Area. Elsewhere, the Revised Development will be less visible from within the setting and wider experience of the heritage receptors.

The significance of the effects on heritage receptors will not change as a result of the changes to the Revised Development.

There will be no change to the identified effects on the townscape receptors. The composition of the development parcels across the site will not change materially, nor will the effects resulting from the Revised Development as a whole. Townscape Character Area 1 (TCA 1), the character area within which the site is located, will not change as a result of the Revised Development.

The significance of the effects on townscape receptors will not change as a result of the changes to the Proposed Development.

Therefore, the results and conclusions relating to the Townscape, Visual and Built Heritage Impact Assessment presented within the July 2020 ES remain valid.

Transport

Following the reduction of the total residential units from up to 1,100 to up to 1,049 the residential parking provision will comparatively reduce from 110 to 105 spaces. Therefore, the reduction in dwelling numbers would result in a minor reduction in travel demand compared to those reported in the July 2020 ES assessment, during the highway peak periods and across the day as a whole. The July 2020 ES assessment concluded that the Proposed Development would result in a net reduction in vehicle trips. The Revised Development would result in a greater reduction of vehicle trips than originally assessed.

The July 2020 ES assessment included a review of the effects of additional passengers on bus and rail services. The Revised Development would therefore result in reduced impacts on those services. Consequently, the results and conclusions relating to traffic and transport presented within the July 2020 ES remain valid.

Wind Microclimate

The reduction in height of the equivalent of 12 storeys (36.900m) of the tallest element of Development Parcel A, and the second tallest element of Development Parcel A of approximately one storey (3.075m) would be expected to be advantageous to wind effects established in the July 2020 ES, due to a reduction in the amount of higher speed wind being directed to ground level and thus a potential decrease in wind speeds experienced at the base of the building.

Other potential rooftop spaces of Block A that remain unchanged may become less sheltered as a result of the reduction in height, however these aspects were already noted to be subject to wind conditions requiring development of further mitigation at the Reserved Matters Application (RMA) stage and this requirement would remain.

Development Parcel C sees a reduction in height of approximately one storey (3.375m), which is not significant to wind microclimate.

The proposed changes do not alter the types of land use within the proposed development, nor their arrangement and location. This means that the proposed mitigation referenced within the July 2020 ES which is to be developed and brought forward with further assessment at the RMA stage would be expected to remain relevant. Therefore, the results and conclusions relating to wind microclimate presented within the July 2020 ES remain valid.

Conclusion

In conclusion, the reduction in heights and residential units presented by the proposed changes are not expected to alter the findings of the July 2020 ES which would be considered to be a worst-case in comparison, and are not expected to introduce any materially new or additional environmental effects.

Yours sincerely,



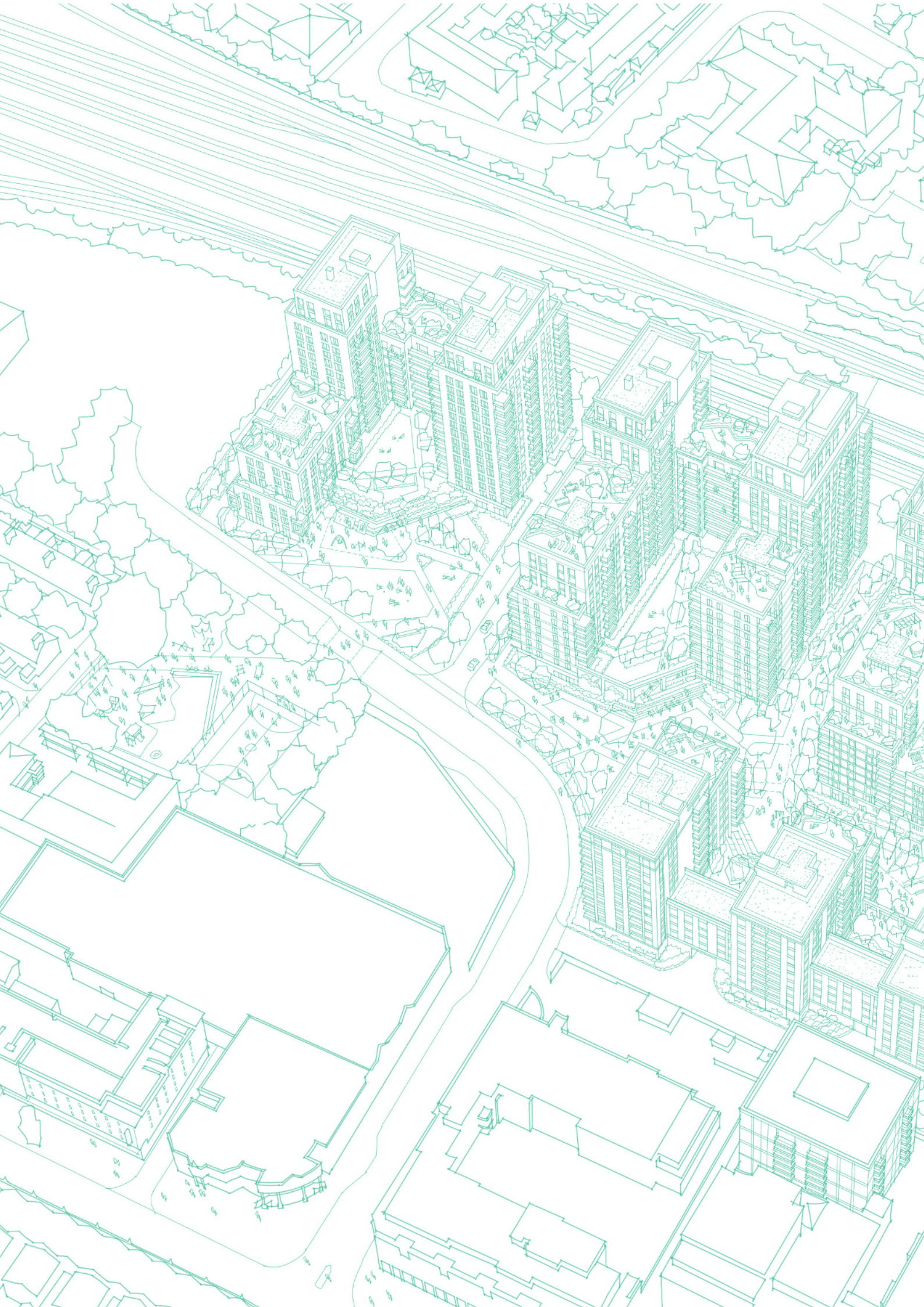
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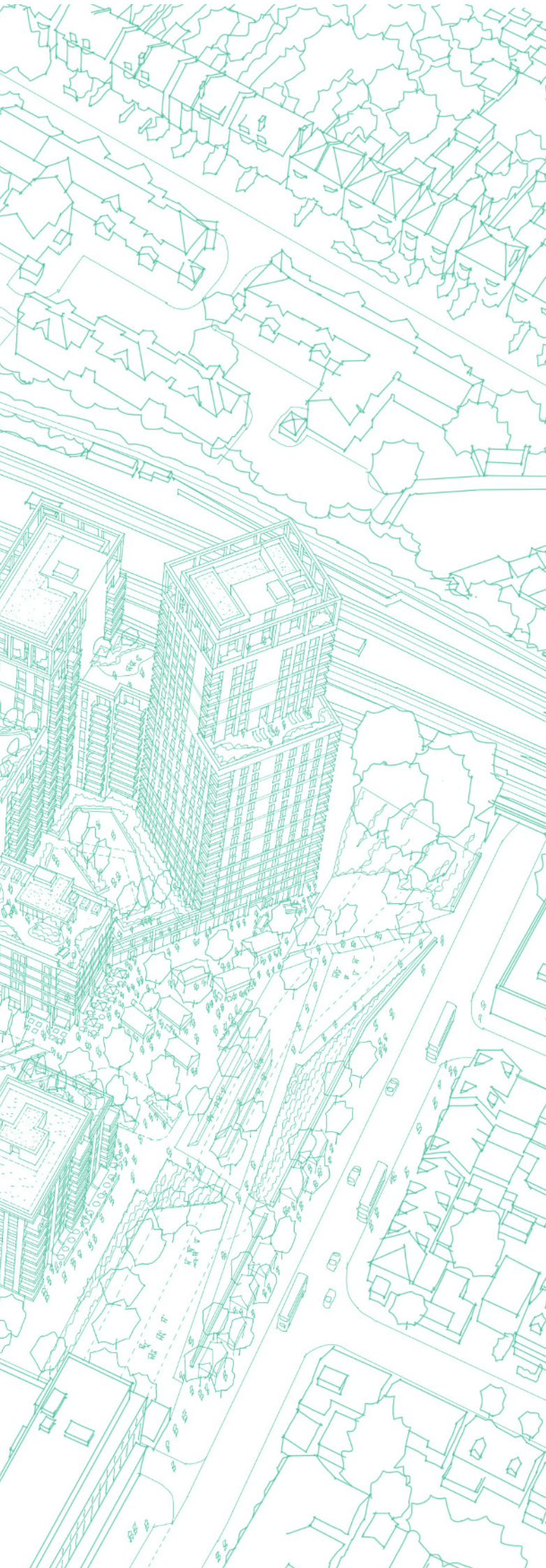
Design Guidelines

B&Q Cricklewood, Cricklewood Lane

Montreaux Cricklewood Developments Ltd
July 2020







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No.	Revision	Date	Initial	Checked
06	Legal Review	2020.07.28	SN	JE
07	Final draft	2020.07.29	SN	JE
08	For Submission	2020.07.31	SN	JE
09	Height revised	2021.07.02	SN	JE
10	Height Revised	2021.07.22	SN	JE
11	Height Revised	2021.08.12	SN	JE





1 Introduction



1.1 About the Design Guidelines

This document has been prepared to facilitate the development of future Reserved Matters Applications (RMAs) in accordance with the high level design principles and strategic masterplan framework established in the Masterplan Design and Access Statement.

The aim of the Design Guidelines is to inform the detail design development of future RMAs so that a sense of coherence and continuity is maintained across the Site as it is likely that the Proposed Development will come forward over an extended regeneration period.

This document sets out the guiding principles and key standards which future RMAs should be brought forward in accordance with (or any subsequent update to approved policy at the time of RMA submissions) - in tandem with explaining the Parameter Plans (submitted for Approval).

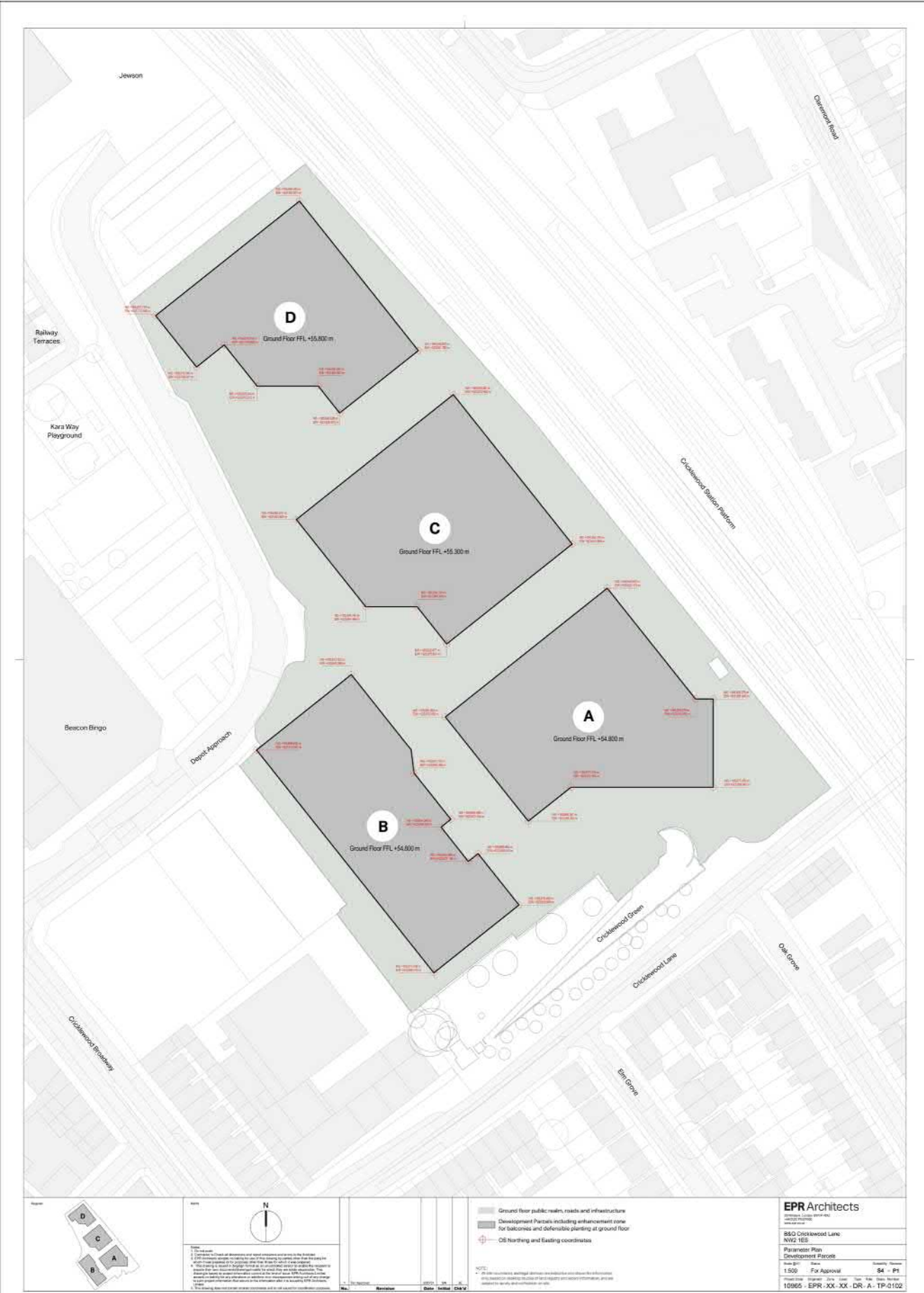
The Design Guidelines should be viewed in tandem with the Parameter Plans and Masterplan Design and Access Statement.

Computer Generated Image (CGI) of aspirational playspace in front of Development Parcel D, connecting with the existing Kara Way Playground.



2 Site wide layout





Parameter Plan 10965-EPR-XX-XX-DR-A-TP-0102

Design Guidelines, B&Q Cricklewood, Cricklewood Lane

2.1 Development parcels

2.1.1

Development Parcel locations take into account *'the spaces between and around buildings; urban layout; enclosure; ensuring homes are laid out to form a coherent pattern of streets and blocks; public, communal and private open spaces; and the ways these relate to each other and neighbourhoods as a whole'* in line with Draft New London Plan guidance and aspirations.

2.1.2

The Site has four proposed Development Parcels (A, B, C and D). Their location is defined in Parameter Plan 10965-EPR-XX-XX-DR-A-TP-0102 (Development Parcels).

These Development Parcels provide a framework for future Reserved Matters Applications (RMAs) of individual buildings to be developed within.

2.1.3

Development Parcels are defined by the maximum extents as illustrated on the Parameter Plans. The maximum extent of the Development Parcel makes allowance for the building footprint as well as private residential amenity (front gardens and/or projecting balconies) and defensible/buffer zones.

This is to ensure that the scale of public realm between and around Development Parcels is safeguarded, and that access and servicing strategies defined in the Masterplan Design and Access Statement (DAS) remain effective.

2.1.4

A minimum distance of 21m has been informed the siting of the Development Parcels and should be maintained in future RMAs between buildings (in line with Barnet SPD Residential Design Guidelines: *'In new residential development there should be a minimum distance of about 21 metres between properties with facing windows to habitable rooms...'*

Safeguarding minimum widths of internal streets and public realm, ensuring distances between Development Parcels are appropriate and comfortable for use and suitable to maintain appropriate levels of daylight and sunlight and mitigate overlooking.

2.1.5

The maximum extent of the Development Parcels is described by a set of OS National Grid coordinates (northings and eastings) shown on Parameter Plan 10965-EPR-XX-XX-DR-A-TP-0102 (Development Parcels).

2.1.6

Building massing and layout should support the coherent, legible and navigable pattern of streets and blocks.

2.1.7

Public realm and space between and around buildings should achieve a sense of security by incorporating appropriate passive surveillance.

2.1.8

Orientation and design of individual buildings should provide privacy and adequate daylight for residents and be orientated to maximise views.



Parameter Plan 10965-EPR-XX-XX-DR-A-TP-0103

2.2 Key points of access and circulation

2.2.1 Access

The function and character of pedestrian, cycle and vehicular routes within the masterplan are set out in Parameter Plan 10965-EPR-XX-XX-DR-A-TP-0103 (Key Points of Access and Circulation).

The access routes provide the framework for the Development Parcels to sit within while connecting the Site to existing off-site routes.

2.2.2

A new vehicular access off Depot Approach extends along the railside, accounted for in the Development Phasing whereby Parameter Plan 10965-EPR-XX-XX-DR-A-TP-0105 (Phasing) should also be accounted for.

To enable servicing of Development Parcels A, C and D during construction and operation.

2.2.3

A second vehicle access route off Depot Approach extends along the western site boundary.

To enable servicing of Development Parcel B.

2.2.4 Turning areas

Turning areas suitable for service and emergency vehicles should be provided.

2.2.5 Servicing

Service vehicle movements, including Refuse Collection Vehicles (RCVs), (with the exception of emergency vehicles) should be limited to vehicle access streets only.

To ensure that the public realm remains a car-free zone.

2.2.6 Deliveries

Shared facilities management office(s) should accept deliveries of non-perishable goods while only vehicles delivering perishable goods, Royal Mail and white goods should stop nearest to the relevant building entrances.

To reduce the total amount delivery vehicle movements around and through the Site.

2.2.7 Maintenance access

Maintenance vehicle access should be limited to vehicle access streets only.

Providing required access to plant and service areas and ensuring that the public realm remains a car-free zone.

2.2.8 Emergency vehicle access

The public realm landscape design should allow for emergency service access rights when required.

To provide necessary emergency access to all areas of the Proposed Development.

2.2.9

The existing vehicular access point to/from the Site from Cricklewood Lane should be removed.

Allowing for increased public realm and new accessible pedestrian and cycle access to the Site.

2.2.10 Universal access

Future RMAs should respond to the needs of an ageing population by including the principles for inclusive design in line with relevant legislation, standards and guidance.

2.2.11

All pedestrian, cycle and vehicular routes should be clearly defined physically and visually.

To ensure the safety of the public realm for all.

2.2.12

All pedestrian access into and around the Proposed Development should be step free in line with relevant legislation, standards and guidance.

To ensure the Proposed Development is inclusive and accessible to all.



Parameter Plan 10965-EPR-XX-GF-DR-A-TP-0106

2.3 Development heights

2.3.1

Maximum AOD heights for buildings within the individual Development Parcels are set out in Parameter Plan 10965-EPR-XX-XX-DR-A-TP-0106 (Illustrative Heights).

To ensure that future RMAs sit within the height strategy developed with the Local Borough of Barnet (LBB) and are in keeping with the tested townscape approach.

While RMAs exceeding the maximum parameter heights will be subject to further daylight/sunlight/overshadowing and wind analysis as well as LBB approval, future RMAs should submit detailed Daylight Sunlight and Overshadowing assessments for each Development Parcel as it comes forward (regardless if within maximum heights), as internal and external assessments would be expected at RMA stage.

2.3.2

Ordnance Datum levels are used to define the maximum parameter heights expressed as a height above mean sea level (AOD).

2.3.3

Maximum parameter heights have been measured from indicative ground floor levels of the specific Development Parcels as set out in:

Parameter Plan

10965-EPR-XX-XX-DR-A-TP-0102

2.3.4

Maximum parameter heights are inclusive of parapets, other architectural features, lift/stair overruns and/or plant.

RMAs for the Development Parcels should not exceed the maximum AODs.

2.4 Technical considerations

2.4.1 Daylight, sunlight and overlooking

The positioning, orientation and massing of the Proposed Development is inherently designed in order to mitigate adverse effects to neighbouring sensitive receptors. The development of the maximum height and plot parameters have been arranged to minimise the impacts on neighbouring properties as well as to allow for good levels of amenity within the proposed accommodation and open spaces. Future RMAs should submit detailed daylight, sunlight and overshadowing assessments for each Development Parcel as it comes forward.

2.4.2 Wind microclimate

Further assessment should be conducted as the detail of each building is very likely to change both the aerodynamics of the Proposed Development, and potentially the sensitivity of uses across the Site and target conditions at each specific measured locations. Wind microclimate should be quantitatively assessed by an experienced wind engineer to confirm that mitigation measures are effective, based on the final massing as future RMAs come forward.

It is expected that unfavourable wind conditions can be mitigated using a developed mitigation scheme consisting of hard and soft landscaping, as well as considered entrance and amenity locations, to be discussed and agreed with LBB at RMA stage.

With these wind mitigation measures in place, wind conditions would be expected to improve such that the locations exceeding the comfort and safety criteria would be safe and suitable for the intended pedestrian use.

2.4.3 Overheating

The Proposed Development has been orientated to limit the amount of exposed façades orientated directly to the South and West. The apartments form encourage cross ventilation through the apartment and the glazing to solid ratio in the façade has been balanced to limit solar gain but balanced without restricting heat loss. To this extent

within Reserve Matters application CIBSE TM 59 calculations should be undertaken to demonstrate that the dwellings overheating performance is better than current Building Regulations requirements.

2.4.4 Air quality

Future RMAs should adhere to good principles of design with regard to minimising emissions and the reduction of impacts on local air quality:

- Effective spatial planning – the new dwellings should be located in an area well connected to public transports, and local workplace, schools, shopping and leisure facilities, which should reduce the need to travel by car;
- Provision of cycling parking facilities to encourage sustainable transport;
- Building design and layout – open space area and commercial facilities situated between the road sources to minimising exposure to future occupants; and
- Provision of all-electric powered space heating and cooling with the Proposed Development.

2.4.5 Climate change

Materials with lower embodied carbon should be incorporated within the design, where appropriate, during future RMAs, such as locally sourced products and materials with a higher recycled content. Furthermore, the durability of materials should be considered to reduce energy consumption and maintenance requirements. External materials that can withstand changes to temperature and precipitation should be specified.

The Outline Energy Assessment details several energy saving design elements which can reduce greenhouse gas emissions from the operational phase of the Proposed Development. These elements include: improved fabric "U" values; improved air tightness; minimised cold bridging optimising of glazing; communal heating system; high

efficiency ventilation systems; low energy lighting; smart meters, and air source heat pumps.

Allowance should be made for increase in surface water flows in drainage design due to climate change and incorporation of Sustainable Drainage Strategy (SuDS), such as swales, green roofs and water attenuation tanks.

2.4.6 Ground conditions and contamination

Specification of concrete used in foundations and building structures should be selected based on the results of the chemical composition of the Site's soil and groundwater. Guidance is provided by the Building Research Establishment series 'Concrete in Aggressive Ground'.

2.4.7 Noise and vibration

Due to the close proximity of the railway lines toward the east of the Development Plots, appropriate glazing and ventilation specifications, and façade insulation design should be incorporated into the detail design of future RMAs. Through the incorporation of these measures, the impact from both transport noise sources as well as surrounding existing commercial activities affecting future occupants can be mitigated and the internal ambient noise criteria can be achieved.

Fixed Plant and Building Services: Building services plant should be designed to achieve operational limits consistent with the requirements of BS 4142 which may require mitigation to be incorporated into the fixed plant design. The specification of plant machinery with low noise emission and properly attenuated supply and extract terminations should help to mitigate noise emissions. The use of enclosures, local screening, mufflers and silencers should also be used as appropriate. Where the noise exhibits any such acoustic features then the relevant penalty/ correction should be applied in accordance with BS 4142 so that the resultant rating level falls within any applicable limit levels.

2.4.8 Playspace

Future RMAs should provide sufficient playspace and public realm to avoid any adverse effects on the demand on social infrastructure. The new public park should be provided in order to help reduce the deficiency in the provision of public parks in the local area. See Design Guidelines: Chapter 5 for further details.

2.4.9 Secured by Design

Future RMAs should incorporate Secured by Design measures for crime prevention by adding appropriate outdoor lighting and public circulation space for natural surveillance as well as additional optional features including glazing, CCTV and secure bicycle and bin stores. Through these design and management choices adverse effects should be mitigated.

2.4.10 Townscape, Visual and Built Heritage Impact Assessment

Future RMAs should incorporate high quality and modern design of buildings that enhance the existing general townscape. This is especially important in the design Development Parcel A with regard to impact upon the settings of designated heritage assets. Visual impact could be mitigated by articulation and architectural treatment, thereby breaking down the perceived overall mass. Stepped setback of the upper levels should be considered to provide additional visual interest and soften massing.

2.4.11 Traffic and transport

Improved Accessibility: The Proposed Development should provide a new traffic-free pedestrian and cycle route between Depot Approach and Cricklewood Lane. This should provide a direct and attractive collector route for pedestrians and cyclists travelling to and from the Site. This should further reduce reliance on the private car and encourage sustainable travel behaviour.



3 Layout and residential quality





3.1 Layout and residential quality

3.1.1 Legislation, standards and guidance

Future RMAs should be designed to ensure compliance with the relevant legislation, standards and guidance, including but not limited to:

- The Equality Act 2010;
- National Regulations: The Building Regulations 2010, Approved Document M (Access to and use of buildings) Volume 1: Dwellings, HM Government, 2015 edition, incorporating 2016 amendments;
- The Building Regulations 2010, Approved Document M (Access to and use of buildings) Volume 2: Building other than dwellings, HM Government, 2015 edition, incorporating 2016 amendments;
- The Building Regulations 2010, Approved Document K (Protection from falling, collision and impact), HM Government, 2013 edition;
- The Building Regulations 2010, Approved Document B (Fire safety) Volume 1: Dwellinghouses, HM Government, 2006 edition incorporating 2010 and 2013 amendments;
- Approved Document B (Fire safety) Volume 2: Buildings other than dwellinghouses, HM Government, 2006 edition incorporating 2010 and 2013 amendments.

Best Practice

- British Standard 8300:2009 (Amended 2010) Design of Buildings and their Approaches to Meet the Needs of Disabled People - Code of Practice, British Standards Institution, 2010;
- British Standard 9999:2008 Code of Practice for Fire Safety in the Design, Management and use of Buildings, British Standards Institution, 2008.

National Planning Policy

- The National Planning Policy Framework (NPPF) (2019);
- National Planning Practice Guidance (NPPG) (2019);
- Technical housing standards – nationally described space standard. DCLG 2015;

London Planning Policy

- The London Plan (2016) (as consolidated with all alterations since 2011) - (Draft New London Plan Policy 3.5 Quality and design of housing developments);
- Housing Supplementary Planning Guidance, London Plan 2016 Implementation Framework, March 2016.
- London Housing Design Guide, Interim Edition, August 2010, London Development Agency as a best practice guide should be referred to where the above documents are silent.

Local Planning Policy

The adopted Development Plan for the London Borough of Barnet sets out the planning policies for making planning decisions. The Development Plan consists of the following documents:

- LBB Core Strategy Development Plan Document (CS) (September 2012);
- LBB Development Management Policies (DMPD) (September, 2012);
- LBB Unitary Development Plan "13 saved policies" for Brent Cross and Cricklewood' (UDP) (May, 2006); and
- Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework (December 2005).

These are minimum standards which RMAs are encouraged to exceed.



3.1.2 Security and privacy

All ground floor residential dwellings which front public realm should be provided with defensible space acting as a buffer zone between the private residential accommodation and the active public realm.

Residential dwellings should be arranged to allow for natural surveillance of the public realm and communal amenity spaces while also reducing overlooking or private spaces.

Boundary treatments between defensible spaces and public realm should:

- Allow for an element of transparency and avoid continuous solid boundary treatments;
- Metal railings, gates, dwarf walls and planting should be used to provide transparency while glass should not be used;
- Boundary treatments should be a maximum of 1m in height.

Future RMAs should be designed in accordance with the layout and design principles of Secured by Design (SBD).

The following features should be adopted to improve safety and security and help minimise crime:

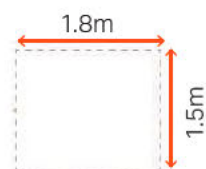
- Maximise overlooking/passive surveillance through the layout of the building and window locations, particularly those overlooking entrances;
- The buildings designed with clear sight lines in mind to optimise visibility distances;
- Clear glazing at street level to encourage passive surveillance;
- All residents' communal spaces should be accessed via encrypted fob;
- All doors and windows to ground floor dwellings as well as dwellings accessible from communal courtyards to be designed to PAS24 security rating;

- Secure PAS24 rated doors should be provided to all refuse and cycle stores, core entrance doors and front doors to dwellings on upper levels;
- Where residential entrances are recessed at ground floor, these should be made as wide as possible to increase visibility and minimize hiding places;
- All residents' cycle storage should be located in covered, secure areas with racks allowing bikes to be locked in two places;
- Defensible space should be provided to dwellings at ground floor level, although these are designed to avoid potential hiding places; and
- Footpaths, routes and public spaces should be well-lit at night to the appropriate standards.

- Living/Dining/Kitchen
- Private amenity space
- Master bedroom
- Second bedroom
- Bathroom
- HIU Cupboard



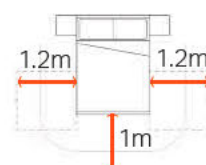
Plan of typical 2B 4P dwelling .



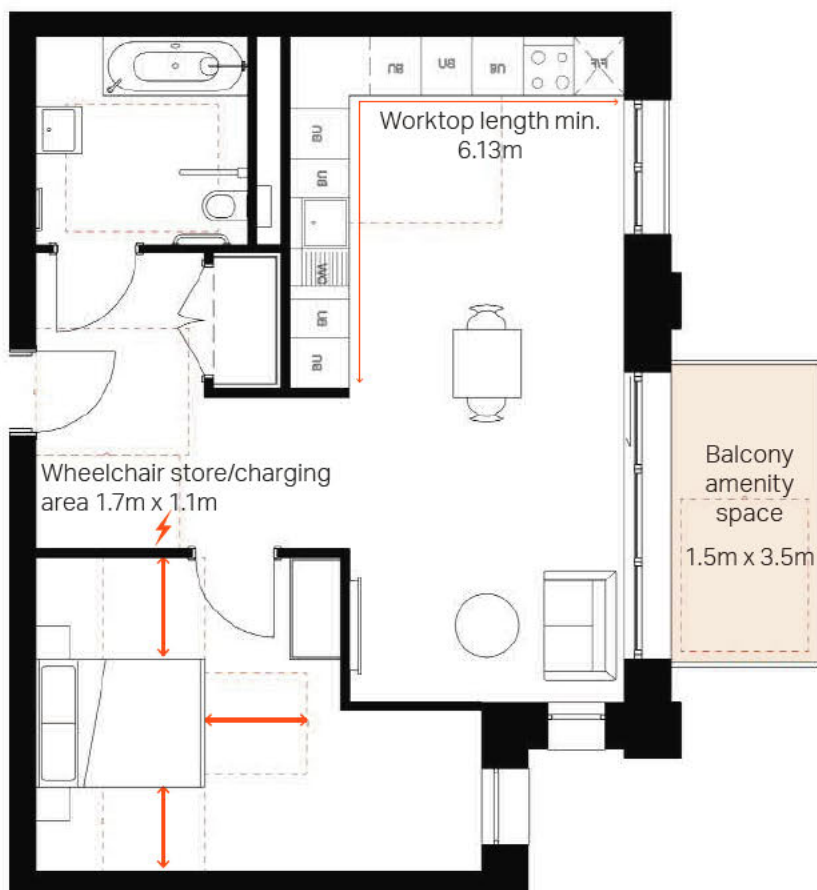
180° Turning space provision - minimum **clear turning zone** inside the entrance area, in front of the door when closed.



1.2m x 1.2m clear activity zone - minimum 1.2m x 1.2m **manoeuvring space** inside bedroom doorways, clear of the bed and the door.



Minimum 1m wide **clear access zone** to both sides and the foot of the bed and in front of all furniture and a minimum 1.2m x 1.2m **manoeuvring space** on both sides of the bed in principal double bedroom.



Plan of typical Category M4(3) Wheelchair dwelling with key manoeuvring spaces and activity zones highlighted.

3.1.3 Residential quality

Future RMAs should be of high quality design and meet the aspirations of the Draft New London Plan.

Dwellings should be designed to meet the Nationally Described Space Standard minimum space standards for dwellings of different sizes.

3.1.4 Access

Future RMAs should provide for compliant and convenient inclusive access to meet the needs of residents and visitors.

Key access design concepts should include:

- Incorporation of principles for inclusive design wherever possible;
- Clear design and sight lines for people to navigate building entrances across the public realm;
- Spacious and wheelchair friendly entrances with wide circulation routes;
- All residential dwellings should comply with the building regulation requirements for Part M4(2) accessible and adaptable dwellings while units designed as wheelchair user dwellings should comply with Part M4(3);
- All wheelchair user dwellings located above ground floor should be served by more than one lift;
- Provision of adequate disabled parking spaces;
- Inclusion of accessible cycle parking spaces within secured and covered cycle stores;
- 1500mm wide communal corridors; and
- Step-free and convenient access to all parts of the Proposed Development.

3.1.5 Private amenity space

All dwellings should be provided with private outdoor space in the form of balconies, terraces or winter gardens.

Ground floor residential dwellings accessed directly through own front doors should allow for integrated refuse storage within the private amenity space.

3.1.6 Layout

Residential cores should serve a maximum of 8 dwellings per floor.

Layouts should seek to optimise aspect and orientation while mitigating overlooking between adjacent buildings.

Sufficient levels of daylight and sunlight should be provided for all dwellings and outside amenity space.

Future RMAs should maximise the number of dual aspect dwellings.

Allowing for improved natural ventilation, easing over-heating as well as providing opportunity for increased levels of daylight and prolonged periods of sunlight.

Any single aspect dwellings that cannot be avoided should demonstrate that all habitable rooms achieve adequate passive ventilation, privacy and daylight and how overheating can be avoided.

Living/dining/kitchen areas should be organised around the dwelling's private amenity space.

To maximise access to sunlight/daylight and outlook.

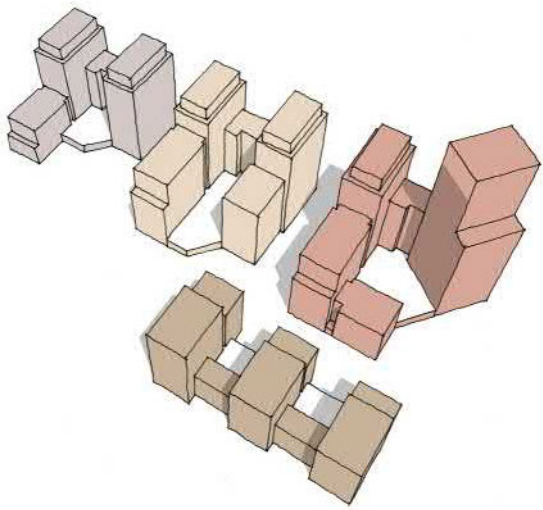
HIU, storage and bathrooms should be located closer to entrances where ever possible.

To prioritise habitable room located on the perimeter of the dwelling improving natural light and ventilation.

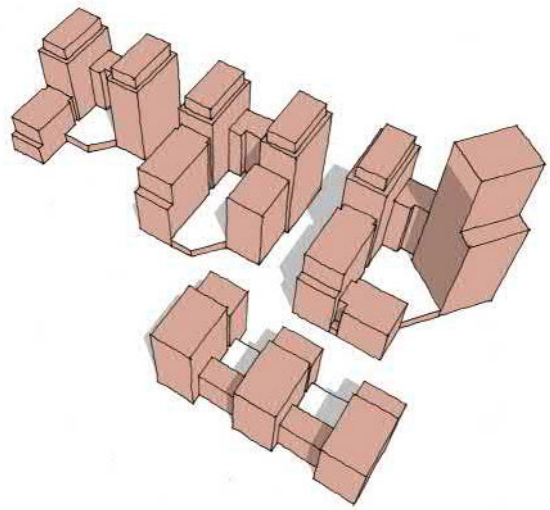




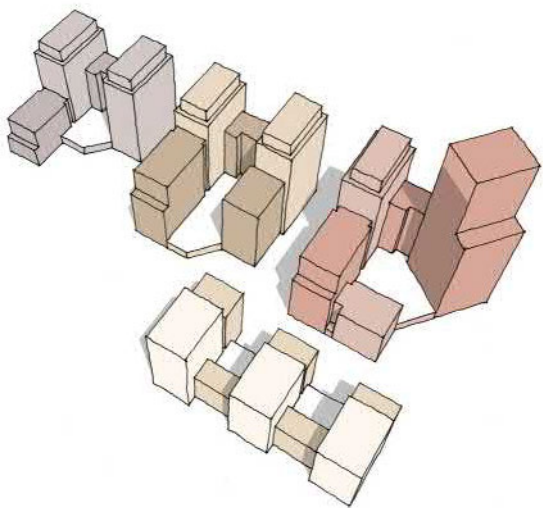
4 Building appearance



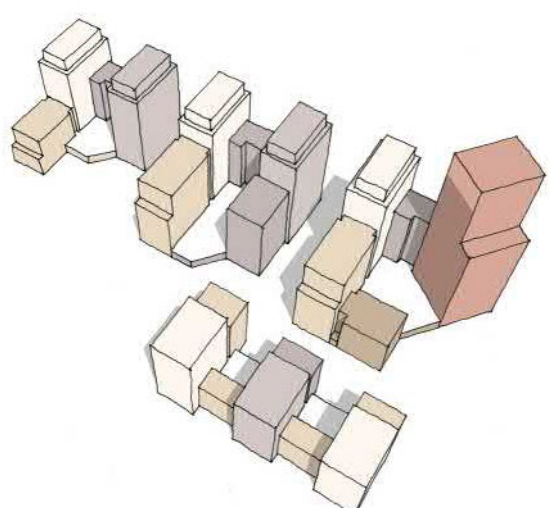
✓ Complementary variation in brick tones for individual Development Parcels



✗ Single consistent brick tone throughout



✓ Subtle variation in brick tone within individual Development Parcels



✗ Excessive variation in brick tone throughout - lacking structure

4.1 Materiality

4.1.1

RMA proposals should be of exemplary design.

4.1.2

The palette of materials should be limited.

To ensure a coherent architectural language is established throughout the neighbourhood.

4.1.3

The primary building material should be brickwork.

To provide a consistent aesthetic treatment with a robust finish, which unites the architectural language of the different buildings and the surrounding context.

4.1.4

Secondary material may be contrasting in its appearance, exploring the use of colour and texture.

To allow for flexibility and expression in design within a consistent framework for the neighbourhood.

4.1.5

All materials should be durable, robust and easy to maintain.

To ensure a high-quality finish over the life span of the development.

4.1.6

Consideration should be given to the overall approach to materiality and colour palette for the whole site.

To ensure each building coming forward is an appropriate fit within the emerging neighbourhood.

4.1.7

While the primary facade material is brick, subtle variation in brick tone should be considered.

To differentiate between buildings providing a sense of identity and adding variation to the overall development.



4.2 Entrances and frontages

4.2.1

Communal entrances to residential cores should be clearly visible from the public realm.

To facilitate way-finding and improve safety and natural surveillance.

4.2.2

Communal entrances should provide step-free access to all dwellings, car parks, refuse and cycle stores.

To allow for inclusive access to all areas of the Proposed Development.

4.2.3

Hierarchy of entrances should be clearly expressed, differentiating between communal and private entrances.

To facilitate way-finding for both residents and visitors.

4.2.4

Service entrances (refuse, cycle storage, plat, car parking entrances) should be fully integrated into the overall façade composition.

To ensure that a cohesive architectural aesthetic is applied consistently across the Proposed Development, enhancing the external ground floor experience for those moving through the public realm.

4.2.5

Large areas of inactive frontage should be avoided, and service entrances should be distributed across the building frontage.

To promote active frontages and mitigate areas that might be prone to vandalised and neglect due to lack of natural surveillance.

4.2.6

Communal residential entrances should provide access to dwellings as well as any shared residents' amenity spaces on podium or roof levels. The necessary security measures should be in place to ensure permitted access only.

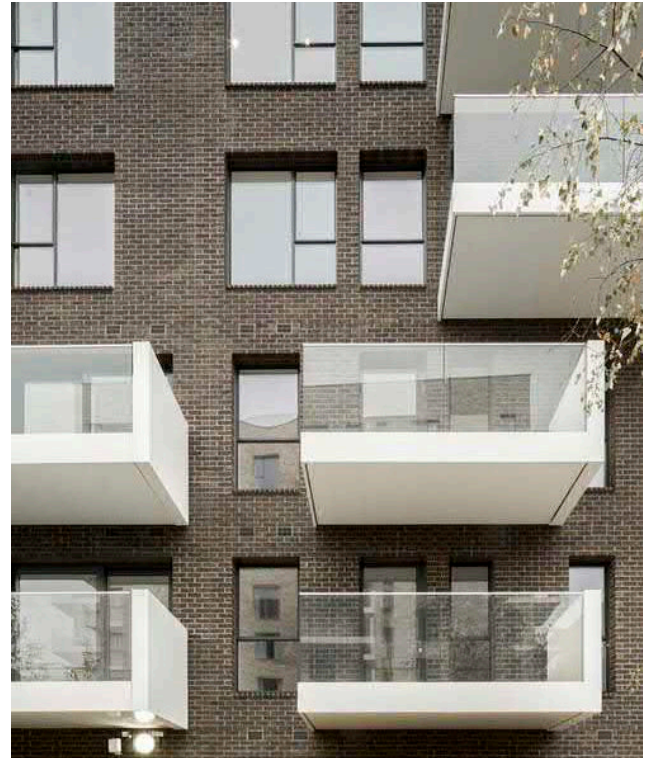
To ensure amenity spaces are accessible to all residents within the Development Parcel.

4.2.7

Ground floor dwellings should be accessed by residents' private front doors within their own defensible front garden space.



Metal balustrades preferred to complement the material palette



✗ Glazed balustrade treatments are not permitted

4.3 Architectural features

4.3.1

Early consideration should be given to the window cleaning and glass replacement strategies.

To ensure an appropriate maintenance strategy can be supported for the Proposed Development.

4.3.2

All balconies should provide for a minimum depth of 1.5m and meet the minimum areas for private outdoor space.

As set out in the Draft New London Plan Policy D4 Housing quality and standards guidance.

4.3.3

Glazed balustrades are not permitted.

To limit material palette, omit the need for cleaning of glass balustrades and align with fire safety requirements.

4.3.4

Projecting balconies overlooking public realm and residential streets are encouraged.

To maximise views and reinforce passive surveillance.

4.3.5

In order to avoid facade becoming overpowering in scale and relentless in their articulation, recessed breaks in massing at lower heights should be introduced.

This would assist in breaking up the massing and softening potential long reading façades.

4.4 Maintenance strategy

4.4.1

Future RMA facade design should be developed with a maintenance strategy in mind, ensuring that:

- The experience of arrival, via footpaths, entrances and shared circulation spaces is comfortable, accessible and fit for purpose;
- Features are designed to allow maintenance activities such as window cleaning, to be undertaken with ease;
- Sufficient levels of secure, covered and conveniently located externally accessible storage is provided for deliveries and other bulky items; and
- Recycling and waste disposal, storage and any on site management facilities are convenient in their operation and location, appropriately integrated, and designed to work effectively for residents, management and collection services.

4.4.2

Windows to floors above ground level should be designed for internal replacement via the residential lift cores.

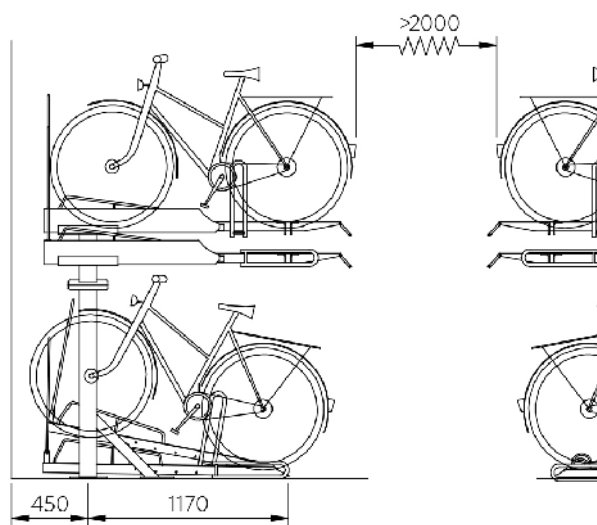
To limit the need for external glass replacement solutions.

Roof access should be provided to maintain and inspect roof finishes, rain water outlets and gullies, lightning protection tapes and plant.

To ensure ongoing maintenance can take place.



Example of multi-tiered cycle storage solutions that may be possible in future RMAs.



4.5 Car and cycle standards

4.5.1

Car parking should be designed to have minimal visual presence within the public realm. Podium car parking should be explored.

This can mitigate the need for large open parking areas within the public realm.

4.5.2

On-street parking should be well integrated within the public realm and associated landscape.

To ensure the public realm remains a pedestrian first environment, limiting the visual appearance of on-street parking.

4.5.3

Vehicle entrances to car parks should be fully integrated into the overall façade composition.

To ensure a high quality design approach is maintained throughout the Proposed Development.

4.5.4

Residential cycle storage should be designed in line with Draft New London Plan and integrated within the main building fabric and stand-alone structures within the public realm or amenity spaces should be avoided.

To ensure a high quality design approach is maintained throughout the Proposed Development.

4.5.5

All residential cycle storage should be provided in secure cycle stores. Visitors cycle storage should be provided within the landscaped public realm near to the building entrance.

4.5.6

Larger cycle stores should be lobbied and have two entry/exit points as a means of security and to prevent tailgating.

Large internal cycle stores should be subdivided into smaller 'cages'.

To facilitate easier management and access control.

4.5.7

Natural ventilation will likely be required to parking and plant areas at ground floor.

In order to achieve this the facade treatment will need to provide a certain degree of open area. Consideration should be given to the facade treatment providing this to ensure it appears to be integrated into the wider facade.

4.5.8

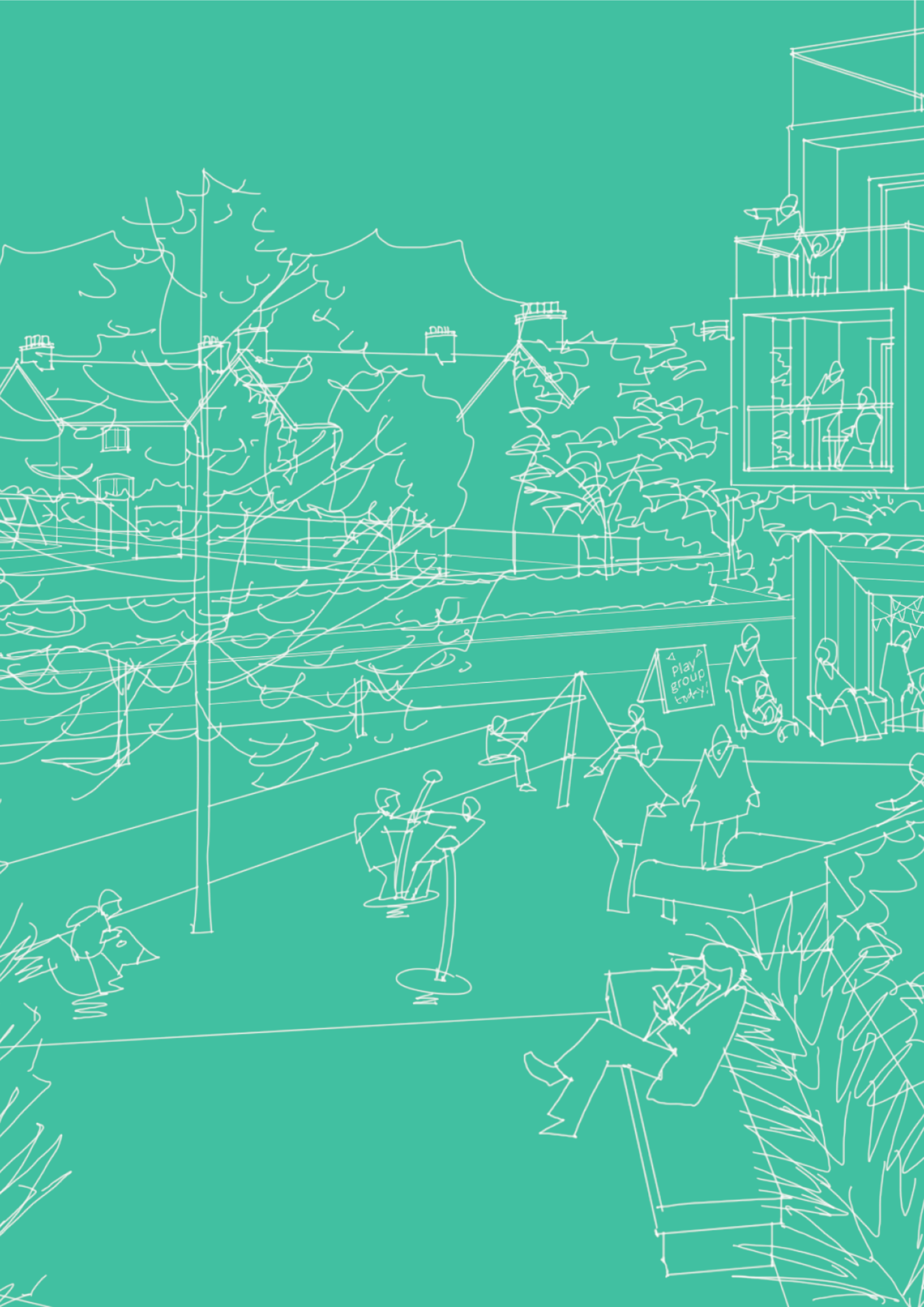
Facade allowances for natural ventilation should be raised above ground level and the landscaping designed to provide a buffer between the ventilation and any pavement or walkways.

To mitigate vandalism and improve security.

4.5.9

Multi-tiered cycle storage is encouraged.

To reduce the footprint required for residential cycle stores and reduce inactive frontages.



5 Public realm



5.1 Introduction

5.1.1

The following section, along with the Masterplan Design and Access Statement, documents the public realm design strategies and guidelines for the Proposed Development. It sets out a vision and key design objectives for the landscape which future RMAs should consider (acknowledging that landscaping is reserved for future determination).

This section identifies the characteristics and qualities of each defined Landscape Character Area, and articulates the holistic strategies which contribute to a cohesive and considered design language within the public realm. This framework of design guidelines promotes an independently defined and purposeful site character derived from the immediate environment which contributes to and supports the definition of a 'Cricklewood' sense of place.

Where appropriate, future RMAs must be agreed with LBB, the GLA, local highways authority and TfL.

The following pages of these design guidelines are divided into the below sections;

- [Landscape Objectives](#)
- [Hard Landscape](#)
- [Street Furniture](#)
- [Lighting](#)
- [Soft Landscape](#)
- [Trees](#)
- [Play Strategy](#)
- [Signage](#)
- [Accessibility and Legibility](#)

5.2 Landscape objectives

5.2.1

As documented within the Masterplan Design and Access Statement, future RMAs should provide an outdoor community asset that supports and enhances the existing Cricklewood Green, enjoyed by residents, locals and visitors alike. Future RMAs should consider the following objectives, alongside the vision layers defined within the Masterplan DAS;

5.2.2

A civic heart with a community focus;

To ensure a high-quality finish over the life span of the Proposed Development.

5.2.3

An aspirational place to settle

To ensure safe and comfortable residences and outdoor/public realm areas that cater to a variety of users.

5.2.4

Links and connections through the Site

To integrate the Site with its surroundings and provide paths that connect the existing street network with the Site layout.

5.2.5

Generous publicly accessible green space

To contribute and enhance the existing green infrastructure network.

5.2.6

A succession of spaces and experiences

To showcase a variety of new spatial typologies within Cricklewood.

5.2.7

One visible and generous civic space

To provide a public area for a variety of community gatherings and curated events.

5.2.8

A green pedestrian route

To encourage active travel and recreation.

5.2.9

Varied views and elements of surprise

To provide a diversity of site experiences.

5.2.10

Visual connection with podium gardens

To showcase how the public realm and architecture can be symbiotic and provide continued activation at varying levels.

5.3 Hard landscape

5.3.1

Hardscape components should seek to achieve a regularity, rhythm, and repetition of palette and layout. Flush metal edging should be used to retain surfaces where required.

To provide a consistency and continuation of forms within the hardscape.

5.3.2

Hard materials should be of high quality and a context-appropriate and limited palette, materiality and colour tone. Busy patterned surfaces to pedestrian surfaces should be avoided.

To create a high-quality continuation of like forms.

5.3.3

Paving specified on footways and carriageways should be laid in a stretcher bond and be perpendicular to the proposed direction of travel.

To provide an accessible and consistent public realm.

5.3.4

Materials should be robust and consider proposed trafficability.

To provide a durable public realm.

5.3.5

Where appropriate, materials should be permeable.

To encourage local material sustainability.

5.3.6

Where possible and relevant, materials should be locally sourced and reflect the local vernacular.

To encourage support for the local economy and character.

5.3.7

Hard material selection should consider different seasonal conditions and uses, particularly regarding accessibility and durability. Where vehicle overrun is anticipated the build up and modular size of the paving must be suitable.

To ensure the public realm is accessible and usable in varying weather conditions

5.3.8

Selection of hard materials should be in keeping with the proposed programme of the designed area. Contrasting paving should be used to define spaces and uses, as opposed to strong patterns.

To create a considered diversity in hard material selection.

5.3.9

Manhole covers and inspection chambers should not be located in obvious view of highly trafficked pedestrian or vehicular areas. Where this is inevitable, these should utilise recessed covers and be inlaid with paving matching the surrounds. Drainage products that are least visible in the surface, such as slot drains.

To provide a visual consistency within the public realm.

5.3.10

Manhole covers and inspection chambers should be flush with the adjoining surfaces.

To ensure freedom of pedestrian and cyclist movement.

5.3.11

Feathered steps should not be used.



- ✓ Stretcher-bond paving perpendicular to direction of travel on footways, carriageways



- ✗ Non-stretcher-bond patterns on main footways and carriageway not permitted



- ✓ Permeable paving materials, where appropriate



- ✗ Unless necessary, non-permeable paving materials should be limited



- ✓ Flush and recessed manhole covers aligned with proposed paving pattern



- ✗ Non-recessed manhole covers not aligned with paving pattern

5.4 Street furniture

5.4.1

All street furniture should be of a unifying and consistent colour, tone, texture and material. Materiality, tone and colour should co-ordinate with the existing context and Proposed Development.

To ensure the suite of street furniture has a strong and coherent identity and a high-quality aesthetic.

5.4.2

Consideration should be given to the appropriateness of the materials with regard to place making and their long-term performance.

To ensure longevity of proposed materials and public realm. To minimise maintenance and replacement costs.

5.4.3

Seating elements should be varied and provide for a range of interactions, including solitary reflection, private conversation and larger social groups.

To encourage a diversity of social interactions.

5.4.4

The design and placement of furniture should respond to how the Site is likely to be navigated and be in keeping with the landscape character areas denoted in this document.

To promote a considered placement of furniture elements.

5.4.5

Areas of seating and playful elements should be situated in the sunniest areas and sheltered from the elements and interspersed throughout the public realm. Seating elements should include arm rests and back supports at appropriate locations.

To ensure the comfort of public realm users is considered.

5.4.6

Tree grilles should be recessed and laid flush with the surrounding surface treatment.

To ensure freedom of pedestrian and cycle movement.

5.4.7

Timber should be sustainably sourced. Materials which utilise low-carbon resources, recycled and recyclable materials must be preferred.

To align with ethical obligations and best-practice.

5.4.8

All furniture should be of robust construction, durable finish and vandalism resistant.

To ensure longevity and quality to the public and private realm.

5.4.9

Glass balustrades should not be used in public realm. Railing boundary treatments should be considered over glass, timber or brick boundary treatments.

5.4.11

Seating should be 450mm - 500mm in height and integrated into the surrounding landscape and given enough room to fulfil its function.

5.4.12

Litter bins should be located adjacent to areas of public seating.

5.4.12

Cycle stands should meet the minimum Draft London Plan requirement for short stay external stands. They should be located in groups near building entrances.



✓ Timber-centric seating with a consistency in form and appearance



✗ Concrete, solid, or traditional style seating



✓ Timber-centric (or ornamented) street furniture



5.5 Lighting

5.5.1

All footpaths and vehicular access areas should be illuminated.

To encourage safe usage and good passive surveillance.

5.5.2

Light levels should meet adaptable standards, but should not exceed these standards except to highlight a particular artwork or feature.

To follow best practice.

5.5.3

Luminaries should be LED with a warm white colour.

To minimise disturbance to bats and other wildlife.

5.5.4

The needs of foraging bats and other wildlife should be given full consideration, especially alongside existing and proposed linear features such as hedgerows, tree-lines and planting beds. Bollard or low-level columns should be preferred in these areas with light streams directed away from sensitive areas, unless standards of illumination must be met according to the proposed site usage.

To encourage ecological stewardship and consideration for wildlife patterns in the lighting design.

5.5.5

The Site lighting must be designed by experienced lighting consultants. The lighting must be energy efficient, as evidenced by energy and carbon calculations.

To encourage considered and efficient energy consumption.

5.5.6

Columns and other street lighting luminaries should be aesthetically in keeping with the surrounding Cricklewood area and heights should be appropriate to adjacent buildings. Light column materials, finishes and designs should be consistent across the Proposed Development and align aesthetically with other street furniture.

To maximise consistency in the materiality and appearance of the public realm.

5.5.7

Light columns should have a design life of 50 years minimum. Columns should provide the means for fixing brackets for hanging baskets, banners and / or Christmas decorations.

To maximise longevity of the lighting strategy and provide mechanisms for social and community appropriation.

5.5.8

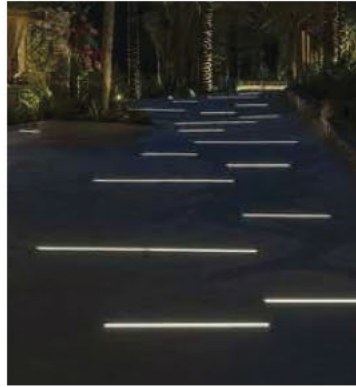
Safe maintenance access for repair or replacement should be from locked access hatches at ground level (or rooftop/podium level where applicable), or via an elevated working platform at ground level.

To provide a consistent access mechanism across the Proposed Development.

5.5.9

Lighting should not generally be provided within play areas unless required for safety of users if anticipated usage.

To discourage usage where passive surveillance is limited after dark.



✓ Modern, non-ornamented and elegant street lighting and luminaries



✗ Traditional and heritage lighting components



✓ Bollard, seating, and in-ground lights



✓ Lighting that supports wildlife foraging and nesting species

5.6 Soft landscape

5.6.1

The planting palette should consider the local micro-climate and associated conditions to ensure the appropriate plant is located in the correct environment.

To encourage longevity of the planting palette in relation to climactic considerations.

5.6.2

The planting palette should aim to create a distinctive well-vegetated character to the Site to form a rich and immersive environment in the proposed amenity spaces. Herbaceous, ground-cover and grasses should be specified at a sufficient size and density to ensure 'instant impact' upon initial planting.

To provide a strong vegetated structure and amenity value to the public realm.

5.6.3

Species should be chosen from an appropriate native and non-native palette to soften the appearance of the Proposed Development, promote sustainable drainage initiatives where appropriate, help create variation in character, enhance ecological diversity, and provide visual interest and colour throughout the seasons. All planting beds should include at least 30% evergreen structural planting.

To ensure year-round interest, variation, structure and colour.

5.6.4

The selection of plants should consider the form and eventual scale of the species in relation to the spacing and elevation of the buildings and public realm.

To ensure the species selection is contextually appropriate to the location.

5.6.5

The future maintenance requirements of vegetation and their impact on buildings, pedestrian access routes and access points must be taken into account when selecting species.

To minimise continued and future maintenance concerns.

5.6.6

Defensible planting around residential areas should have a structural evergreen hedge to the building side which grows to 1.1m minimum height.

To provide privacy and structure to defensible planting beds adjacent residential terraces.

5.6.7

All areas of grass to have a minimum of 300mm of topsoil. All areas of shrub and herbaceous planting to have a minimum of 500mm of topsoil.

5.6.8

Hedges should be a minimum width of 900mm and a species that should reach minimum of 1.1m in height.

5.6.9

Shrub planting should be spaced at 5/m² when using 5l pots as a minimum. Herbaceous planting should be spaced 7/m² when using 3l pots as a minimum.

5.6.10

Species rich amenity grass should be specified to contribute to biodiversity.

5.6.11

Rain gardens are to be priority over traditional shrub beds at ground floor. Species selection should be appropriately selected for the drainage condition.



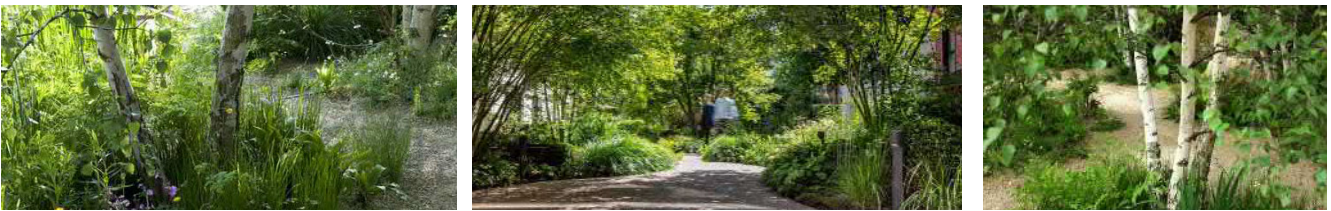
General Planting

A dynamic palette with variation in textures and heights. The species range from 300mm to 1m and the colours complement the distinctive leaves of the marker trees.



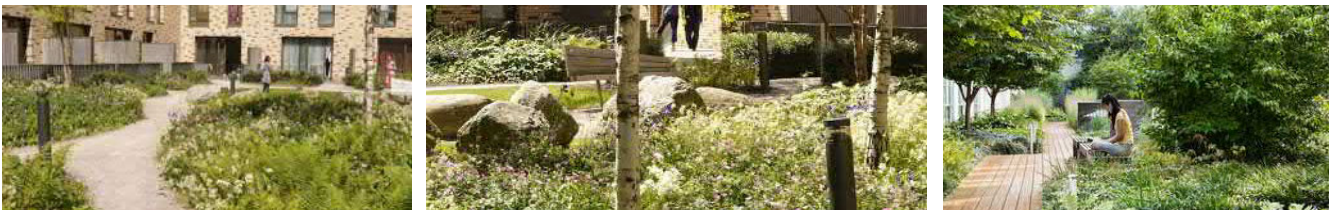
Rain Gardens

A palette consisting of plants that tolerate inundation and moist environments and provide seasonal colour and a variety of textures.



Woodland Planting

A lush and species-rich planting palette to create an immersive environment with soothing colours and textures. The species are shade tolerant and evoke woodland ground flora.



Podiums Glades

A palette of glossy, light reflecting plants that tolerate shade and dappled light while providing a variety of colours.



Communal Rooftops

A durable and colourful palette of soft dense vegetation to provide a strong and robust planted edge to the communal rooftops.

5.7 Trees

5.7.1

All trees should be selected and planted to ensure long-term establishment and longevity, with particular attention paid to street trees and trees within paved areas. Specification should include irrigation or aeration pipes and specialist load bearing soils or specialist techniques, such as root cells. All trees should be secured by invisible underground guying.

To maximise the longevity of the public realm.

5.7.2

Trees should have a minimum rooting medium volume suitable for the mature size of the tree specimen and provide adequate drainage and aeration to encourage the tree to thrive. Trees should be located to reduce of wind speed at all levels.

To encourage and promote healthy and continuous growth.

5.7.3

Where features such as roads and footpaths cross or are adjacent to any retained trees, these should be designed to eliminate or minimise impacts on the canopies and rooting areas, and maximise continuity of habitat and screening effect.

To encourage the retention of existing trees and promote their continued growth.

5.7.4

Trees grilles must be utilised in all paved areas where the trees are set in hardstand. The grill must be consistent in design and material of adjacent site furniture and align with the orientation of the paved materials.

To ensure longevity of the paving and a consistency in the design of the public realm.

5.7.5

Only standard single-stem trees should be used in hardstand. Tree guards are not encouraged.

To provide clear lines of sight and access between proposed tree planting.

5.7.6

All trees should be secured by invisible underground guying.

To eliminate the use of intrusive above-ground anchors or wires.

5.7.7

Varieties of appropriate UK native species are preferred. Trees which offer wildlife habitat, food source or other ecological benefits should be favoured providing the integrity of the character area is maintained.

To encourage ecological stewardship in the design of the public realm.

5.7.8

All trees should be detailed to facilitate long term survival and thriving of the tree over a minimum period of:

- 15 years for roof gardens;
- 35 years for communal courtyards; and
- 75 years for public realm.

5.7.9

Trees should be at a girth of 400-450mm in public realm, and 250-300mm girth within gardens. Topsoil for tree pits should be min 600mm deep with 100mm free draining fill to bases.

5.7.10

All retained trees are to be protected in accordance with BS5837:2012 (or equivalent superseding standard).



- ✓ Tree grilles aligning with paving and utilising below-ground wires and guys



- ✗ Above ground wires, stakes, tree guards and other protection mechanisms



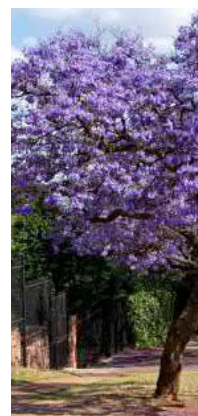
- ✓ Clear stem standard trees with clear lines of sight



- ✓ Appropriate aeration and drainage mechanisms to encourage species to thrive



- ✓ Native trees which provide habitat and food sources for wildlife



- ✗ Non-native species unless integral to site character

5.8 Play strategy

5.8.1

A minimum amount of play space provision should be conditioned and future RMA submissions should be compliant with this condition.

To ensure the Proposed Development meets the GLA standards of play yield.

5.8.2

Play provision should be in keeping with the quality and identity broadly defined in the character areas within the Masterplan Design and Access Statement and detailed landscaping strategies to be brought forward under future RMA applications.

To ensure the intent of the character areas permeates the selection of play equipment/provision.

5.8.3

Timber should be a central play element material. Non-timber elements should be of subtle and muted colour, form, and texture in keeping with the character area. Consistency in material, colour, form, and texture is paramount in the entire public realm and selection of equipment should complement the tones and materiality of the built environment.

To ensure the intent of the character areas permeates the selection of play equipment/provision.

5.8.4

Play equipment can utilise a range of colour beyond that of general site furniture, but should incorporate elements which clearly complement other furniture, through materiality or design.

5.8.5

Play enclosure railings required for compliance with CBC standards, should normally be black or anthracite steel, but may include other materials or design features found with site furniture palettes, such as timber posts or signage.

5.8.6

Play space should:

- Comply with the guidance set out in the GLA SPG "Shaping Neighbourhoods: Play & Informal Recreation" and Play England Guidance;
- Provide the full requirement of play space within the Site;
- Be designed to avoid conflict with traffic or dogs;
- Be located in areas with passive surveillance and set away from windows to domestic dwellings;
- Not have concealed areas; and
- Be accessible to children and carers that use wheelchairs.



Natural Play

Play opportunities utilising natural materials embedded in soft landscape



Destination Play

Larger play elements for a variety of users and ages



Incidental Play

By-chance play opportunities along pedestrian paths and within planting beds

5.9 Signage

5.9.1

Designs for non-statutory signage and interpretation should be consistent with the materials and design aesthetics of the public realm and character areas.

To co-ordinate with the street furniture aesthetic.

5.9.2

Way-finding should not rely exclusively on text-based signage. Designs should incorporate consistent graphical symbols or icons to assist way-finding for people regardless of physical and sensory abilities. All signage should be visible to wheelchair users.

To ensure the public realm is accessible and useable by a variety of individuals.

5.9.3

In shared surface environments, paving should utilise a difference in materiality to exhibit walking routes. Tactile hazard warning pavings should indicate the extent of shared surfaces.

To ensure the public realm is accessible and follows best practice.

5.9.4

Informational signs should generally take the format of a vertical 'monolith' and should be internally illuminated.

To create a consistent way-finding aesthetic that is easily visible and accessible.

5.9.5

All signage and advertising within streets should be aligned with other elements of site furniture and street trees.

To create a clutter-free, clear, pedestrian environment.



- ✓ Orientation and interpretation signage should co-ordinate with other on-site elements/furniture/lighting



- ✓ Ecological learning mechanisms should be used near play areas and areas of ecologically relevant planting

5.10 Accessibility and legibility

5.10.1

All landscape spaces should be designed to be fully accessible and legible for all users.

5.10.2

The future RMAs should address both physical and psychological barriers to access, including the fear of crime and road danger, steep gradients, absence of seating, social exclusion and legibility of the Proposed Development.

5.10.3

Ramps and steps should be kept to a minimum throughout the Proposed Development.

5.10.4

Thresholds to doorways should be level and should be designed to meet Building Regulations and other relevant standards.

5.10.5

Priority must be given to pedestrians at vehicular crossovers and surface treatment should contribute to this.

5.10.6

Safety considerations, including tactile paving, should be given at all crossovers and level changes within a pedestrian footway.

5.10.7

Views to residential entrances should be identified and kept clear within the sight line.

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Kingplan

North

Notes:

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No.	Revision	Date	Initial	Chk'd
1	For Information	210118	SN	JE
2	For Information	210223	SN	JE
3	For Information	210701	SN	JE
4	For Information	210811	SN	JE

All site boundaries and legal demises are indicative and shown for information only, based on desktop studies of land registry and record information, and are subject to survey and verification on site.

For Ground Level AOD, please refer to Exterior Architecture drawings.

Application boundary

- Tall building 100+m AOD
- Medium building 90-99m AOD
- Low building 70-89m AOD
- Podium 60-69m AOD

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Cricklewood Lane
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Parameter Plan
Illustrative Heights

Scale	Status	Suitability	Revision
1:500	For Information	S2	P4

Project Code	Originator	Zone	Level	Type	Role	Class	Number
10965	EPR	XX	XX	DR	A	TP	0106


Carter, Richard

From: [REDACTED]
Sent: 17 August 2021 13:18
To: Griffiths, Carl; Planning Vetting
Cc: Dillon, Andrew; [REDACTED] h; Gaudin, Fabien; Ferrie, Jessica
Subject: RE: 20/3564/OUT - B&Q Cricklewood - 14 Day Reconsultation

Hi Carl

We can add new press/site notices to Uniform but the dates would be 21 days so would need to be manually changed – probably by Fab.

[REDACTED]

[REDACTED]
Planning Technician
Vetting and Registration
Planning and Building Control
London Borough of Barnet
2 Bristol Avenue, Colindale, London, NW9 4EW
Tel: [REDACTED]
Barnet Online: www.barnet.gov.uk 

(Available until 2.30pm Mon, Thurs & Fri and all day Tues & Wed)

For queries relating to the Council's Fast Track Scheme, please email planning.premium@barnet.gov.uk

For queries relating to the Pre-Application requests, please email planning.preapp@barnet.gov.uk

Payments received after 3pm for fast track services will be registered the next working day. All timeframes will be made from this date. Please be reminded the fast track service for review, recommendation starts once the application has been vetted & validated.



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Planning Portal application forms in London are changing.



From 16th November 2020 additional information will be required when submitting new Planning Applications.

For more information please click [here](#).



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

Sent: 17 August 2021 13:06

To: Planning Vetting <planning.vetting@barnet.gov.uk>

Cc: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>; [REDACTED]@Barnet.gov.uk; [REDACTED]

[REDACTED]@barnet.gov.uk; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Ferrie, Jessica

<Jessica.Ferrie@barnet.gov.uk>

Subject: RE: 20/3564/OUT - B&Q Cricklewood - 14 Day Reconsultation

Hi [REDACTED]

Many thanks for response.

Further to our chat and on the site notice point, I believe the Fab can amend the dates in Uniform but not sure if anyone else has the access rights to that section. We got complaints last time about the manual crossing out of the date with a sharpie so if there is any way the dates can be amended and printed with the correct dates that would be ideal. But if this is not possible then the sharpie amendments will have to do.

The crucial thing is that the site notice aligns with today's start of the 14 day consultation and expires on 31st August. And that these dates on the notice (whether printed or sharpie) align with the dates on the website.

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

Barnet Online: www.barnet.gov.uk

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From: Planning Vetting <planning.vetting@barnet.gov.uk>

Sent: 17 August 2021 12:48

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

Cc: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>; [REDACTED] <[REDACTED]@Barnet.gov.uk>; [REDACTED] <[REDACTED]@barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Ferrie, Jessica

<Jessica.Ferrie@barnet.gov.uk>

Subject: RE: 20/3564/OUT - B&Q Cricklewood - 14 Day Reconsultation

Hi Carl,

Hope you are well.

Yes I will positively process this and send the re consultation on neighbour letters today ticking of both neighbours and contributors.

I tried ringing you with Sarah on clarification on the neighbour calibration that you had mentioned in your below email , could have missed you due to lunch hours. Thought will be better to speak to you once before I process the letters which the system takes more than an hour to generate due to the size being more than 4000.

I will await Fab's advise on the site notice duration change on uniform as mentioned by you if we are not going to change it using a sharpie like last time and amending it on the website later.

Regarding putting up the site notice for this Thursday . AJ would have already collected the site notices this morning. if we are doing it for this week starting 19th, it has to be put up by someone. I can arrange it for to be printed in the office if someone can collect it to put it up at the site.

Speak to you soon.

Kind regards,

Technician – Planning

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

Tel [REDACTED] | Web: barnet.gov.uk



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

Sent: 17 August 2021 12:00

To: Planning Vetting <planning.vetting@barnet.gov.uk>

Cc: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>; [REDACTED] <[\[REDACTED\]@Barnet.gov.uk](mailto:[REDACTED]@Barnet.gov.uk)>; [REDACTED]

[REDACTED] <[\[REDACTED\]@barnet.gov.uk](mailto:[REDACTED]@barnet.gov.uk)>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Ferrie, Jessica

<Jessica.Ferrie@barnet.gov.uk>

Subject: 20/3564/OUT - B&Q Cricklewood - 14 Day Reconsultation

Importance: High

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Many Thanks

Carl


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Carter, Richard

From: Planning Vetting
Sent: 17 August 2021 17:37
To: Griffiths, Carl
Subject: RE: 20/3564/OUT - B&Q Cricklewood - 14 Day Reconsultation

Hi Carl,

Good that you have checked. Trying to zip it now due to the size, will be sent to print shortly .

Have a great evening.


Technician – Planning

London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW
Tel:  | Web: barnet.gov.uk



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From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Sent: 17 August 2021 17:30
To: Planning Vetting <planning.vetting@barnet.gov.uk>
Subject: RE: 20/3564/OUT - B&Q Cricklewood - 14 Day Reconsultation

No problems if they have already gone?

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Just need Fab to amend the site notice date for the website now and then we are all good.

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From: Planning Vetting <planning.vetting@barnet.gov.uk>

Sent: 17 August 2021 17:16

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

Subject: RE: 20/3564/OUT - B&Q Cricklewood - 14 Day Reconsultation

Hi Carl ,

The re consultation letters are generated . Sarah has already sorted out the site notice this afternoon with the help of Ed.

Have a lovely evening.


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

Sent: 17 August 2021 12:00

To: Planning Vetting <planning.vetting@barnet.gov.uk>

Cc: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>; [REDACTED] <[\[REDACTED\]@Barnet.gov.uk](mailto:[REDACTED]@Barnet.gov.uk)>; [REDACTED]

[REDACTED] <[\[REDACTED\]@barnet.gov.uk](mailto:[REDACTED]@barnet.gov.uk)>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Ferrie, Jessica

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Subject: 20/3564/OUT - B&Q Cricklewood - 14 Day Reconsultation

Importance: High

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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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Carter, Richard

From: Griffiths, Carl
Sent: 17 August 2021 17:19
To: Planning Vetting
Subject: RE: 20/3564/OUT - B&Q Cricklewood - 14 Day Reconsultation

Great thank you. I will ensure that Fabien changes the dates in Uniform so the dates align

Are you able to send me a sample letter please. Once I check its OK we should be OK to go live

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: Planning Vetting <planning.vetting@barnet.gov.uk>
Sent: 17 August 2021 17:16
To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Subject: RE: 20/3564/OUT - B&Q Cricklewood - 14 Day Reconsultation

Hi Carl ,
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Have a lovely evening.

[REDACTED]
Technician – Planning

London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW
Tel: [REDACTED] | Web: barnet.gov.uk



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Sent: 17 August 2021 12:00
To: Planning Vetting <planning.vetting@barnet.gov.uk>
Cc: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>; [REDACTED] <[\[REDACTED\]@Barnet.gov.uk](mailto:[REDACTED]@Barnet.gov.uk)>; [REDACTED] <[\[REDACTED\]@barnet.gov.uk](mailto:[REDACTED]@barnet.gov.uk)>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Ferrie, Jessica <Jessica.Ferrie@barnet.gov.uk>
Subject: 20/3564/OUT - B&Q Cricklewood - 14 Day Reconsultation
Importance: High

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Carter, Richard

From: Planning Vetting
Sent: 17 August 2021 17:37
To: Griffiths, Carl
Subject: RE: 20/3564/OUT - B&Q Cricklewood - 14 Day Reconsultation

Hi Carl,

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Have a great evening.


Technician – Planning

London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW
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From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Sent: 17 August 2021 17:30
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Subject: RE: 20/3564/OUT - B&Q Cricklewood - 14 Day Reconsultation

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Carl Griffiths
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Major Projects


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From: Planning Vetting <planning.vetting@barnet.gov.uk>

Sent: 17 August 2021 17:16

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

Subject: RE: 20/3564/OUT - B&Q Cricklewood - 14 Day Reconsultation

Hi Carl ,

The re consultation letters are generated [REDACTED] has already sorted out the site notice this afternoon with the help of [REDACTED].

Have a lovely evening.

[REDACTED]

Technician – Planning

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

Tel: [REDACTED] | Web: barnet.gov.uk



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Sent: 17 August 2021 12:00

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Major Projects

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Carter, Richard

From: Planning.Consultation
Sent: 18 August 2021 09:16
To: Griffiths, Carl
Subject: FW: Objections to the Montreaux plans for B&Q site

Hi Carl,

I hope you're well

I have uploaded the comment to the system for you

Kind regards

**Technician – Building Control, Planning and Street Naming & Numbering
Development and Regulatory Services**
London Borough of Barnet | 7th Floor, 2 Bristol Avenue, Colindale, London NW9 4EW
Tel: [REDACTED]
Barnet Online: www.barnet.gov.uk Regional Enterprise: www.re-ltd.co.uk

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Registered Office: 17 Rochester Row, London, England SW1P 1QT. Registered in England 08615172.

From: [REDACTED]
Sent: 17 August 2021 17:14
To: Planning.Consultation <Planning.Consultation@Barnet.gov.uk>
Subject: Re: Objections to the Montreaux plans for B&Q site

Sorry, I do apologise for not including that. Being there was such a furore about it, no doubt hard to forget or slide under the carpet to be ignored, no? You know 25 storey sky scraper jammed in the grotty corner of Barnet in Cricklewood? I know you have soooooo many other 25 story sky scrapers being built all over B&Q in Barnet at the moment.

My bad. Here you go.

20/3564/OUT

Kind regards,

Carol Reeman

On Mon, Aug 16, 2021 at 4:53 PM Planning.Consultation <Planning.Consultation@barnet.gov.uk> wrote:

Good afternoon,

Please can you provide the reference number for the application you're commenting on so I can forward the comment to the officer on the case

Kind regards



Technician – Building Control, Planning and Street Naming & Numbering

Development and Regulatory Services

London Borough of Barnet | 7th Floor, 2 Bristol Avenue, Colindale, London NW9 4EW

Tel: 

Barnet Online: www.barnet.gov.uk Regional Enterprise: www.re-ltd.co.uk

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Registered Office: 17 Rochester Row, London, England SW1P 1QT. Registered in England 08615172.

From: 
Sent: 12 August 2021 14:04
To: Planning.Consultation <Planning.Consultation@Barnet.gov.uk>
Subject: Objections to the Montreaux plans for B&Q site

I was not able to put forth my objections at the time, but I also felt what was the point as the committee had already made way for this to happen. There has to be a reason to submit basically the same planning albeit small changes and actually reverting back to the original height as wanted to show giving way when you basically gave the same thing as before.

The height is not in keeping of the area, those monstrosities blighting the corner of our town with no infrastructure to support it. I could understand if there was social housing but there isn't any. But regardless it seems no matter how we object to the height, Barnet still plows on with this horrific skyscraper programme. If it was 9 storey high that would be acceptable but instead we have a potential Grenfell disaster being built. Even 9 storeys is high but tolerable. Not 19!

Does it not concern the council where these children will be going to school or where medical care will come from as doctor's surgeries are already overburdened. The cycle network is a joke.

Please see reason - we must move with the time but 19 - 25 storey apartments are out of order for the area.

Kind regards,

Carol Reeman

26A Langton Road

Cricklewood NW2 6QA



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Please note: Information contained in this e-mail may be subject to public disclosure under the Freedom of Information Act 2000 or the Environmental Information Regulations 2004.

This message has been scanned by Exchange Online Protection.

Carter, Richard

From: John Mumby <jmumby@iceniprojects.com>
Sent: 19 August 2021 15:16
To: Griffiths, Carl
Subject: RE: 20/3564/OUT - B&Q Cricklewood

Afternoon Carl,

Hope all good.

Few things to pick up on:

- 1) Heads of Terms – have you been able to go through the doc that [REDACTED] sent across as yet?
- 2) Final report from BNPP on viability. I appreciate that this is somewhat out of date now, but did you ever receive the final report. I would hate for this to be questioned at Committee
- 3) Do you know when the internal Members Briefing is before the 9th September Committee date?

Many thanks

John

John Mumby BA (Hons)
Director, Planning

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email: jmumby@iceniprojects.com



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From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Sent: Tuesday, August 17, 2021 11:34 AM
To: John Mumby <jmumby@iceniprojects.com>
Cc: [REDACTED]@montreaux.co.uk <[REDACTED]@montreaux.co.uk>
Subject: RE: 20/3564/OUT - B&Q Cricklewood [Filed 18 Aug 2021 09:42]

Thanks John


All received. Will get on it now and confirm once we go live

Carl Griffiths
Principal Planner
Major Projects

**Strategic Planning and Regeneration
Regional Enterprise**

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T: 0208 359 5400

Barnet Online: www.barnet.gov.uk

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From: John Mumby <jmumby@iceniprojects.com>

Sent: 17 August 2021 11:26

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

Cc: [REDACTED] <[\[REDACTED\]@montreaux.co.uk](mailto:[REDACTED]@montreaux.co.uk)>; [REDACTED] <[\[REDACTED\]@montreaux.co.uk](mailto:[REDACTED]@montreaux.co.uk)>

Subject: RE: 20/3564/OUT - B&Q Cricklewood

Importance: High

As promised Carl – please see attached revised parameter plan, design guidelines and new ES Statement of Conformity.

Would be grateful if you could please confirm receipt and also when the consultation letters go out today.

Many thanks
John

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From: John Mumby <jmumby@iceniprojects.com>
Sent: Monday, August 16, 2021 2:55 PM
To: Griffiths, Carl <carl.griffiths@barnet.gov.uk>
Cc: [REDACTED] <[\[REDACTED\]@montreaux.co.uk](mailto:[REDACTED]@montreaux.co.uk)>
Subject: 20/3564/OUT - B&Q Cricklewood

Afternoon Carl,

Hope you are well.

We are expecting the revised parameter plan, design code and new ES Statement of Conformity this afternoon. I'll pass across once they come in, but in the meantime (to prep for the reconsult), please see below revised DoD.

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 1,049 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 18 storeys along with car and cycle parking landscaping and associated works (this application is accompanied by an Environmental Statement)

Many thanks

John

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Director, Planning

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