

## **Golders Green Station**

### **Draft Planning Brief**



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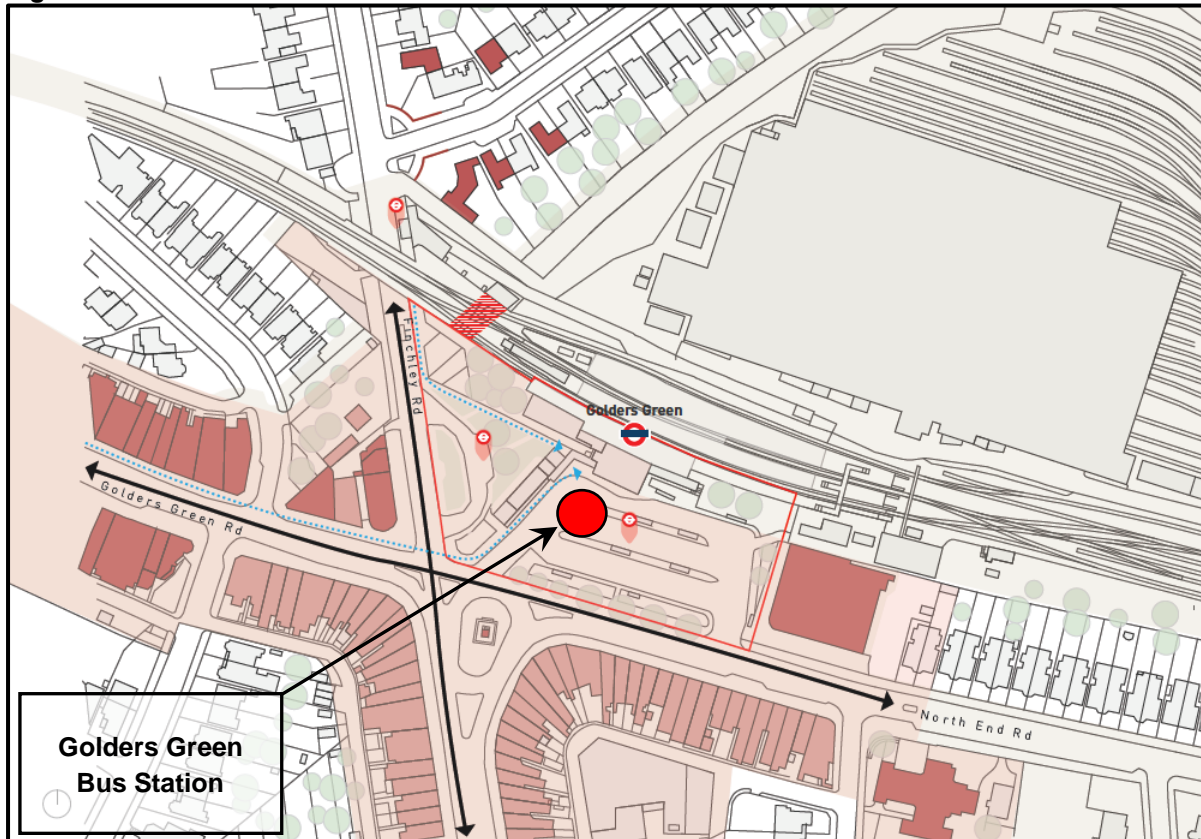




## 1.2 Background

- 1.2.1 This Planning Brief has been developed in consultation with Transport for London (TfL) in its capacity as owner/operator of the Golders Green Bus Station (“the Bus Station”). As part of its strategic planning function, TfL has been reviewing the operational capacity of the Bus Station (see *Figure 2* below) and its ability to meet anticipated future bus and coach requirements over the next 25 years, whilst simultaneously delivering residential development and enhancements to the public realm through the development of an integrated transport node.

**Figure 2: Golders Green Bus Station**



- 1.2.2 The Bus Station and Underground Station together with forecourt were previously identified as a proposal in the Unitary Development Plan, adopted in 2006. The 1.7 ha site (proposal H22) was allocated for the re-development of the Underground Station, train lines, station forecourt and Bus Station, excluding the works access road. The proposal included an integrated transport interchange together with an element of mixed retail (Use Classes A3, A4 and A5) and small scale business uses. Further details on the emergence of Proposal H22 and its weight as a material consideration is set out under *Sections 4.2.3 and 4.2.4* below.



**1.2.3** A Town Centre Strategy for Golders Green is being developed and will reflect this strategic site as well as identify other development opportunities within the Town Centre. The Strategy will define the overall vision for the area, identify local issues, as well as suggest future improvements and developments which may be directly delivered or brought forward. Specifically, it will assist in guiding future investment and development proposals by both the private sector and TfL, ensuring they appropriately address local issues, including improvements to public realm, social infrastructure, transport and housing.

### 1.3 The Site

**1.3.1** The Site comprises two separate parcels of land. Site 'A' (The Bus Station), is approximately 2.2 hectares and comprises the Bus Station and immediately surrounding public highways that includes the Clock Tower War Memorial ("the War Memorial") and is outlined in red on *Figure 3* below. Site A is within Golders Green Town Centre and is the primary focus of this Planning Brief.

**Figure 3: Site Composition**



**1.3.2** The second land parcel, 'Site B', includes the Underground Station, depot and sidings and is outlined in yellow on *Figure 3* above. Site B covers approximately 8.1 hectares and is outside of Golders Green Town Centre. Site B remains of operational importance to TfL and is therefore not likely to come forward as a development opportunity within the next 10-15 years.

- 1.3.3** Site specific Planning Briefs provide an opportunity to bridge the gap between the provisions of the Local Plan and the requirements of any future planning application for a site. Following discussions with TfL a planning application is more likely to come forward on Site A, therefore this Brief prioritises Site A as the key focus and sets out high level parameters for any future development of Site B.

## **1.4**      **Objectives**

- *A sustainable mixed use development, which respects and enhances the distinctive historic environment of Golders Green*
- *Supports a successful and vibrant town centre that serves the needs of residents, workers and visitors*
- *Creates high quality public realm that engenders civic pride and serves as a focal point for Golders Green*
- *Provides safe, effective and efficient travel within an accessible public transport interchange through improved transport connectivity and land use integration*

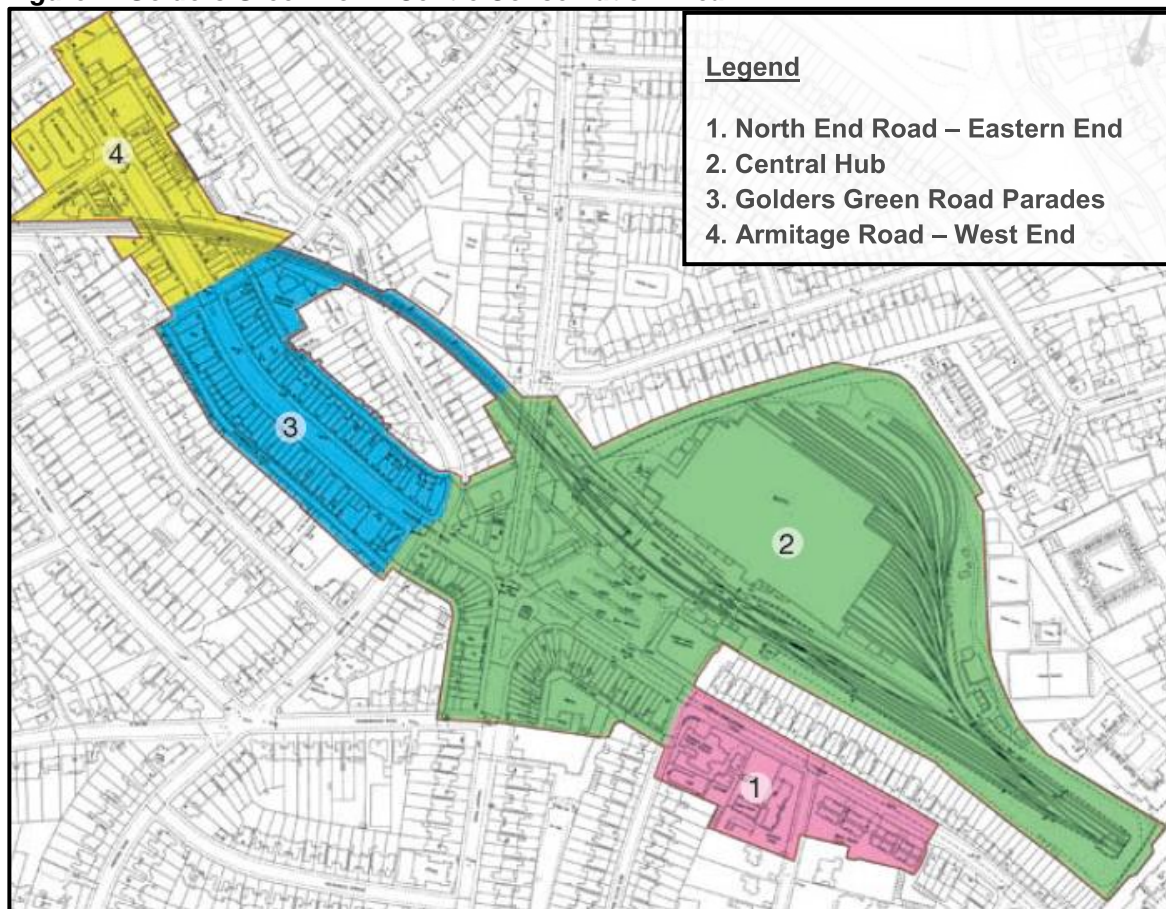


## 2.0 Site Context and Surrounding Area

### 2.1 Location

- 2.1.1 Golders Green is a suburb which grew rapidly in the earlier part of the 20<sup>th</sup> century when the Northern Line Underground station opened in 1907 and trams began to serve Finchley Road in 1909. The distinctive shopping parades of the town centre emerged shortly after and now form the heart of the Golders Green Conservation Area (Designated 1998).
- 2.1.2 Within the town centre, the Bus Station straddles two main roads; Finchley Road which runs north-south and Golders Green/North End Road which runs east-west. The junction of these roads is defined by the War Memorial. The Golders Green Hippodrome (A Grade II listed concert hall, now a Christian centre) borders the eastern boundary of the Bus Station. Reflecting the heritage of Golders Green, there are a large number of listed, locally listed, and unlisted “positive” buildings within the town centre (*Refer Appendix A – Townscape Appraisal Map*).
- 2.1.3 As shown in *Figure 4* below, the Golders Green Town Centre Conservation area comprises four ‘character’ areas, of which Golders Green Station is located within the ‘Central Hub’ character area.

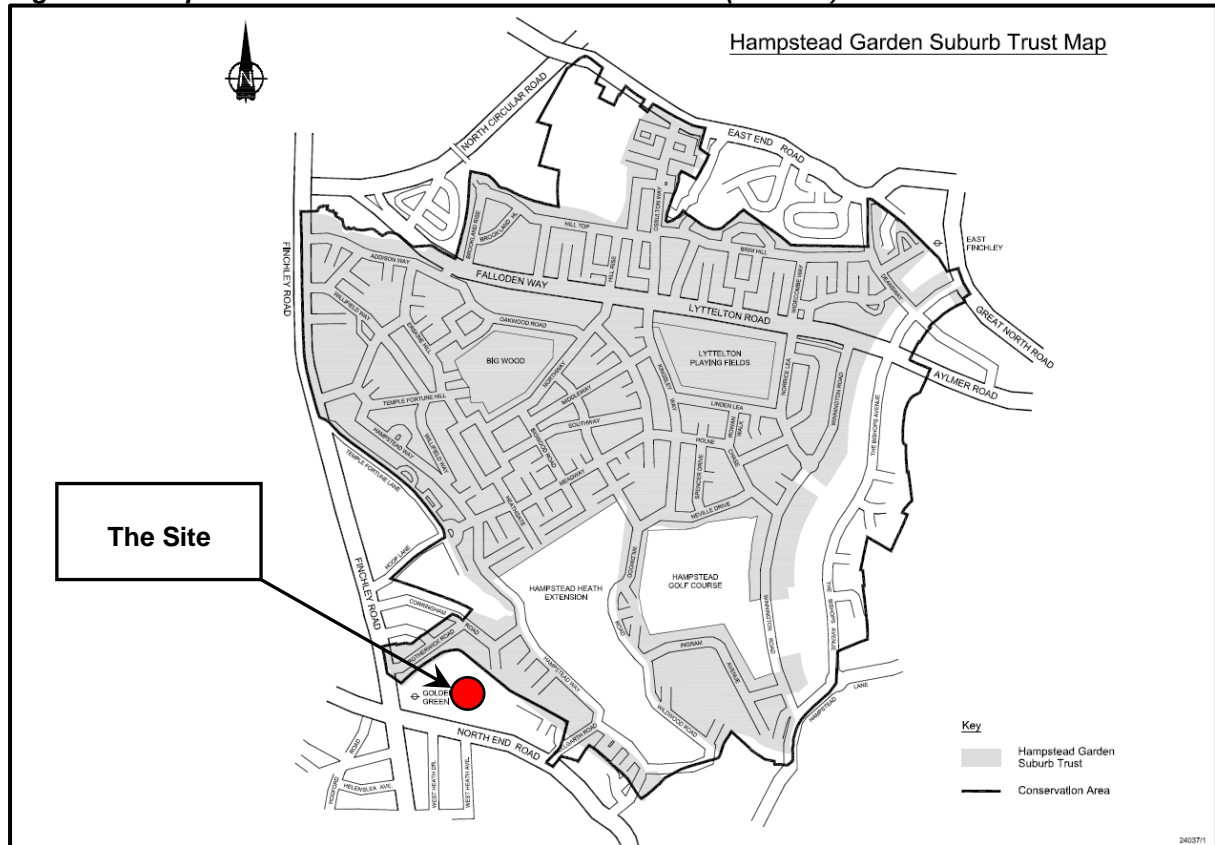
**Figure 4: Golders Green Town Centre Conservation Area**





- 2.1.4 As shown in *Figure 5* below, the north-east boundary of the Site adjoins the Hampstead Garden Suburb Conservation Area (Designated 1968). The Hampstead Garden Suburb Conservation Area (HGSCA) is internationally recognised as one of the finest examples of early twentieth century domestic architecture and town planning.

**Figure 5: Hampstead Garden Suburb Conservation Area (HGSCA)**



## 2.2 Current Land Use

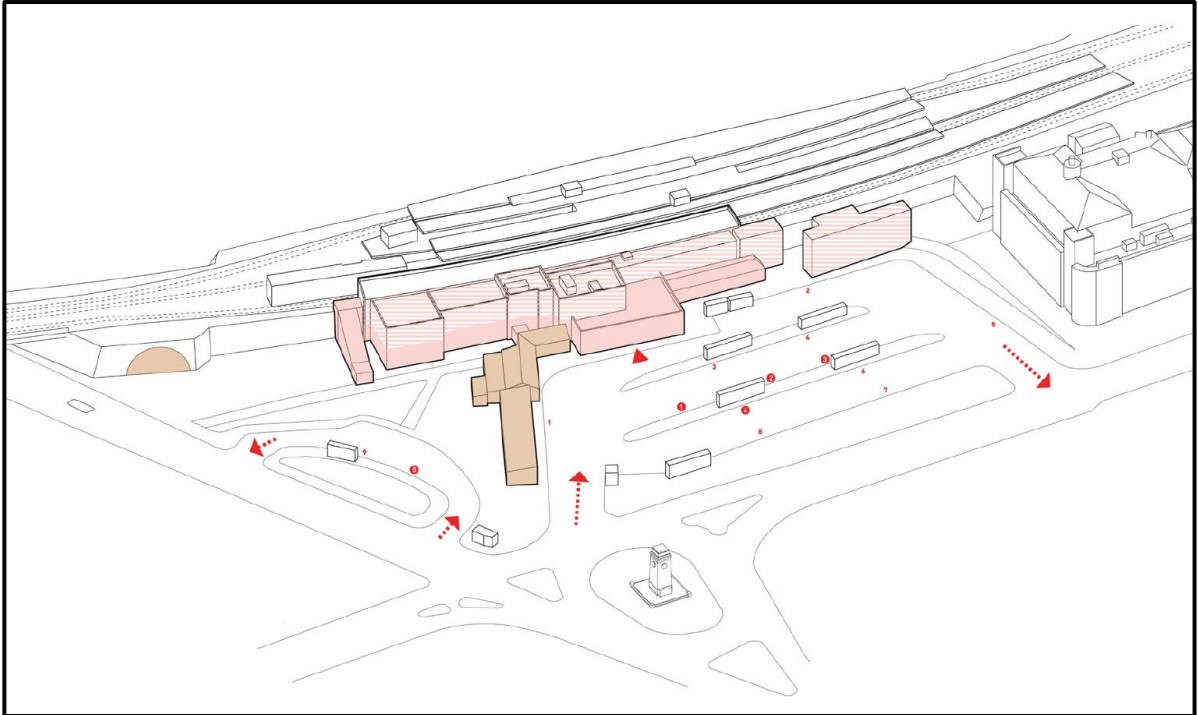
### *The Golders Green Station site (“the Site”)*

- 2.2.1 Combining a major bus station, underground station, National Express coach-interchange, retail units, train depot and sidings, the Golders Green Station site performs an integral role of a public transport interchange that functions as a gateway to Golders Green Town Centre and London.

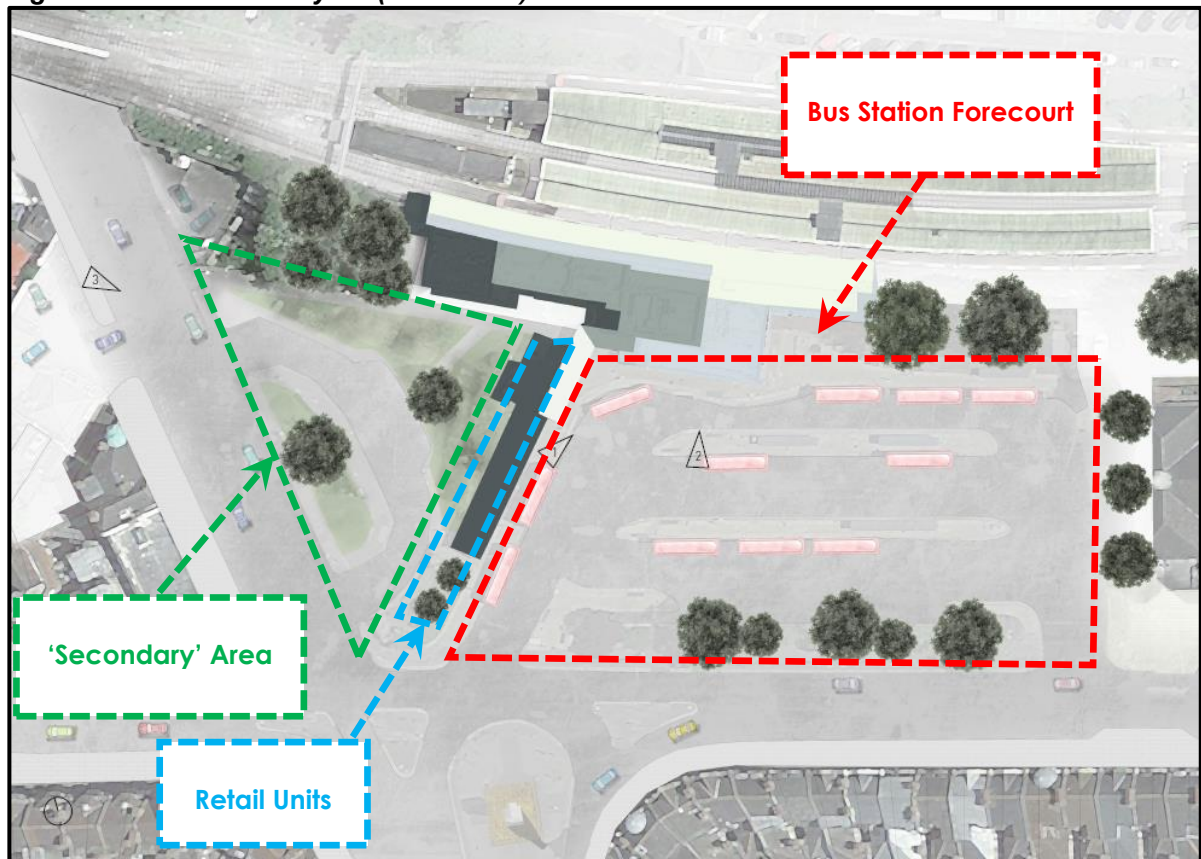
#### **Site A – The Bus Station**

- 2.2.2 Site A is primarily occupied by the Bus Station, which is divided into two areas as shown in *Figures 6 and 7* below. The larger area is the Bus Station forecourt; accessed directly from the Finchley and North End/Golders Green Road junction has provision for 1 double length bus stop, 7 single length bus stops, 2 coach stops and 8 bus stands.

**Figure 6: Existing Bus Station Layout (Plan)**



**Figure 7: Bus Station Layout (Illustrative)**



**2.2.3** The smaller secondary area, with access and egress off Finchley Road, is served by School Bus 631 and Hopper Bus H2 and H3. This area has green open space and soft landscaping. A parade of kiosks on Station Forecourt front the western boundary of the Bus Station forecourt and are classified as 'Secondary Shopping Frontage' of the Golders Green

Town Centre. The kiosks include a café, taxi company, and convenience retail offerings.

- 2.2.4 There are several trees located within Site A, some of which define its boundaries. These include a series of mature trees set within shallow planters along the southern boundary of the Bus Station on North End Road. A raised planter of trees also exists on the eastern boundary of the Bus Station adjoining the Hippodrome. *Figure 8* below illustrates the open space provided by the Bus Station.

**Figure 8: Bus Station Open Space**



### **Site B – Underground Station, Depot and Sidings**

- 2.2.5 The Underground Station is entered at ground level from the main entrance fronting North End Road with staircases and lifts connecting to the high-level platforms and tracks. There is a secondary station entrance off Finchley Road but this is not currently in use and has been disused for several years.
- 2.2.6 The depot and sidings area is a key operational asset for London Underground and is one of four on the Northern Line. It also incorporates London Underground Limited (LUL) operational facilities. There is a service vehicle access road from Chandos Way.
- 2.2.7 Site B also includes an electricity sub-station directly to the east of the Underground Station to the rear of the Hippodrome.

## **2.3 Site Characteristics**

- 2.3.1 The junction of Finchley Road and North End/Golders Green Road is largely defined by the War Memorial. This area of North End Road forms the vibrant heart of Golders Green Town Centre. Although vibrant, the Bus Station does not present a sense of arrival that matches the quality of the surrounding townscape.



- 2.3.2** The Bus Station has an open character in contrast with the opposing parades built up to the public highway and which sweep around the intersection of North End Road and Finchley Road.
- 2.3.3** To the west of the Bus Station along Finchley Road between the Railway Arches and Golders Green/North End Road there are a mix of uses including a Public House (The Refectory), Hotel (Hotel Unique), Café (Coffee Pound), Professional Services (Moreland), Shop (Chiltern Marble) and a small car park that incorporates a disused pumping station.
- 2.3.4** The Railway Arches and Bridge at Finchley Road are another key feature of Site A providing a clear barrier to the depot and shunting sheds. Site B is predominantly characterised by the railway buildings to the north of the Underground Station. Key buildings are the depot and shunting sheds that are of simple utilitarian design and three storeys in height as shown below in *Figure 9. These are not without character and serve as a reminder of the close association of the railways with the development of Golders Green.* Moreover, as shown in *Appendix A – Townscape Appraisal Map*, the Railway Depot and Shunting sheds are identified as ‘positive’ buildings which provide a positive contribution to the character and appearance of the Golders Green Town Centre Conservation Area.

**Figure 9: Railway Depot and Shunting Sheds (Site B)**



- 2.3.5 Railway sidings surround the depot and shunting sheds to the north. These are separated from the adjoining residential area by a landscape buffer of mature trees which soften the interface between the residential and industrial land uses.

## 2.4 Built Character

- 2.4.1 The built character of the surrounding area comprises a variety of building styles and materials predominantly built within two principal phases of development at the turn of the 20<sup>th</sup> century. As shown in *Figure 10* below, a high concentration of identified heritage assets surrounds the Site and forms part of the Golders Green and Hampstead Garden Suburb Conservation Areas.

**Figure 10: Identified Heritage Assets**



- 2.4.2 To the east, west and south of Site A lies distinctive shopping parades consisting of two, three and four storeys with ground floor retail and residential flats above. The parades are of a high quality and comprise a diversity of architectural styles that include late Victorian, English Renaissance, Art Nouveau and Baroque.

**2.4.3** Landmark buildings and structures including the Hippodrome, No.897 Finchley Road (Corner Golders Green Road, Grade II listed, classical style built in Portland Stone) and the War Memorial (Grade II listed, Portland Stone) are also located to the east, west and south of Site A respectively.

**2.4.4** The streets surrounding Site B contain many listed properties along Rotherwick Road, Corringham Road and Corringway. These properties form part of the HGSCA. The Golders Green Crematorium, one of the oldest crematoria in Britain opened in 1901 and comprising 3 ha of gardens, is located approximately 250 metres to the north of Site B.

## **2.5**      **Topography**

**2.5.1** The extent of level changes across the site is currently unknown. Topographical drawings/surveys will therefore need to be provided in the event of a planning application. These drawings should include cross sections showing the relationship between proposed developments and adjoining built environments.

**2.5.2** Observations of the site indicate that there are no significant level changes on the site itself. However, the land form slopes gently upwards travelling east and south from the Bus Station along North End Road and Finchley Road respectively.



## 2.6 Views and Vistas

- 2.6.1 There are several key views, focal points and landmarks surrounding the Site which provide a significant contribution to the quality and character of the townscape. Any proposed development of the Site must therefore give due regard to existing views. As shown in *Figure 11* below, elevated vantage points to the east of Site A provide clear views of locally listed shopping parades of North End Road opposite the Bus Station.

**Figure 11: North End Road view from east**



- 2.6.2 Travelling west along North End Road towards the junction of Finchley Road and North End/Golders Green Road, the land becomes level at the location of the Hippodrome as pictured in *Figure 12* below.

**Figure 12: North End Road view of Hippodrome from east**



- 2.6.3 As shown in *Figures 13, 14 and 15* below, the openness of the Bus Station provides for clear views of the Hippodrome from the west. As the principal elevation of this building, any development of Site A should ensure a site responsive design approach to mitigate any adverse impacts on existing views.

***Figure 13: Golders Green Road view towards the Hippodrome from west***



***Figure 14: Finchley Road view towards the Hippodrome from west***





**Figure 15: View of Hippodrome from the Bus Station**



2.6.4 As shown in *Figure 16* below, there are views of the War Memorial and Underground Station from the north. Any proposed development of Site A should be cognisant of the relationship of the War Memorial to its surrounding setting, particularly with respect to height, scale and mass.

**Figure 16: Finchley Road View from south**

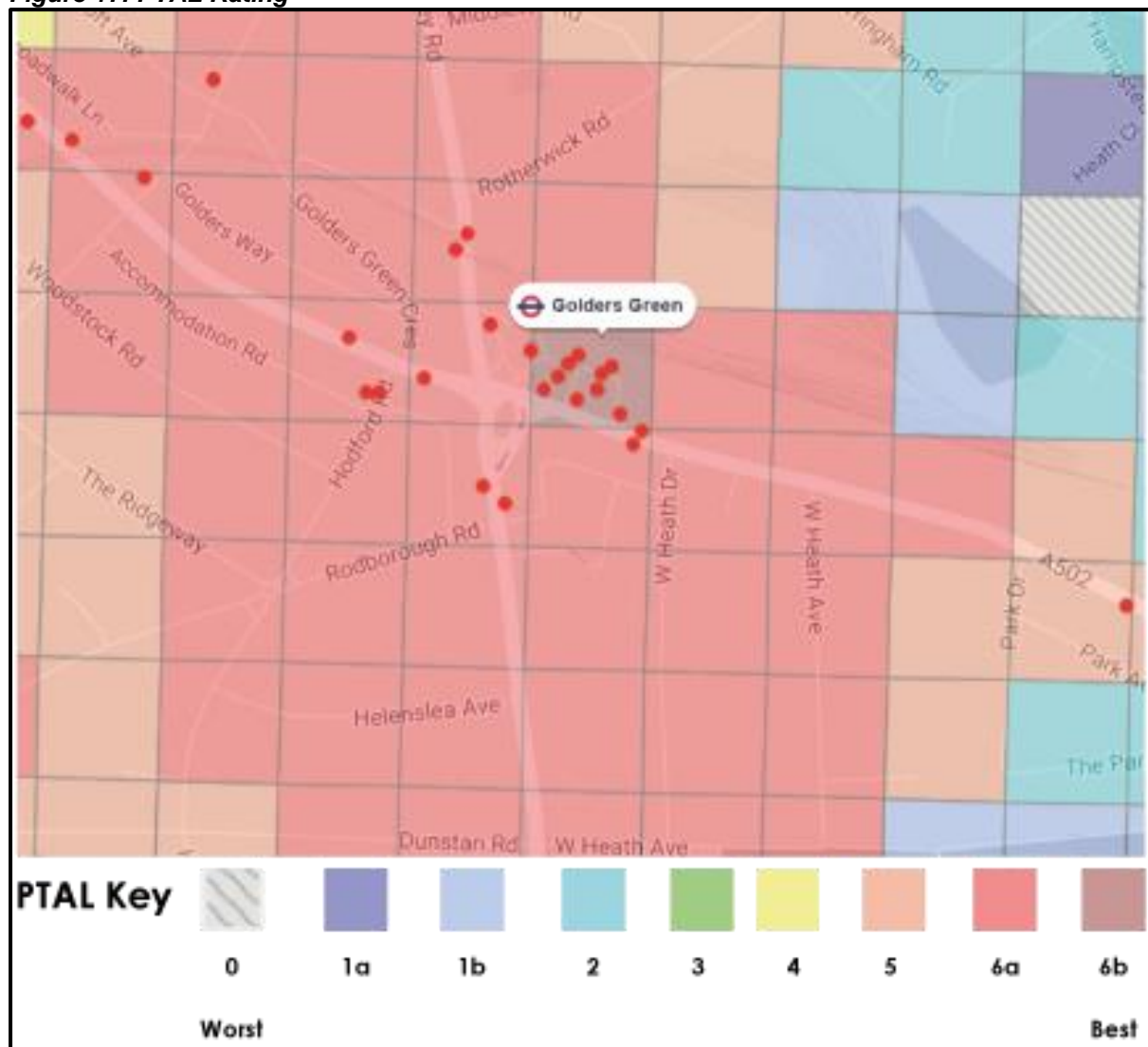




## 2.7 Transport and Accessibility

- 2.7.1 The Bus Station is a major transport hub for TfL Buses. It also serves National Express coaches as a strategic stop between north and central London, serving as an important public transport mode interchange where commuters can conveniently access the Underground network. As shown below in *Figure 17*, the Bus Station and surrounding area has excellent public transport accessibility with a Public Transport Accessibility Level (PTAL) of 6b, the highest in the Borough. Direct access to Site B can only be achieved via the service road access from Finchley Road. There are no pedestrian linkages between Sites A and B.

**Figure 17: PTAL Rating**



## 2.8 Pedestrian Movement

2.8.1 Figure 18 below illustrates the extent to which the pedestrian environment of the town centre is segregated around the location of the Finchley Road and Golders Green/North End Road junction. Routes shown in red are well connected and easy to navigate whereas blue lines are more disconnected.

2.8.2 The existing configuration of the Finchley Road and Golders Green/North End Road junction results in a pedestrian environment that is disconnected and difficult to navigate

**Figure 18: Pedestrian Connectivity**



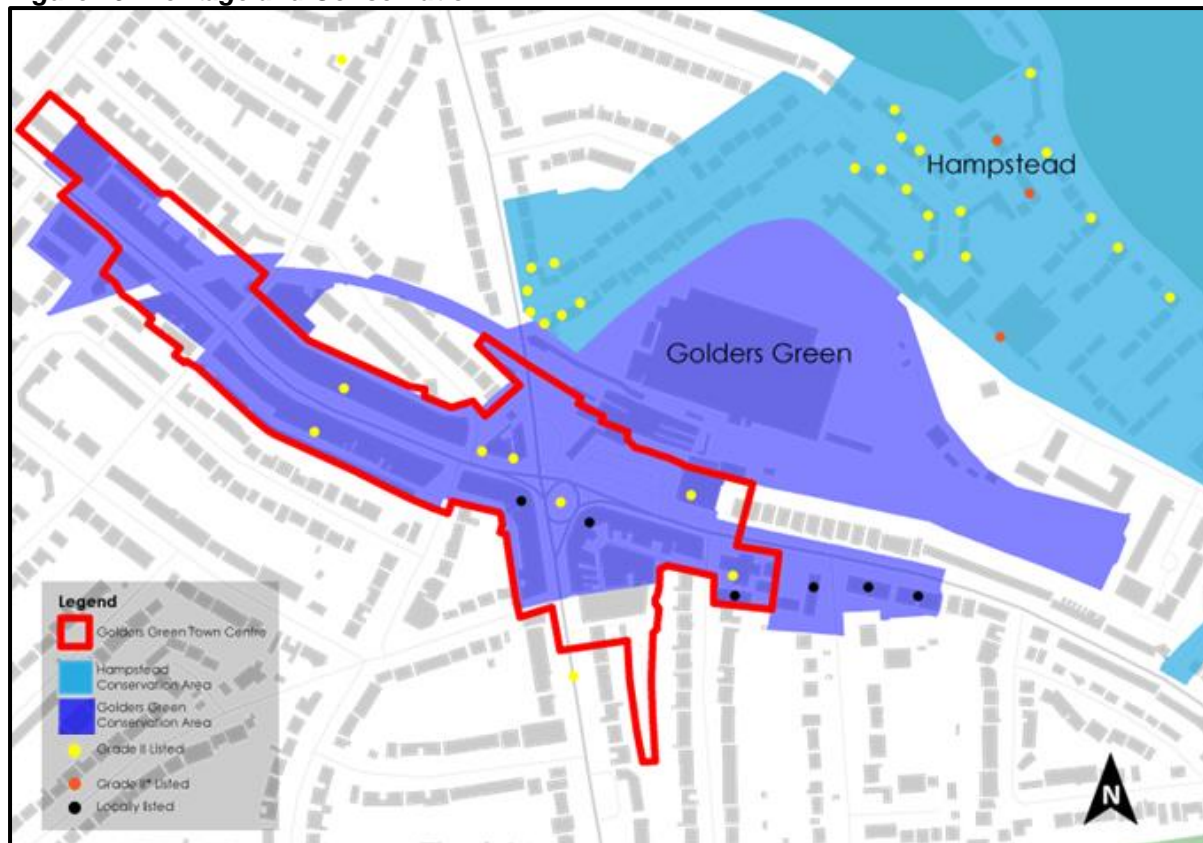


## 3.0 Constraints to Development

### 3.1 Heritage Constraints

- 3.1.1** As shown in *Figure 19* below, there is a significant presence of identified heritage assets surrounding the Site in all directions. As mentioned under *Section 2.6.3*, the Hippodrome has its principal elevation fronting the eastern boundary of Site A. Any development of Site A coming forward (towards North End Road) should not pose an adverse impact on views of the Hippodrome.

**Figure 19: Heritage and Conservation**

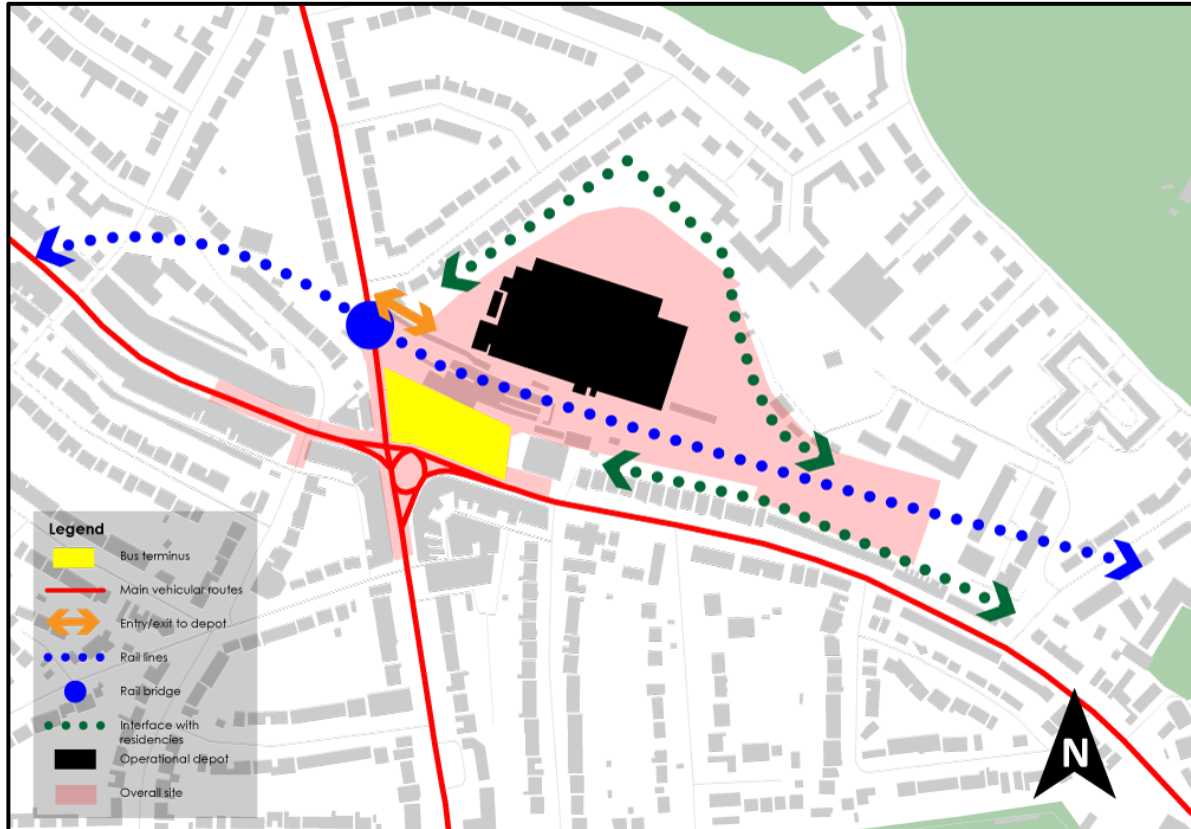


- 3.1.2** Located immediately to the west of Site A is the HSBC building of No. 897 Finchley Road, built in Portland stone and of two storeys in height. Directly adjacent is the War Memorial that sits within a traffic island amidst the junction of Finchley Road and Golders Green/North End Road. Directly opposite the Bus Station lies the four-storey, locally listed shopping parades that curve around North End Road and into Finchley Road creating a defined edge of consistent height.
- 3.1.3** Any development of Site A should have due regard by way of appropriate heights, scale, massing, design and siting of the historic setting of these heritage assets.

## 3.2 Physical Constraints

**3.2.1** Figure 20 below shows that the Site is constrained by North End Road to its south and Finchley Road to its west coupled with residential area that forms part of the HGSCA to the northern and eastern boundaries.

**Figure 20: Physical Constraints Map**



**3.2.2** The junction of Finchley Road and Golders Green/North End Road is a heavily congested and busy intersection with limited space that is in competition for use by vehicles and pedestrians. This situation is further exacerbated by a bus station that is operating at capacity with no ability to respond to increased demand for public transport services.

**3.2.3** The curtilage of the Site is also constrained by adjacent buildings and structures; the Railway Arches Bridge over Finchley Road represent a physical constraint as existing structures that any future development would need to integrate with in an appropriate manner.

**3.2.4** Notwithstanding the extent of land area comprising Site B, this portion of the Site is heavily constrained in terms of the nature of the existing land use in operation. There are significant complexities in terms of not only coordinating a redevelopment proposal on Site B given the limited access, but also the implications regarding the very scale of development that would be required to realise its development potential due to logistical practicalities and infrastructure costs associated with relocating the Railway Depot and sidings.

## 4.0 Policy Framework

- 4.0.1** This section provides an overview of the existing policy context against which any planning application will be assessed by the Council. Rather than provide an exhaustive list of applicable policy, this Planning Brief provides a summary of the key policy issues as they relate to the Site. As this brief is intended to supplement adopted policy it should be read in conjunction with Barnet's Local Plan and London Plan where applicable. It is not intended to repeat the policies set out within them.

### 4.1 National and Regional Policy

#### *National Planning Policy Framework (March 2012)*

- 4.1.1** In March 2012, the Government published the National Planning Policy Framework (NPPF) which streamlines national planning policy into a consolidated set of priorities replacing Planning Policy Statements and Planning Policy Guidance. As outlined under paragraph 14, the fundamental premise of the NPPF is the delivery of sustainable development and economic growth with the presumption in favour of sustainable development being the golden thread of the document (2012, p.4). The purpose of the planning system is therefore to contribute to the achievement of sustainable development through supporting mutually beneficial outcomes in a social, economic and environmental sense as follows:

- Social role of supporting strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations and by creating a high quality built environment;
- Economic role of contributing to building a strong, responsive and competitive economy; and
- Environmental role of contributing to the protection and enhancement of our natural, built and historic environment.

- 4.1.2** The interconnected nature of the above roles means they are not to be viewed in isolation but rather as cross dimensional functions. Any development of the Site will therefore be required to bring forward mutually beneficial outcomes. For example and as outlined under paragraph 8 of the NPPF (2012, p.3):

*“economic growth can secure higher social and environmental standards, and well-designed buildings and places can improve the lives of people and communities”.*

- 4.1.3** In this regard the NPPF is clear in directing that:

*“planning should operate to encourage and not act as an impediment to sustainable growth” (2012, p.6).*



- 4.1.4** That is, to achieve sustainable development, through proactively supporting economic growth, boosting significantly the supply of housing, promoting competitive town centres and seeking high quality design. The NPPF notes that considerable weight should be given to the protection of heritage assets and promotes sustainable transport where the need to travel will be minimised and the use of sustainable transport modes is maximised (2012, p.10).
- 4.1.5** One of the core principles underpinning the planning system and as outlined under paragraph 17 of the NPPF (2012, p.5) is that planning should not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives. Furthermore, the planning system should conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of both current and future generations.
- 4.1.6** The NPPF (2012, p.14) also outlines the importance of good design as a key aspect of sustainable development, that which is indivisible from good planning, and should contribute positively to making places better for people. In determining applications, the NPPF stipulates that an applicant should be required to describe the significance of any heritage assets affected, including any contribution made by their setting. With respect to the level of detail, it:
- “should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance”* (2012, p.30).
- 4.1.7** The fundamental importance of ensuring balanced outcomes that sustain and enhance the significance of heritage assets. In this regard new development should make a positive contribution to local character and distinctiveness. Striking the correct balance is therefore crucial for any development of the Site. An exhaustive list of NPPF provisions as they relate to the Site has been tabled within a policy matrix which can be found in *Appendix B – Planning Policy Matrix*.

#### **The London Plan (March 2016)**

- 4.1.8** The London Plan is the spatial development strategy for London and provides a strategic plan for London through establishing an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.
- 4.1.9** The London Plan legally forms part of the statutory development plan for Barnet and therefore relevant London Plan policies need to be taken into account when planning decisions are taken.

- 4.1.10** As outlined under *Policy 2.8 – Outer London: Transport*, it is a strategic objective to enhance accessibility by improving links to and between town centres and other locations by different modes of transport. Further, to provide for transport and land use integration and ensure that rail, bus and other transport networks function better as integrated systems and better cater for both orbital and radial trips. *Policy 6.1 – Strategic Approach* (2016, p.225) therefore seeks to encourage the closer integration of transport and development through encouraging patterns and nodes of development that reduce the needs to travel, especially by car, and seeks to improve the capacity and accessibility of public transport, walking and cycling. In this regard *Policy 6.1* (Ibid.) seeks to support development that generates high levels of trips at locations with high levels of public transport accessibility and/or capacity.
- 4.1.11** As highlighted under *Policy 2.15 – Town Centres*<sup>1</sup>, development proposals should sustain and enhance the vitality and viability of town centres. Town centres should therefore accommodate economic and/or housing growth intensification and selective expansion in appropriate locations subject to local context. To this end development proposals are to support and enhance the competitiveness, quality and diversity of town centre retail, leisure, employment, arts and cultural, other consumer services and public services. Furthermore, development proposals should not only promote access by public transport, walking and cycling but also reduce delivery, servicing and road user conflict. A pertinent point of *Policy 2.15* (Ibid.) is that any development is to be in scale with the centre whilst contributing towards an enhanced environment such as through improvements to the public realm.
- 4.1.12** *Policy 3.12 – Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes* supports the maximum reasonable provision of affordable housing. It suggests that negotiations should take account of individual site circumstances including development viability.
- 4.1.13** Notwithstanding the strategic objectives of the above policies, it is also noted that having regard to the local character of an area is of the utmost importance. This is reflected within *Policy 7.4 – Local Character* which stipulates that “development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings”<sup>2</sup>. In this regard development should not only protect but improve an area’s visual or physical connection with natural features having regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass.

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<sup>1</sup> London Plan (March 2016), p.70

<sup>2</sup> London Plan (March 2016), p.288

- 4.1.14** *Policy 7.8 – Heritage Assets and Archaeology* is unequivocal in stressing the importance for development to “identify, value, conserve, restore, re-use and incorporate heritage assets” (2016, p.295). Any development affecting surrounding heritage assets should therefore come forward in a manner that conserves their significance and is sympathetic to their form, scale, materials and architectural detail (Ibid.).
- 4.1.15** *Policy 3.3 – Increasing Housing Supply* establishes the pressing need for more homes in London to promote opportunity and provide a choice for all Londoners. *Policy 3.4 – Optimising Housing Potential* (2016, p.100) is clear in stating that housing developments should represent the highest quality internally, externally and in relation to their context and to the wider environment.
- 4.1.16** Table 3.2 – Sustainable Residential Quality (Density) Matrix of the London Plan sets out a density matrix intended to guide development proposals based on access to public transport and the setting of a location.
- 4.1.17** The density range for an ‘Urban’ setting (Site A) suggests provision for 200-700 habitable rooms per hectare based on a PTAL rating of between 4 to 6. For a ‘Suburban’ setting (Site B) with a PTAL rating of 4 to 6 a density range, of 200-350 habitable rooms per hectare is suggested.
- 4.1.18** The design of all new housing developments should enhance the quality of local places, taking into account physical context; local character; density; tenure and land use mix; and relationships with, and provision of, public, communal and open spaces, taking particular account of the needs of children, disabled and older people.

### **A City for All Londoners**

- 4.1.19** ‘A City for All Londoners’ October 2016 sets out the ambitions of the Mayor and outlines how TfL land across London has the potential to accommodate new homes in the future. A key message of the document is the centrality of the transport system to the overall success of London. The document outlines that the transport system will be a major lever in the implementation of key future policies, especially those concerning air quality, housing and economic development.
- 4.1.20** The document also outlines the Mayor’s vision to intensify residential development around stations and well-connected town centres as part of a strategy to encourage mixed-use development and intensification. The document sets out that housing development should be concentrated at higher densities around transport infrastructure to make the best use of space and connectivity.



## **The Mayor's Transport Strategy**

**4.1.21** The Mayor's Transport Strategy (MTS) May 2010 sets out the Mayor's vision for transport in London over the next 20 years. It describes how TfL and its partners, including the London boroughs, will deliver that vision.

**4.1.22** Aspects of the *MTS* with relevance to the site include but are not limited to:

- Supporting a range of transport improvements to help improve connectivity and promote the vitality and viability of town centres, and that provide enhanced travel facilities for pedestrians and cyclists'
- Ensuring that the design and layout of development sites maximise access on foot, cycle and to public transport facilities;
- Improving the efficiency and effectiveness of the operation of the transport system;
- Encouraging the use of more sustainable, less congesting modes of transport;
- Expanding the capacity and quality of public transport services, improve passenger comfort and customer satisfaction, reduce crowding, and improve road user satisfaction; and
- Improving transport's contribution to the built and natural environment.

## **Other Transport Strategies and Guidance**

**4.1.23** In 2009, TfL released its *Interchange Best Practice Guidelines*. This document and accompanying website provides advice and guidance to those within TfL and its delivery partners, including London Boroughs. The focus of these guidelines is on multi-modal interchange between one mode of public transport and another, for example between bus and train. It also considers interchange between public transport and the feeder modes used to get to and from the interchange, for example walk, cycle or motor vehicle.

## **4.2 Local Planning Policies**

### **Barnet's Local Plan**

**4.2.1** The Local Plan is the development plan and the statutory basis for decision making. Barnet's Local Plan seeks to embody spatial planning – the practice of 'place shaping' to deliver positive social, economic and environmental outcomes through providing the overarching local policy framework for delivering sustainable development in Barnet. Barnet's Local Plan consists of a suite of Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs).

- 4.2.2** As the most important policy document, the Core Strategy DPD articulates the 'vision' for the Local Plan and the most fundamental, cross cutting objectives and policies that the Council and its partners will seek to deliver.
- 4.2.3** As highlighted under Section 1.2.2 above, the Bus and Underground stations together with forecourt were previously identified as a proposal in the Unitary Development Plan adopted in 2006. The 1.7 ha site (proposal H22) was allocated for an integrated transport interchange together with an element of mixed retail (classes A3, A4, A5) and small scale business uses. Although the 2006 Unitary Development Plan policies that supported this proposal have now been replaced by the Local Plan adopted in 2012 the allocation H22 still appears on the UDP Proposals Map which has not been updated with the Local Plan. The proposal still has weight as a material consideration and regard should be had to its merits as part of the 2004 UDP inspector's Report.
- 4.2.4** The proposals for Site h22 attracted a large numbers of objections as the UDP emerged with concerns expressed about the impact of a large development on local shops, traffic and parking problems as well as the character of the two conservation areas. London Underground reduced the size of the developable area from 5.4ha to 1.7ha and removed the maintenance depot, with the smaller site centred upon the underground station, the train lines, station forecourt and bus station. The UDP Inspector highlighted the need to improve facilities for travellers passing through this area and for a scheme to be financially viable by the inclusion of income generating development. The Inspector highlighted the very difficult challenge is to get the balance right, to achieve a result that preserves and, preferably, enhances the unique character of the heart of Golders Green. An overall benefit needs to be shown. This will require the best designers and a partnership approach that will involve local people. The vision and the detail will be critical.
- 4.2.5** It is a key objective *Policy CS4: Providing Quality Homes and Housing Choice in Barnet*, is to create successful communities in Barnet by seeking to ensure a mix of housing products in the affordable and market sectors to provide choice for all.
- 4.2.6** *Policy CS5: Protecting and Enhancing Barnet's Character to Create High Quality Places* seeks to ensure that all development in Barnet respects local context and distinctive local character creating places and buildings of high quality design. In this regard *Policy CS5* is clear in mandating that new development should improve the quality of buildings, landscaping and the street environment and in turn enhance the experience of Barnet for residents, workers and visitors alike. Design considered inappropriate to its context or which fails to take opportunities to improve the character and quality of an area and the way it functions will therefore not be accepted.

- 4.2.7** *Policy CS6: Promoting Barnet's Town Centres* sets out the way in which the variety of town centres in the Borough have different roles and functions to play. Golders Green is classified as a District Centre, a classification characterised with providing convenience goods and services for more local communities. The importance of supporting competitive town centre environments is a central underpinning of Policy CS6 and reflects the manner that any development of Site A, being located within the Golders Green Town Centre, would need to come forward.
- 4.2.8** It is an underlying objective of the Core Strategy, as outlined under *Policy CS4: Providing Quality Homes and Housing Choice in Barnet*, to create successful communities in Barnet by seeking to ensure a mix of housing products in the affordable and market sectors to provide choice for all households.
- 4.2.9** *Policy CS9: Providing Safe, Effective and Efficient Travel* identifies an integral component to achieving sustainable development within the Borough and the delivery of appropriate transport infrastructure to support growth, relieve pressure on Barnet's transport network and reduce the impact of travel whilst maintaining freedom and ability to move at will.
- 4.2.10** The Local Plan Development Management Policies DPD sets out the Borough-wide planning policies that implement the Core Strategy as used in day to day decision making by the Council. A list of all relevant Development Management Policies can be found within *Appendix D*.
- 4.2.11** *Policy DM05: Tall Buildings* stipulates that tall buildings, comprising eight stories and above, outside the strategic locations identified in the Core Strategy, will not be considered acceptable. The Site is not identified within the Core Strategy as a strategic location for tall buildings.
- 4.2.12** The importance to provide a mix of housing products is evidenced under *Policy DM08: Ensuring a Variety of Sizes of New Homes to Meet Housing Need* in that each new development should provide, where appropriate, a mix of dwelling types and sizes in order to provide a choice for a growing and diverse population for all households in the Borough. Dwelling size priorities are as follows:
- Social rented housing – 3 bedroom dwellings are a high priority
  - Intermediate affordable housing – 3/4 bedroom dwellings are a high priority
  - Market housing – 4 bedroom dwellings are the highest high priority however 3 bedroom dwelling represent a medium priority.
- 4.2.13** In consideration of the heritage and conservation significance of the Site, as will be outlined under Section 4 of this document, it is noted that *Policy DM06: Barnet's Heritage and Conservation* requires that all heritage assets are protected in line with their significance. To this end



all development proposals must have high regard to their setting and preserve or enhance the character and appearance of all Conservation Areas within the Borough.

**4.2.14** Policy DM06 lays out a clear methodology for development proposals involving or affecting heritage assets within the Borough through a requirement to demonstrate the following:

- The significance of the heritage asset;
- The impact of the proposal on the significance of the heritage asset;
- The impact of the proposal on the setting of the heritage asset;
- How the significance and/or setting of a heritage asset can be better revealed;
- The opportunities to mitigate or adapt to climate change; and
- How the benefits outweigh any harm caused to the heritage asset.

**4.2.15** *Policy DM10: Affordable Housing Contributions* establishes a target of forty (40) per cent affordable housing on sites of ten (10) dwellings or more or covering 0.4 hectares or more. The forty (40) per cent affordable housing split should be split 60:40 between social rented and intermediate accommodation.

**4.2.16** *Policy DM17: Travel Impact and Parking Standards* stipulates that the Council will expect development to provide parking in accordance with the London Plan standards, except in the case of residential development, where the maximum provision will be 1.5 to 1 spaces per unit for terraced houses and flats of 2 to 3 bedrooms in size. The Site is located within a Controlled Parking Zone (CPZ).

**4.2.17** Subject to individual site circumstances, Section g: 2 (i) of Policy DM17 indicates that residential development may be acceptable with limited or no parking within a CPZ; where it can be demonstrated that there is insufficient capacity on street the applicant will be required to enter into a legal agreement to restrict future occupiers from obtaining on street parking permits. In considering the suitability of development proposals involving reduced on-site parking provision, the Council will take account of the following factors:

- The level of public transport accessibility (PTAL);
- Parking stress including the level of on-street parking control;
- The population density and parking ownership of surrounding areas;
- The location context (i.e. town centre);
- Ease of access by cycling and walking; and
- Other relevant highways or planning considerations.

## *Design and Conservation Policy*

**4.2.18** The Sustainable Design and Construction Supplementary Planning Document (SPD) provides detailed guidance intended to facilitate the implementation and delivery of sustainable design and construction within the Borough. Pertinent requirements of this SPD as they relate to any future development of the Site are as follows are outlined under *Section 2: Sustainable Design and Construction Requirements and Guidance*:

- *Table 2.1 – Minimum Residential Space Standards*
- *Table 2.2 – Internal Layout and Design*
- *Table 2.3 - Outdoor Amenity Space*
- *Table 2.4 – Daylight, Privacy, Outlook and Light Pollution*
- *Section 2.6 – Accessible and Adaptable Dwellings*
- *Section 2.7 – Wheelchair User Dwellings*
- *Section 2.8 – Energy Use in New Buildings*
- *Section 2.11 – Water Efficiency*
- *Section 2.13 – Air Quality*
- *Section 2.14 – Noise Quality*
- *Section 2.15 – Flood Risk, Sustainable Urban Drainage Systems (SUDS) and Water Quality*
- *Section 2.17 – Archaeological Investigation*
- *Section 2.18 – Pollution Preventions, Contaminated Land Remediation and Construction Management*
- *Section 2.20 – BREEAM*

**4.2.19** The Council recognises the opportunities for change in Barnet however proposals must fully take into account heritage assets. Listed buildings and conservation areas will be protected and enhanced and the impact of proposals on the wider historic environment and its setting will be key considerations when determining any application for development.

**4.2.20** Due to its proximity to the HGSCA, any development of Site B would need to take account of the defining characteristics of this conservation area which includes an inter-relationship of the following:

- High quality building materials and traditional craftsmanship;
- Rich planting and landscape, retaining original trees and landscape features;
- Ingenious grouping of buildings which reinforce a sense of community;
- Houses designed to harmonise with each other and often grouped around greens, squares, walks and closes;
- Restrained use of materials including red, purple and brown stock brick; roughcast, sometimes unpainted, otherwise white or cream; handmade red clay plain tiles;

- Architectural features such as large or elaborate chimneys, dormer windows and bays designed to add variety and visual interest; and
- Hedged boundaries rather than walls and fences.

### 4.3 Other Relevant Policy

#### *Entrepreneurial Barnet*

- 4.3.1** In December 2014, the Council adopted *Entrepreneurial Barnet*, a strategic document which outlines the approach the Council and its public sector partners are taking to realise the vision of making Barnet the best place in London to be a small business. Town Centre investment forms a central underpinning of this vision. Entrepreneurial Barnet makes clear that Main town centres will be a key focus area and that the Council will prioritise its activities including leadership and investment in improving town centres.

### 4.4 Policy Summary

- 4.4.1** As a public transport interchange situated in a District Town Centre and possessing an exceptional level of public transport accessibility, the local, national and regional planning policy framework support high density, mixed-use development scheme of exemplary design quality that enhances the vibrancy of the town centre, provides for quality homes and housing choice delivers safe, effective and efficient travel.
- 4.4.2** Barnet's Local Plan provides clear support for the delivery of high quality public transport systems in town centres<sup>3</sup>. In this regard Barnet's aspirations for consolidated growth are clearly outlined through the mutually supporting core objectives of place making, meeting housing aspirations and the promotion of town centres.
- 4.4.3** Situated within the Golders Green Conservation Area, on the edge of Hampstead Garden Suburb Conservation Area and surrounded by Grade II listed buildings and other heritage assets, it is very important that any development proposal has high regard to the surrounding setting and ensures that its heritage assets are protected in line with their significance.

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<sup>3</sup> Barnet's Core Strategy DPD Policies CS1, CS3 and CS6



## **5.0 Opportunities**

- 5.0.1** The Site holds opportunities that could be realised through an appropriate redevelopment proposal that balances transport, town centre and mixed use development objectives.

### **5.1 Transport**

- 5.1.1** There is an opportunity to provide safe, effective and efficient travel within an improved public transport interchange at Golders Green Station.
- 5.1.2** Barnet's Local Plan<sup>4</sup> outlines that as an established and well served transport hub, the Golders Green Town Centre provides an opportunity to increase the density of activity so that people can access local services by various means of transport. With the Bus Station providing the gateway to the town centre, the redevelopment of Site A represents an opportunity to define its location as the focal point of the town centre through exemplary design and the creation of a high quality public realm.

### **5.2 Town Centre Revitalisation and Place making**

- 5.2.1** In consideration of its town centre context and 'Secondary Shopping Frontage' component of Site A, there is an opportunity to improve the retail offer and improve the vitality of the town centre. In this regard the ability to deliver a mixed-use development on Site A represents an opportunity to intensify development around an existing transport interchange in line with the strategic direction of national policy as outlined under the Mayor's Transport Strategy.
- 5.2.2** Redevelopment of Site A provides an opportunity to bring about improvements to pedestrian access and movement, improving the public realm and unlocking wider benefits by making Golders Green Town Centre a more attractive place to visit. Potential reconfiguration of the Finchley Road and Golders Green/North End Road junction to create a new public realm incorporating the War Memorial could provide a significant benefit to the town centre in facilitating place making opportunities.
- 5.2.3** The creation of a new public realm could provide a focal point of the town centre supporting a variety of activities, community based events and in supporting local enterprise such as the use of market stalls, pop up shops and street food vendors.

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<sup>4</sup> Barnet's Core Strategy DPD, Section 14.10.4

- 5.2.4** Any redevelopment of Site A would provide the opportunity for improvements to the Underground Station in terms of the user experience. There is an opportunity to utilise the secondary entrance located off Finchley Road which would improve pedestrian access to the Underground Station. Additionally, the provision of cycle parking facilities at the Bus Station would optimise the exceptional level of public transport accessibility by encouraging walking, cycling and the use of public transport.

### **5.3      Mixed-Use Development**

- 5.3.1** Opportunity for town centre intensification through a mixed-use development proposal for Site A that could enhance the economic vitality of the town centre whilst providing residential accommodation in a highly accessible location. This could facilitate the creation of a new public realm as part of a redevelopment proposal that sought to reconfigure the layout of the Finchley Road and Golders Green/North End Road junction.
- 5.3.2** With respect to Site B, whilst it falls outside the boundaries of the designated town centre, there is an opportunity to provide for residential development in a highly accessible location providing for intensification around a public transport interchange.

## **6.0 Preferred Approach to Development**

### **6.1 Site A**

#### ***Land Use and Density***

- 6.1.1** The ground floor level should maintain its primary function as a Bus Station, with mixed-use development alongside. Reorganisation of the Bus Station should ensure capacity for the expected future growth in bus movements.
- 6.1.2** Any proposal for Site A should incorporate commercial use at ground floor in the form of small, retail based shops and cafes to support small to medium enterprises reflecting the setting of secondary shopping frontage designation. The public realm should support these commercial uses to provide place making opportunities, improving the experience for customers arriving/departing from both the Bus and Underground stations and improving the town centre visitor experience.
- 6.1.3** Above ground floor level, residential accommodation or a mix of both residential and commercial uses would be acceptable. Any development above should not incorporate a pedestrian undercroft into the Bus Station unless it can be demonstrated that the proposal will not result in a detrimental impact to the safety of the pedestrian environment and the quality of the surrounding heritage setting.
- 6.1.4** Based on Table 3.2 of the London Plan, in consideration of its 'Urban' setting and public transport accessibility level, a density range of 200-700 habitable rooms per hectare is suggested.

#### ***Height, Massing and Footprint***

- 6.1.5** Height, scale and massing should consider the existing pattern of buildings in the town centre. To ensure the setting of the listed Hippodrome is not affected, any new scheme proposed should not be higher than the front aspect of its neighbour at this point.
- 6.1.6** The northern portion of Site A (along its interface the Underground Station) may be able to accommodate greater mass and building height compared to that of the southern boundary along North End Road. In this regard building height and mass should also be moderated to the eastern boundary to provide separation and protect views of the Hippodrome.
- 6.1.7** The building footprint should ensure that there is sufficient space within the site for public open space. This open space could be provided within the public realm.



## **Public Highways, Parking, Access and Servicing**

- 6.1.8** The scheme will be expected to be car-free. The surrounding area is already covered by Controlled Parking Zone (CPZ), and to ensure these areas do not experience further parking pressure, residents of the new scheme will be prevented from applying for parking permits.
- 6.1.9** Disabled car parking provision should be provided by an on-site car club. Off-site commuted disabled parking provision is not considered appropriate unless it is provided immediately adjacent to the site without the need for residents to cross public highways to gain access to a vehicle. In considering the requirement for disabled parking, the Council will have regard to the physical ability of any proposal to meet the needs of those with disabilities equally with their able counterparts.
- 6.1.10** Cycle parking provision at stations is considered on a site by site basis subject to discussion with TfL. At Golders Green Station, the Council will expect that minimum requirements as set out under *Table 6.3: Cycle Parking Minimum Standards* of the London Plan are exceeded.
- 6.1.11** As part of the development of Site A, a new central junction will be expected, to improve the flow of traffic through the town centre and enhance pedestrian movement through the centre and to the Underground and Bus Stations.
- 6.1.12** The Council will consider the potential relocation of the War Memorial provided a development proposal can demonstrate how a reconfigured road layout would operate successfully and that its setting was improved. Any proposed relocation of the War Memorial would be subject to demonstrating ease of pedestrian access and the suitability of any proposed relocation in terms of relationship with surrounding buildings and the heritage setting. It should be noted that relocation of the War Memorial would amount to its demolition and reconstruction. Such a proposal would require listed building consent, authorised by the Secretary of State on the advice of Historic England.
- 6.1.13** Shared surfaces are acceptable however any development proposal will need to demonstrate how pedestrian safety will be achieved based on frequency of proposed bus and coach movements over shared spaces. Interaction assessments of bus and coach movements with public highways, pedestrians and cyclists will require micro-simulation modelling.
- 6.1.14** Development of Site A will deliver improvements including Step Free Access, to the Underground Station. Bus waiting areas should be designed to utilise the improved public realm and retail provision.
- 6.1.15** Taxi provision shall be maintained and suitable provision made for a pick-up/drop-off point.

- 6.1.16** Any development proposal will need to make provision for delivery and servicing arrangements to service the commercial uses on site. With respect to the residential component, refuse collection arrangements would be required to comply with the Councils *'Provision of Household Waste and Recycling Service'* requirements or as agreed with the Council's Waste and Recycling Services.

### ***Residential Accommodation***

- 6.1.17** Standards of residential accommodation are expected to comply with the requirements of the Sustainable Design and Construction SPD. Section 2 of the SPD sets out minimum residential space standards, internal layout and design, outdoor amenity space, daylight, privacy, outlook and light pollution requirements.
- 6.1.18** All units will be expected to comply with the standards of the Sustainable Design and Construction SPD.
- 6.1.19** Subject to viability the Council will expect any development proposal to deliver 40% affordable housing, with a variety of unit sizes. The affordable housing split should be split 60:40 between social rented and intermediate accommodation. Three bedroom dwellings are a high priority for both social rented and intermediate affordable housing and as such any development would be expected to include units of up to this size.

### ***Quality of Design & Materials***

- 6.1.20** New development will be expected to deliver high quality architecture utilising innovative technologies to create efficient, sustainable and functional buildings. Materials should complement the existing urban fabric and provide enough variation on site to relate to the architecture of surrounding buildings and landscape.

### ***Streetscape, Landscaping and the Public Realm***

- 6.1.21** Provision of publically accessible landscaping that forms part of the public realm will be an essential component to any future development proposal. Generous provision should be made. The existing trees along North End Road serve as an important feature of the Bus Station and if development necessitates their removal, their re-provision is expected. This will create a natural streetscape that functions as a landscaping corridor and provides a connection with the mature street trees that frame North End Road to the east.
- 6.1.22** Any development will improve the interface with the High Street through creating a strong relationship with North End and Finchley Road. This will be achieved through the use of soft landscaping, open space and appropriate siting of retail uses.

- 6.1.23** Private open space should be provided for each residential unit in the form of integral balcony space (not extending out from the building-line) and opportunities for providing amenity space on roof-space should be explored.
- 6.1.24** Public realm interventions will deliver enhanced streetscapes, specifically the south and west boundaries of Site A, that of North End Road and Finchley Road respectively, as to provide a consistently high quality, inclusive and safe environment. This will create a legible and user friendly environment for the pedestrian that supports opportunities to integrate sustainable travel modes. Activation of the Finchley Road interface could include active retail frontage or a public realm intervention that would introduce activity and make the streetscape function more efficiently, particularly under the dark spaces of the Finchley Road Railway Arches.

## **6.2 Site B**

### ***Land Use and Density***

- 6.2.1** Development of Site B should be predominantly residential development with a small element of mixed-use development alongside the Underground Station. Ancillary commercial uses (B1, A1 and A3) forming part of a residential led mixed-use development would be supported at this location.
- 6.2.2** Residential densities should be consistent with a 'Suburban' setting under Table 3.2 of the London Plan providing for a range of 200-350 habitable rooms per hectare.

### ***Height, Massing and Footprint***

- 6.2.3** To reflect the character of the surrounding area, prevailing building heights should generally be 2 – 3 storeys high with lower buildings adjacent to existing residential properties on Rotherwick Road, Corringham Road and Corringway. Subject to retention and conversion of positive buildings on site there may be an opportunity for higher buildings adjacent to the Underground Station. The height and orientation of new buildings should not result in overlooking or overshadowing of existing properties.
- 6.2.4** A master-plan will be required, showing layout, height and massing of any future development. Massing and footprint will be expected to be consistent with the surrounding residential area to the north in terms of building typology and design. Detached and semi-detached houses will be expected surrounding the northern boundary transitioning to townhouse/terrace style development towards the centre of the site with flats near the Underground Station.
- 6.2.5** Any development of Site B would be expected to retain the Railway Depot and Shunting Sheds as depicted in *Figure 9*.

### ***Public Highways, Parking, Access and Servicing***

- 6.2.6** Vehicular access will be from the existing access road on Finchley Road, with a second access road to be provided from Rotherwick Road or Corringway Court. These will also provide the main pedestrian access points. Within the site, there should be a clear pedestrian route through the development from the existing access on Finchley Road to the new access road on Rotherwick Road or Corringway Court.
- 6.2.7** Given the central location of Site B immediately adjacent to a town centre and its PTAL rating of up to 6b, the scheme should be predominantly car-free. Parking provision would be expected for the lower density detached and semi-detached dwellings around the northern perimeter of the site in consideration of the lower PTAL rating at this location.



- 6.2.8** Where residential units do not have a dedicated car-parking space, they will not be permitted to have a car parking permit. This will avoid any further pressures being placed on existing Controlled Parking Zones for additional car parking spaces.
- 6.2.9** Cycle parking provision shall be in accordance with the minimum requirements as set out under *Table 6.3: Cycle Parking Minimum Standards* of the London Plan.

### **Residential Accommodation**

- 6.2.10** A mix of units should be provided in accordance with Policy DM08, providing for a mix of dwellings ranging from 1 to 4 bedrooms in size. Standards of residential accommodation with respect to minimum residential space standards, internal layout and design, outdoor amenity space and daylight, privacy, outlook and light pollution would be expected to comply with Barnet's *Sustainable Design and Construction SPD* as outlined under Section 6.1 above.
- 6.2.11** The Council will expect any development proposal to deliver 40% affordable housing, with a variety of unit sizes. The affordable housing split should be split 60:40 between social rented and intermediate accommodation. Three bedroom dwellings are a high priority for both social rented and intermediate affordable housing and as such any development would be expected to include units of up to this size.

### **Quality of Design & Materials**

- 6.2.12** Residential development will be expected to utilise high quality building materials and traditional craftsmanship, taking design cues from the HGSCA. Houses surrounding the perimeter should harmonise with each other and be grouped around greens, squares, walks and closes in a manner that reflects the established pattern of the surrounding residential area.
- 6.2.13** As outlined under Section 6.1 above and with respect to any mixed-use and compact development alongside the Underground Station, high quality architecture utilising innovative technologies to create efficient, sustainable and functional buildings would be expected.

### **Streetscape, Landscaping and the Public Realm**

- 6.2.14** Provision of publically accessible landscaping that forms part of the public realm surrounding the Underground Station will be an essential component to any future development. Generous pavement widths, an integrated soft landscape and street furniture to provide legibility and continuity would be expected for the area of the site surrounding the Underground Station.

### **6.3 “The Site” (Site A & B)**

#### ***Land Use and Density***

- 6.3.1** A comprehensive redevelopment of Sites A and B is considered unlikely in the short to medium term. However, if such a scenario arose it would provide an opportunity for development above the Underground Station. With this scenario, development on Site A would be limited, allowing the potential for a town square. The guidance for Site B (as outlined above) would remain broadly similar. With this approach, the following provides guidance solely for the Underground Station and space above it.
- 6.3.2** An enhanced Underground Station should be provided at ground floor level with disabled access and better circulation space provided. There will also be scope for commercial space including a range of uses (A1, A2, A3, A4 and A5) at ground floor level.
- 6.3.3** Commercial (B1) and/or residential use would be appropriate in the floors above.
- 6.3.4** A density range of 200-700 habitable rooms per hectare would be supported.

#### ***Height, Massing and Footprint***

- 6.3.5** Golders Green is not identified as a strategic location for tall buildings. There may be scope for a tall building as part of any comprehensive redevelopment that delivers significant town centre benefits and infrastructure enhancements (new landmark public realm; increased retail offer; station improvements and streetscape enhancements to North End Road, Golders Green Road and Finchley Road).
- 6.3.6** Any proposal for a tall building shall be of an exceptional design quality and not have an impact on heritage aspects in the surrounding area.
- 6.3.7** Neither should it lead to loss of light or result in overlooking issues.
- 6.3.8** In determining the suitability of such a proposal, the Council would give careful consideration to the surrounding heritage setting and the extent of town centre benefits.

#### ***Public Highways, Parking, Access and Servicing***

- 6.3.9** As with redevelopment of Sites A and B, reorganisation of the road junction will be expected along with substantial public realm works to provide an improved setting for the relocated War Memorial. However, comprehensive redevelopment of the two sites would also allow opportunity for enhancing pedestrian access through the site into Hampstead Garden Suburb. Such opportunities should be explored to improve access into the town centre.
- 6.3.10** Any scheme above the station will be predominantly car-free especially on Site A and new residents prevented from purchasing parking permits.

- 6.3.11** Disabled parking should be provided by way of a car-club.
- 6.3.12** Cycle parking should be provided in accordance with the standards set out in the London Plan.
- 6.3.13** Provision should be included for pick-up/drop-off points, taxi provision, deliveries and servicing.
- 6.3.14** Pedestrian access into the Underground Station and Bus Station should be provided.

### ***Residential Accommodation***

- 6.3.15** Standards of residential accommodation will be expected to comply with the requirements of the Sustainable Design and Construction SPD. The preparation of any development proposal should pay particular attention to Section 2: Sustainable Design and Construction Requirements and Guidance with respect to minimum residential space standards, internal layout and design, outdoor amenity space, daylight, privacy, outlook and light pollution requirements.
- 6.3.16** The Council will expect any development proposal to deliver 40% affordable housing, with a variety of unit sizes. The affordable housing split should be split 60:40 between social rented and intermediate accommodation. Three bedroom dwellings are a high priority for both social rented and intermediate affordable housing and as such any development would be expected to include units of up to this size.

### ***Quality of Design & Materials***

- 6.3.17** A comprehensive redevelopment proposal above the station should deliver exemplary design quality through a distinctive proposal that responds to and enhances its setting. Architectural detail will be of a high-quality finish informed by the surrounding context.

### ***Streetscape, Landscaping and the Public Realm***

- 6.3.18** Comprehensive development of the Site will deliver considerable streetscape improvements through significant landscaping and public realm provision. Development above the Underground Station will provide for the creation of a new public space within the southern portion of the Site. The provision of new public realm will integrate with ground floor commercial uses and the soft landscaping scheme.
- 6.3.19** A high quality public realm incorporating street furniture, integrated soft landscaping and open spaces will provide for place making opportunities with complementary ground floor commercial uses activating the space surrounding the Underground Station. This will deliver enhanced pedestrian flows and added security.

## **7.0 Sustainability**

- 7.1** Development proposals are required to demonstrate a level of environmental performance in line with the targets established under Part 5 of the London Plan (March 2016) and the Council's Sustainable Design and Construction SPD.
- 7.2** An Energy Statement should be prepared in support of any planning application, demonstrating how the scheme will comply with the Policies 5.2 and 5.3 of the London Plan in terms of carbon dioxide emission reductions and sustainable design and construction. Conditions will be attached to any grant of permission to ensure that the scheme complies with the requirements of Policy 5.2 with respect to minimum improvements over the Target Emission Rate (TER) outlined in the national Building Regulations which require zero carbon buildings from 2016 onwards.
- 7.3** The non-residential component of any development proposal should achieve a minimum 'Very Good' BREEAM rating.
- 7.4** Renewable energy sources should be given consideration in developing the energy strategy for the Site. This could include for example the use of available roof space for the provision of photovoltaic cells. Alternatively, green roofs should be incorporated as part of any proposed development.
- 7.5** The Energy Statement will need to clearly demonstrate how the proposal makes the fullest possible contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:
- Be lean: use less energy  
Be clean: supply energy efficiently  
Be green: use renewable energy
- 7.6** The Energy Statement will need to clearly demonstrate how the proposal makes the fullest possible contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:



## **8.0 Planning Application Requirements**

**8.1** Detailed guidance on the information and details required for the submission of a planning application can be found on this webpage:

<https://www.barnet.gov.uk/citizen-home/planning-conservation-and-building-control/submit-a-planning-application.html>

**8.2** Prior to the submission of a planning application for any part of the Site, the Council will expect pre-application discussions with planning, urban design and heritage officers.

**8.3** The Council will expect the following details as part of a planning application:

- Detailed plans showing building layouts on site;
- Sections through the site showing height and relationship of new buildings to existing neighbouring buildings and structures;
- Detailed representations of all neighbouring buildings and how proposed buildings relate to it including linear streetscape elevations;
- 3D modelling to demonstrate scale, bulk and massing of the development;
- Indications of materials to be used on the building exterior;
- Heritage submission describing the significance of any heritage assets affected, including any contribution made by their setting; and
- Servicing and Delivery Strategy.
- Transport Assessment and Transport Statement
- Daylight and Sunlight Study
- Energy Statement
- Landscaping Plans

## **9.0 Community infrastructure Levy (CIL) and Section 106 Agreements**

**9.1** Development proposals will be considered in light of paragraph 173 whereby plans should be viable and deliverable.

**9.2** Details on the charging schedule can be found on the Council web site:

<https://www.barnet.gov.uk/citizen-home/planning-conservation-and-building-control/submit-a-planning-application/community-infrastructure-levy.html>

**9.3** Barnet CIL is charged at a rate of £135 per square metre plus indexation, relating to new residential floor space.

**9.4** Mayoral CIL is charged at £35 per square metre plus indexation, relating to new floorspace.

**9.5** Potential Section 106 requirements may be required for (but not limited to):

- Town Centre and Public Realm Improvements
- Public Highways Improvements
- Affordable Housing
- Skills, Employment, Enterprise and Training

**9.6** Development involving loss of employment space will be expected to mitigate the loss and make contributions to employment training. Calculations of such contributions will be made on a site by site basis in line with the Skills, Employment, Enterprise and Training SPD. Contributions will be retained for specific employment, skills, training and enterprise support and initiatives highlighted in the Economic Strategy (Entrepreneurial Barnet).

**9.7** Development of the Site would trigger a requirement to manage development related job opportunities the Council will use a Local Employment Agreement (LEA). A LEA sets out the skills, employment and training opportunities to be delivered from development and must include all employment opportunities generated by construction as well as the end use where the development creates more than 20 FTE (full time employee) jobs.

**9.8** On all schemes where affordable homes are being built, the developer will be encouraged to employ trainees through the Notting Hill Housing Trust Construction Training Initiative, or a similar scheme. Further details are available at:

<http://www.nottinghillhousing.org.uk/aboutus/work-for-us/construction-training>

## 10. References

*A City for All Londoners (October 2016)*

*Barnet Local Plan – Core Strategy DPD (September 2012)*

*Barnet Local Plan – Development Management Policies DPD (September 2012)*

*Barnet Local Plan – Sustainable Design and Construction SPD (October 2016)*

*Barnet Surface Water Management Plan*

*Golders Green Town Centre Conservation Area Character Appraisal and Management Proposals (2011)*

*Hampstead Garden Suburb Conservation Area – Character Appraisal*

*Mayor's Transport Strategy (April 2010)*

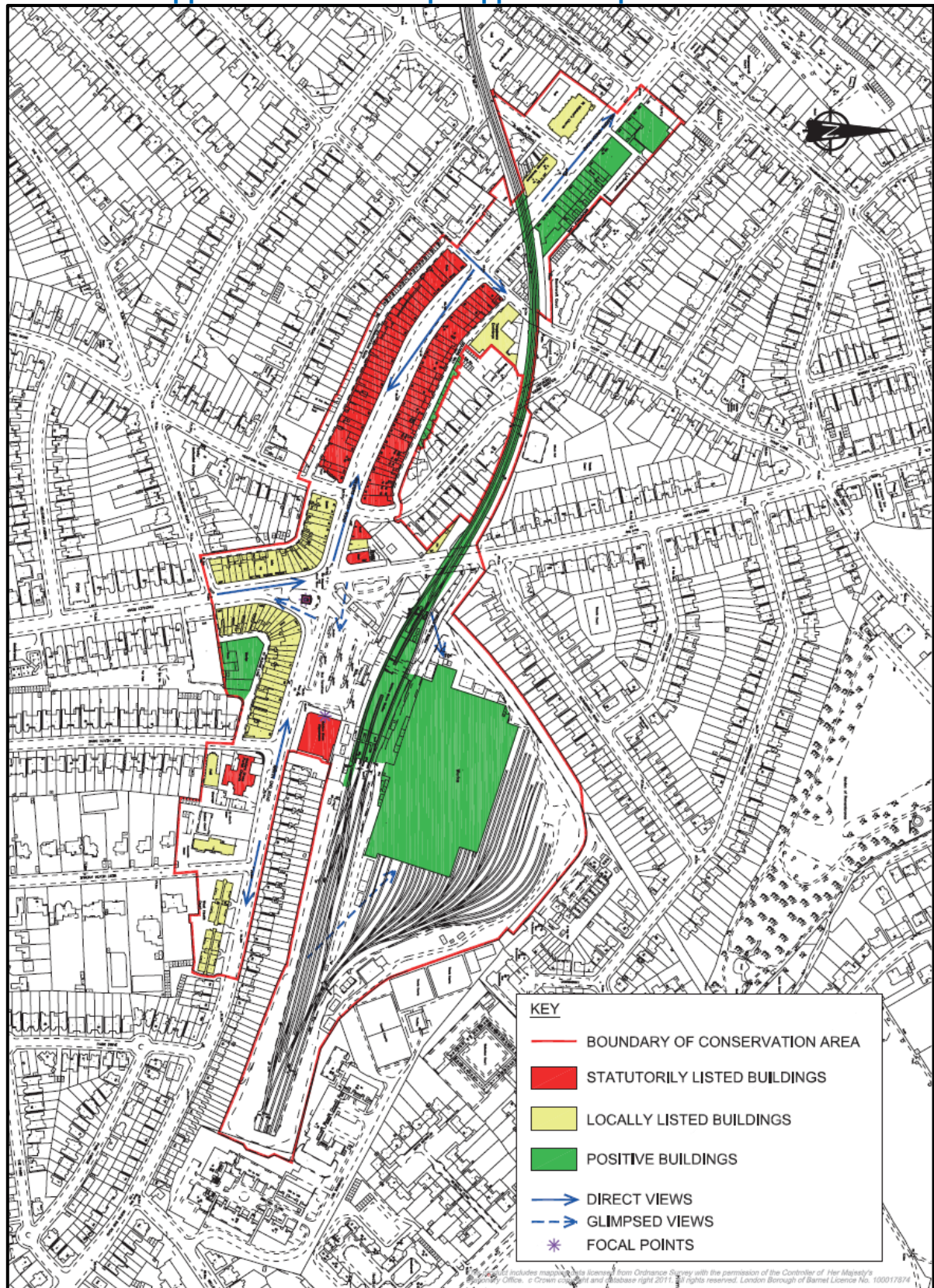
*National Planning Policy Framework (March 2012)*

*The London Plan (March 2016)*

*TfL Interchange Best Practice Guidelines*

## 11. Appendices

### 11.1 Appendix A – Townscape Appraisal Map





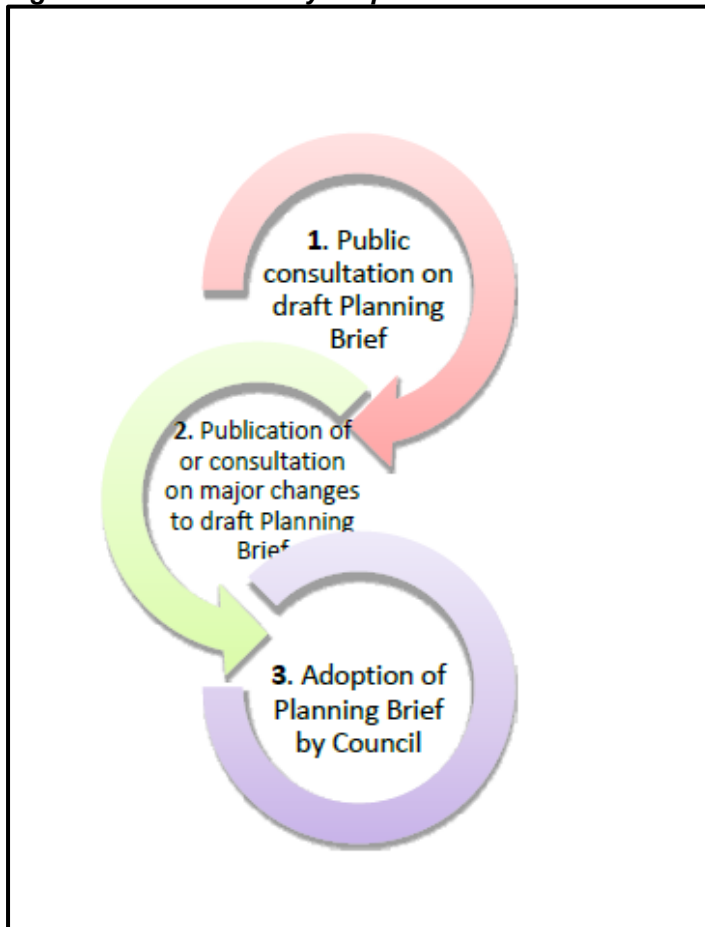
	Planning Issue/Theme
	<i>Transport</i>
National (NPPF)	Paragraphs 29-32, 34-36, 40-41 and 56-66
Regional (London Plan)	Policies 2.8, 6.1, 6.2, 6.4, 6.7, 6.8, 6.9, 6.10, 6.11, 6.12
Barnet Local Plan	CS9, DM17
	<i>Town Centres</i>
National (NPPF)	Paragraphs 23, 56 – 66
Regional (London Plan)	Policies 2.15, 4.1, 4.2, 4.3, 4.5, 4.7, 4.8, 4.9, 4.12, 5.10, 5.11
Barnet Local Plan	CS6, DM01, DM02, DM03
	<i>Heritage and Conservation</i>
National (NPPF)	Paragraphs 56 – 66, 127-141
Regional (London Plan)	Policies 4.6, 7.4, 7.5, 7.8, 7.20
Barnet Local Plan	CS1, CS5, DM01, DM01, DM05, DM06
	<i>Residential Development</i>
National (NPPF)	Paragraphs 49, 50, 52, 56 – 66,
Regional (London Plan)	Policies 3.3, 3.5, 3.6, 3.8, 3.9, 3.10, 3.11, 3.12, 3.13, 7.15
Barnet Local Plan	Policies CSNPPF, CS1, CS3, CS4, CS5, CS6, DM05, Residential Design Guidance SPD, Sustainable Design and Construction SPD
	<i>Environmental</i>
National (NPPF)	Paragraphs 93 – 97, 99, 100
Regional (London Plan)	Policies 5.1-5.16, 5.18, 5.21, 7.15
Barnet Local Plan	Policies CSNPPF, CS1, CSCS11, CS12, CS13

### 11.3

## Appendix C – Community Engagement

- 11.3.1** Whilst Planning Briefs do not have a consultation requirement in the Council's Statement of Community Involvement they will be treated for consultation purposes as equivalent to a Supplementary Planning Document (SPD). The statutory requirements for preparing SPDs are laid out in the Town and Country Planning (Local Planning) (England) Regulations 2012, the key points of which are set out in *Figure 21* below. Like an SPD, Planning Briefs are not subject to independent examination, but do require Council agreement before adoption.

**Figure 21: SPD Statutory Requirements**



- 11.3.2** Public Participation – Before the Council adopts a SPD it must prepare a statement setting out: the persons that were consulted when preparing the SPD; a summary of the main issues raised by those persons; and how those issues have been addressed in the SPD. Copies of this statement and the SPD itself must be made available in accordance with Regulation 35 and at least four weeks must be allowed for representations to be made to the Council.

- 11.3.3** When engaging the community on planning documents, we understand the importance of providing feedback to those who have made the effort to respond. There is usually just one stage of public consultation in the production of a Planning Brief. With Golders Green it is anticipated that consultation will last 6 weeks commencing in March 2017. Comments received will be taken into consideration when drafting the final document and documented in a Consultation Statement.
- 11.3.4** A Consultation Report will be produced and published alongside the Planning Brief consultation. This is comprised of a Representation Report; essentially a schedule of submitted comments together with the Council's responses. The other part of the Consultation Report is the Consultation Statement itself. This sets out who was consulted, how they were consulted, a summary of the main comments received and how these have been addressed. The Consultation Statement will be reported to Committee as part of the decision making process of the Planning Brief.
- 11.3.5** During consultation on a Planning Brief, the relevant documents will be made available for inspection on the Planning Policy page of the Council's website and hard copies of the relevant documents will also be made available at Golders Green and Childs Hill Libraries and Garden Suburb Community Library, and in the Council's offices at Planning Reception located at Barnet House, Whetstone, N20 0EJ. A public notice will also be advertised in the local press to publicise the consultation.
- 11.3.6** We will consult as widely as resources will allow using Barnet's Local Plan Consultation Database and use email as a primary communication method. There will be engagement with local groups in Golders Green including the Golders Green Residents Association, Hampstead Garden Suburb including the Hampstead Garden Suburb Residents Association and Hampstead Garden Suburb Trust.
- 11.3.7** Briefings on the draft Planning Brief will also be provided for local Councillors of Golders Green, Childs Hill and Garden Suburb Wards.
- 11.3.8** All groups and individuals who have made comments during the consultation will be notified of further stages of production of the Planning Brief and will be informed of its formal adoption at the end of the process.