

Development Management & Building Control Service
Barnet House, 1255 High Road, Whetstone, N20 0EJ
Contact Number: 0208 359 6544

Mr DAVID CASSELLS
GL HEARN LIMITED
FIFTH FLOOR
75 Wells Street
LONDON
W1T 3QH

Application Number: **17/5761/EIA**
Registered Date: 15 September 2017

TOWN AND COUNTRY PLANNING ACT 1990

GRANT OF PLANNING PERMISSION

TAKE NOTICE that the Barnet London Borough Council, in exercise of its powers as Local Planning Authority under the above Act, hereby:

GRANTS PLANNING PERMISSION for:

Use of railway land for the transportation of aggregates and non-putrescible waste (construction) by rail including dismantling and removal of lighting tower; levelling of site and provision of landscape bund; 2no. open stockpile areas each containing 10 storage bins and 2no. partially enclosed stockpile areas each containing 10 storage bins; acoustic and perimeter fencing; CCTV, security hut, welfare hut, a weighbridge, 2 no. wheel wash facilities, dust suppression system, drainage, parking for HGVs and cars, traverser road, replacement rail track sidings, continued use of existing building for staff and welfare facilities; and other infrastructure and ancillary works including alterations to the existing access to Edgware Road and provision of new landscaping. (Part Retrospective)
ADDITIONAL INFORMATION RE-CONSULTATION

At: 400 Cricklewood Railway Yard, Land At Rear Of 400 Edgware Road, Edgware Road, Cricklewood, NW2 6ND, London, NW2 6ND,

as referred to in your application and shown on the accompanying plan(s):
Subject to the following condition(s):

- 1 The development hereby permitted must be begun within three years from the date of this permission.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:
 - Rail Freight Facility - General Site Layout - BXT-CAP-0000-D-DR-C-0022 (Rev. P10)

- Rail Freight Facility - Dust Suppression Provision - BXT-CAP-0000-D-DR-C-0023 (Rev. P01)
- Rail Freight Facility - Lighting Locations - BXT-CAP-0000-D-DR-C-0024 (Rev. P03)
- Rail Freight Facility - Earthworks Bund Plan/Long Section - BXT-CAP-0000-D-DR-C-0025 (Rev. P03)
- Rail Freight Facility - Earthworks Bund Cross Sections - BXT-CAP-0000-D-DR-C-0026 (Rev. P02)
- Cross Section North Showing Relative Proximity of Residential Properties - BXT-CAP-0000-D-DR-C-0027 (Rev. P03)
- Cross Section South Showing Relative Proximity of Residential Properties - BXT-CAP-0000-D-DR-C-0028 (Rev. P03)
- Rail Freight Facility - Access Road Design - BXT-CAP-0000-D-DR-C-0029 (Rev. P03)
- Stockpile Enclosure Plan Layout, Front and Rear Elevations - BXT-CAP-7000-D-DR-S-0030 (Rev. P01)
- Stockpile Enclosure Typical Gable End Elevation and Section - BXT-CAP-7000-D-DR-S-0031 (Rev. P03)
- Rail Freight Facility - Typical Porta-Cabin Details - BXT-CAP-0000-D-DR-C-0034 (Rev. P03)
- Freight Landscape Bund - BXT-CAP-0000-D-DR-L-0036 (Rev. P03)
- Freight Landscape Proposal Entrance, Edgware Road - BXT-CAP-0000-D-DR-L-0037 (Rev. P03)
- Rail Freight Facility - Sections Showing Existing and Proposed Ground Levels - BXT-CAP-0100-D-DR-C-0038 (Rev. P03)
- Drainage Strategy Sheet 1 of 2 - 60514840-SHT-10-PH02-C-00017
- Drainage Strategy Sheet 2 of 2 - 60514840-SHT-10-PH02-C-00017
- Permeable & Impermeable Areas Sheet 1 of 2 - 60514840-SHT-10-PH02-C-00018
- Permeable & Impermeable Areas Sheet 2 of 2 - 60514840-SHT-10-PH02-C-00018

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 plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

- 3 Prior to the commencement of operations within each Plot, a detailed Plot Layout Plan for that Plot shall be submitted to and approved in writing by the Local Planning Authority. The Plot Layout Plan shall accord with the principles established by the approved 'Rail Freight Facility - General Site Layout' plan (Drawing No. BXT-CAP-0000-D-DR-C-0022 (Rev. P10)) and detail the operational layout of the aggregate or non-putrescible construction waste transfer operation within that Plot (as applicable). The Plot Layout Plans shall thereafter be implemented as approved for the duration of the development.

Reason: To ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

- 4 The stockpile storage bay enclosure structures set out on Drawing No. BXT-CAP-7000-D-DR-S-0030 (Rev. P01) and BXT-CAP-7000-D-DR-S-0031 (Rev. P03) shall be erected over the stockpile storage bay areas within Plots 1 and 4 prior to the commencement of the aggregate transfer operations within either Plots 1 or 4 hereby permitted. These enclosure structures shall thereafter be retained in-situ, in an appropriate and effective condition, for the duration of the development hereby permitted.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

- 5 No material other than aggregates and non-putrescible construction wastes shall be imported to, stored at, or exported from the site.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

- 6 The permitted maximum throughput of aggregate shall not exceed 1,000,000 tonnes per annum; and the permitted maximum throughput of non-putrescible construction waste shall not exceed 510,000 tonnes per annum. Within the operational hours stipulated by Condition 13 of this planning permission, no more than three trains shall be unloaded or loaded per day.

Reason: To ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

- 7 Only Plot 2 shall be used for the importation, storage and exportation of non-putrescible construction waste.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

- 8 Aggregate and non-putrescible construction waste shall only be stored within the stockpile storage bays within each Plot as shown on Drawing No. BXT-CAP-0000-D-DR-C-0022 (Rev. P10)) or any subsequent detailed Plot Layout Plan approved pursuant to Condition 3 of this planning permission.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

- 9 No more than 60,000 cubic metres of aggregate and non-putrescible construction waste shall be stored on the site at any one time (up to 15,000 cubic metres of either aggregate or non-putrescible construction waste within each Plot as permitted by this planning permission).

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

- 10 Stockpiles of both aggregate and non-putrescible construction waste shall not exceed 5.6 metres in height and shall be below the height of the stockpile storage bin structures at all times.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

- 11 Prior to the commencement of the aggregate and non-putrescible construction waste transfer operation, details of floodlighting (including the use of any hoods and baffles if appropriate) to be erected on top of the lighting columns shown on drawing number BXT-CAP-0000-D-DR-C-0024 Rev. P03 shall be submitted to and approved in writing by the Local Planning Authority. The floodlighting shall thereafter be implemented as approved for the duration of the development. Otherwise, no additional illumination shall be erected or otherwise provided within the site.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM01 of the Development Management Policies DPD (adopted September 2012) and saved Policy C3 of the Unitary Development Plan (2006).

- 12 Floodlighting shall only be used during the permitted operational hours as controlled by Condition 13 of this planning permission.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM01 of the Development Management Policies DPD (adopted September 2012) and saved Policy C3 of the Unitary Development Plan (2006).

- 13 With the exception of a train arriving into the site or departing from the site, the development hereby permitted shall only be operated between the following hours:

7:00am to 7:00pm Mondays to Fridays;
7:00am to 2:00pm Saturdays; and
No working on Sundays or Bank Holidays.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

- 14 No more than one train per day shall arrive outside of the operational hours stipulated in Condition 13 of this planning permission.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

- 15 Prior to the commencement the development hereby permitted a revised Construction Environment and Transport Management Plan ('CETMP') shall be submitted to and approved in writing by the Local Planning Authority. The CETMP shall thereafter be implemented as approved for the duration of the construction phase of the development.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012); to minimise traffic congestion associated with the proposed development in accordance with Policy 6.14 of the London Plan (2016); and to accord with the Mayor's The Control of Dust and Emissions During Construction and Demolition SPG (2014).

- 16 Prior to the commencement of the aggregate non-putrescible construction waste transfer operations, a revised Servicing and Delivery Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Servicing and Delivery Strategy shall thereafter be implemented as approved for the duration of the development.

Reason: To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway

- 17 The maximum number of Heavy Goods Vehicle (HGVs) movements (any vehicle over 3.5 tonnes unladen weight) required for the transportation of aggregate and non-putrescible construction waste in connection with the development hereby permitted shall not exceed 452 per day (226 in, 226 out) Mondays to Fridays and shall not exceed 264 per day (132 in, 132 out) on Saturdays.

Reason: To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway.

- 18 HGVs shall not be permitted to idle while on site and all HGV vehicles operating in association with the site shall be to Euro VI Standard as a minimum.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

- 19 The development hereby permitted shall be carried out in accordance with the Travel Plan titled 'Phase 2 (South) (Thameslink Station) Rail Freight Facility Travel Plan' (dated December 2017, Revision P03) for the duration of the development.

Reason: To encourage the use of sustainable forms of transport to the site in accordance with policy CS9 of the Core Strategy (adopted September 2012) and Policy DM17 of Development Management Policies (adopted September 2012).

- 20 The development hereby permitted shall not be occupied until the site access and junction with the A5 Edgware Road has been provided, as illustrated on drawing number BXT-CAP-0000-D-DR-C-0029 (Rev. P03).

Reason: To ensure that satisfactory access is provided into the site in terms of highway safety in accordance with Local Plan Policy CS9 of the Core Strategy (adopted September 2012) and Policy DM17 of Development Management Policies (adopted September 2012).

- 21 Vehicular ingress and egress to/from the site during the operation of the development hereby permitted shall be via the improved existing access off the A5 Edgware Road only. Thereafter, HGV traffic travelling between the site and A406 North Circular Road shall only use the A5 Edgware Road and shall not use Dollis Hill Lane, Humber Road or Oxgate Lane or any other residential streets in the area, unless a specific address requires an aggregate delivery.

Reason: To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway.

- 22 Prior to the commencement of the aggregate and non-putrescible construction waste transfer operations, details of the operation and management of the Automatic Number Plate Recognition (ANPR) system at the site security gate shall be submitted to and approved in writing by the Local Planning Authority. The ANPR system shall thereafter be operated as approved for the duration of the development.

Reason: To prevent the queuing of HGVs on the public highway and ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway in accordance with Policy DM17 of the Development Management Policies DPD (adopted September 2012) and Policy 6.3 of the London Plan (2016).

- 23 No locomotives shall operate within the site other than those fitted with start/stop technology.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

- 24 Vehicle traffic speed on site shall be limited to and shall not exceed 10 miles per hour (mph).

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

- 25 All loaded HGVs (any vehicle over 3.5 tonne unladen weight) shall be enclosed or covered prior to entering or exiting the site.

Reason: To prevent transported material from escaping in order to ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

- 26 Car parking shall be laid out in accordance with drawing no. BXT-CAP-D-DR-C-0022 Rev. P10. The parking space designated for use by disabled people shall be

2.4 metres wide by 4.8 metres long with a zone of 1.2-metre-wide provided between the designated space and at the rear outside the traffic zone.

Reason: To ensure that the proposed development provides the parking provision in accordance with London Plan Policy 6.13 and to enable a disabled driver or passenger to get in or out of a vehicle and access the boot safely.

27 No fires shall be permitted at the site.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

28 Prior to the commencement of the aggregate and non-putrescible construction waste transfer operation a Site Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Site Management Plan shall include (but not be limited to):

- a) Identification of the detailed operational processes to be carried out at the site in relation to both the aggregate and non-putrescible construction waste transfer operations;
- b) Specific measures to be implemented to control and mitigate air quality and noise emissions from the site;
- c) Details of the operational procedures and identification of action plans relating to those air quality and noise control measures, including the provision of appropriate thresholds, trigger levels and remedial actions to be implemented in the event of any exceedances;
- d) Details of the management of aggregate and non-putrescible construction waste stockpiles both during and outside of the operational hours stipulated by Condition 13 of this planning permission to prevent fugitive dust and particulate emissions;
- e) Details regarding the management of other tenants; and
- f) A communication strategy for the continued liaison with local residents and neighbouring premises including contact details and a scheme of escalation for addressing complaints.

From the date of its initial approval pursuant to this Condition, the Site Management Plan shall be reviewed on at least an annual basis and submitted for approval in writing by the Local Planning Authority. The Site Management Plan, or any subsequent revisions approved pursuant to this Condition, shall be implemented as approved for the duration of the development.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

29 The development hereby permitted shall ensure that night time noise levels as a result of the arrival of a train into the site during the night-time at nearby residential properties in the Railway Terraces Conservation Area, Fellows Square and Brent Terrace do not exceed 45dB LAeq, 15mins or 40dB LAeq, 8hr (measured as free field). During the operational hours stipulated by Condition 13 of this planning permission noise emissions at the nearest sensitive premises in the Railway

Terraces Conservation Area shall not exceed existing LA90 background noise levels as measured at 1 metre from the window of any sensitive receptor in accordance with BS4142 (2014); and noise emissions at the nearest sensitive premises at Fellows Square shall not exceed 8dB above existing background LA90 as measured at 1 metre from the window of the nearest sensitive receptor. Existing LA90,T levels shall be based on values stated in Table 8.6 in Chapter 8 of the Revised Supplementary Environmental Statement and supporting Appendices 8.3 and 8.4 (dated December 2017).

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 7.15 of the London Plan 2011.

- 30 The acoustic and perimeter fencing illustrated on drawing no. BXT-CAP-D-DR-C-0022 (Rev. P10) shall be erected prior to the commencement of the aggregate and construction waste transfer operation and thereafter maintained for the duration of the development in a suitable condition to ensure they continue to be effective for acoustic attenuation purposes.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

- 31 During the operation of the development hereby permitted levels of noise from the site must be monitored on site and at the nearest sensitive receptor within the Railway Terraces Conservation Area until otherwise agreed by the London Borough of Barnet. Monitoring stations shall be installed in accordance with a specification and location which shall have first been agreed in writing by the Local Planning Authority in consultation with London Borough of Barnet's Scientific Services. Thereafter, all requirements related to the continued operation of the monitoring equipment must be carried out including servicing, calibration and ratification of data and all data management. Ratified data from these monitoring units shall be made available in real-time via a publicly accessible website throughout the duration of the development hereby permitted, the details of which shall be first submitted to and approved in writing by the Local Planning Authority. Monthly summary reports shall also be submitted to the London Borough of Barnet's Scientific Services throughout the duration of the development hereby permitted.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 7.15 of the London Plan 2011.

- 32 During the operation of the development hereby permitted levels of PM10, NO2 and dust from the site must be monitored on site and at the nearest sensitive receptor within the Railway Terraces Conservation Area until otherwise agreed by the London Borough of Barnet. Monitoring equipment shall be installed on the site in accordance with a specification and location which shall have first been agreed in writing by the Local Planning Authority in consultation with London Borough of

Barnet's Scientific Services. Thereafter, all requirements related to the continued operation of the monitoring equipment must be carried out including servicing, calibration, ratification of data and all data management. Ratified data from these monitoring units shall be made available in real-time via a publicly accessible website throughout the duration of the development hereby permitted., the details of which shall be first submitted to and approved in writing by the Local Planning Authority. Monthly summary reports shall also be submitted to the London Borough of Barnet's Scientific Services throughout the duration of the development hereby permitted.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012); and in the interests of good air quality in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Council's Sustainable Design and Construction SPD (adopted April 2013), Policy 7.14 of the London Plan (2016), and the Mayor's Control of Dust and Emissions During Construction and Demolition SPG (2014).

- 33 All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the development shall comply with the emission standards set out in Chapter 7 of the GLA's Supplementary Planning Guidance ('SPG') 'Control of Dust and Emissions During Construction and Demolition' (dated July 2014) or subsequent guidance as applicable at that time. Unless it complies with the standards set out in this SPG (or other subsequent guidance), no NRMM shall be on site at any time, whether in use or not, without the prior written consent of the Local Planning Authority. The developer shall keep an up to date list of all NRMM using during the development on the online register at <https://nrmm.london/>.

Reason: In the interests of good air quality in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Council's Sustainable Design and Construction SPD (adopted April 2013); Policies 5.3 and 7.14 of the London Plan (2016); and the Mayor's Control of Dust and Emissions During Construction and Demolition SPG (2014).

- 34 Prior to the commencement of the development other than for investigative work:

PART 1

- a. A site investigation shall be designed for the site using information obtained from the Chapter 14 of the Brent Cross Thameslink Supplementary Environmental Statement Rail Freight Facility Volume 1 (December 2017) including Appendices 14.1 and 14.2; Cricklewood Aggregates Terminal Surface and Foul Water Drainage Technical Note (November 2017); Cricklewood Downside Yard, London Ground Investigation Report (January 2018) and the 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:
- i. A risk assessment to be undertaken,
 - ii. Refinement of the Conceptual Model, and

- iii. 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.

- b. 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:

- c. 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 April 2013) and 5.21 of the London Plan 2016.

- 35 Prior to the installation of any fuel tanks, details relating to the design and capacity of the fuel tanks to be located within the site shall be submitted to and approved in writing by the Local Planning Authority. Fuel tanks to be installed at the site shall thereafter accord with the approved details. All fuels and oils shall be secured within a bunded area and the secondary containment system must provide storage for at least 110% of the tank's maximum capacity.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 5.21 of the London Plan 2016.

- 36 Prior to the erection of the acoustic fencing along the southwest boundary of the site (to be placed on top of the landscape bund), details of the type, specification and colour of the acoustic fencing shall be submitted and approved in writing by the Local Planning Authority. The acoustic fencing shall thereafter be installed as approved and maintained in an appropriate condition for the duration of the development.

Reason: To safeguard the setting of the adjacent Railway Terraces Cricklewood Conservation Area in accordance with Policy DM06 of the Local Plan Development Management Policies DPD (adopted September 2012); and Policy 7.8 of the London Plan (2016).

- 37 The landscape bund illustrated on drawing numbers BXT-CAP-0000-D-DR-C-0025 (Rev. P03), BXT-CAP-0000-D-DR-C-0026 (Rev. P02) and BXT-CAP-3000-D-DR-L-0036 (Rev. P03) shall be constructed and completed prior to the commencement of any aggregate and non-putrescible construction waste transfer operations hereby permitted. The landscape bund shall thereafter be maintained as approved for the duration of the development.

Reason: To ensure the development provides adequate visual amenity and safeguards the setting of the adjacent Railway Cottages Cricklewood Conservation Area in accordance with Policies DM01 and DM06 of the Local Plan Development Management Policies DPD (adopted September 2012) and Policy 7.8 of the London Plan (2016).

- 38 The planting proposals set out on drawing numbers BXT-CAP-3000-D-DR-L-0036 Rev. P03 and BXT-CAP-3000-D-DR-L-0037 Rev. P03 shall be implemented prior to the commencement of the aggregate and non-putrescible construction waste transfer operation.

Reason: To ensure the development provides adequate visual amenity and safeguards the setting of the adjacent Railway Cottages Cricklewood Conservation Area in accordance with Policies DM01 and DM06 of the Local Plan Development Management Policies DPD (adopted September 2012) and Policy 7.8 of the London Plan (2016).

- 39 Prior to the commencement of the aggregate and non-putrescible construction waste transfer operation a Landscape and Ecological Maintenance Plan shall be submitted to and approved in writing by the Local Planning Authority. The Landscape and Ecological Maintenance Plan shall include measures to ensure that the planting proposals set out on drawing numbers BXT-CAP-3000-D-DR-L-0036 Rev. P03 and BXT-CAP-3000-D-DR-L-0037 Rev. P03 shall establish successfully, provide details of management techniques to be implemented for the duration of the development and include a commitment to replace any trees, shrubs or plants which die or become diseased. The approved Landscape and Ecological Maintenance Plan shall be implemented as approved thereafter for the duration of the development.

Reason: To ensure the development provides adequate visual amenity and safeguards the setting of the adjacent Railway Cottages Cricklewood Conservation Area in accordance with Policies DM01 and DM06 of the Local Plan Development Management Policies DPD (adopted September 2012) and Policy 7.8 of the London Plan (2016).

- 40 No operation authorised by this planning permission shall adversely impact the existing trees and hedgerows immediately adjacent to the northwest boundary of the site (alongside the Brent Cross Curve railway).

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.21 of the London Plan 2016; and that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in

accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

- 41 The development hereby permitted shall be carried out in accordance with the surface and foul water drainage proposals detailed within the Cricklewood Aggregates Terminal: Surface and Foul Water Drainage Technical Note (AECOM, November 2017) and on Drawing no. 60514840-SHT-10-PH02-C-00017 for the duration of the development.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policies 5.13, 5.14 and 5.15 of the London Plan (2016).

- 42 Surface water draining from areas of hardstanding shall be passed through an oil separator or series of oil separators, prior to being discharged into any watercourse, soakaway or surface water sewer. The separator(s) shall be designed and constructed to have a capacity compatible with the area being drained, shall be installed prior to the occupation of the development and shall thereafter be retained and maintained throughout the lifetime of the development. Clean roof water or vehicle washdowns and detergents shall not pass through the separator(s) and should be drained instead to foul sewer or sealed system.

Reason: To reduce the risk of pollution to the water environment in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012)

INFORMATIVE(S):

- 1 In accordance with paragraphs 186-187, 188-195 and 196-198 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.
- 2 Tree and shrub species selected for landscaping/replacement planting provide long term resilience to pest, diseases and climate change. The diverse range of species and variety will help prevent rapid spread of any disease. In addition to this, all trees, shrubs and herbaceous plants must adhere to basic bio-security measures to prevent accidental release of pest and diseases and must follow the guidelines below:

"An overarching recommendation is to follow BS 8545: Trees: From Nursery to independence in the Landscape. Recommendations and that in the interest of Bio-security, trees should not be imported directly from European suppliers and planted

straight into the field, but spend a full growing season in a British nursery to ensure plant health and non-infection by foreign pests or disease. This is the appropriate measure to address the introduction of diseases such as Oak Processionary Moth and Chalara of Ash. All trees to be planted must have been held in quarantine."

- 3 The applicant is advised that the modification required to the access into the site from the public highway would be subject to a detailed investigation by the Traffic and Development section. Heavy duty access may need to be provided to cater for a heavy duty use. The works would be undertaken by the Highway Authority at the applicant's expense. You may obtain an estimate for this and any associated work on the public highway, and further information, from the Traffic and Development Section - Development and Regulatory Services, Barnet House, 1255 High Road London N20 0EJ, by telephone on 020 8359 3018, or via crossovers@barnet.gov.uk.
- 4 The applicant is advised that the works to the site access requires Agreement under Section 278 of the Highways Act 1980. This Agreement must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the highway. Please contact London Borough of Barnet, Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ. 020 8359 3555.
- 5 The Air Quality Stage 4 Review and Assessment for the London Borough of Barnet and further reports required under the Environment Act 1995 have highlighted that this area currently experiences or is likely to experience exceedances of Government set health-based air quality standards. A list of possible options for mitigating poor air quality is as follows: 1) Use of passive or active air conditioning; 2) Use of acoustic ventilators; 3) Altering lay out so habitable rooms are sited away from source of poor air quality; 4) Non residential usage of lower floors; 5) Altering footprint by siting further away from source of poor air quality.

For developments that require an Air Quality report; the report should have regard to the air quality predictions and monitoring results from the most recent Review and Assessment report available from the LPA web site and Air Quality England. The report should be written in accordance with the following guidance: 1) Environmental Protection UK and IAQM Guidance: Land-Use Planning and Development Control: Planning for Air Quality, May 2015); 2) Environment Act 1995 Air Quality Regulations; 3) Local Air Quality Management Technical Guidance LAQM.TG(16); 4) London Councils Air Quality and Planning Guidance (2007) 5) London Local Air Quality Management Technical Guidance LLAQM.TG(16), 6) Mayor of London's Supplementary Planning Guidance for Sustainable Design and Construction (2014) and 7) Section 6.2 of the Technical Guidance Note D1 (Dispersion) 'Guidelines on Discharge Stack Heights for Polluting Emissions'.

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

- 6 The submitted Construction Environmental and Transport Management Plan shall include, as a minimum, details of:
 - Site hoarding
 - Wheel washing

- Dust suppression methods and kit to be used
- Site plan identifying location of site entrance, exit, wheel washing, hoarding, dust suppression, location of water supplies and location of nearest neighbouring receptors. Explain reasoning if not applicable.
- For major developments only: confirmation that all Non Road Mobile Machinery (NRMM) comply with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999. Proof within the contractor's specification that all NRMM will be registered on the local government website
- Confirmation whether a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation.
- For major developments only: provide a copy of an asbestos survey for smaller developments confirmation that a survey has been carried out.
- Confirmation of the following: log book on site for complaints, work in accordance with British Standards BS 5228-1:2009+A1:2014 and best practicable means are employed; clear contact details on hoarding. Standard construction site hours are 8am-6pm Monday - Friday, 8am-1pm Saturday and not at all on Sundays and Bank Holidays. Bonfires are not permitted on site.

Network Rail Informatives

- 7 The Developer must ensure that their proposal, both during construction and after completion of works on site, does not:
- Encroach onto Network Rail land
 - Affect the safety, operation or integrity of the company's railway and its infrastructure
 - Undermine its support zone
 - Damage the company's infrastructure
 - Place additional load on cuttings
 - Adversely affect any railway land or structure
 - Over-sail or encroach upon the air-space of any Network Rail land
 - Cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

The developer should comply with the following informatives and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land.

8 Future Maintenance:

The development must ensure any future maintenance can be conducted solely on the applicant's land. The applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air-space, and therefore all/any building should be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary. The reason for the 2m (3m for overhead lines and third rail) stand-off requirement is to allow for construction and future maintenance of a building and without requirement for access to the operational railway environment which may not necessarily be granted or if granted subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and

air-space to facilitate works. The applicant / resident would need to receive approval for such works from Network Rail Asset Protection, the applicant / resident would need to submit the request at least 20 weeks before any works were due to commence on site and they would be liable for all costs (e.g. all possession costs, all site safety costs, all asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land. No structure/building should be built hard-against Network Rail's boundary as in this case there is an even higher probability of access to Network Rail land being required to undertake any construction / maintenance works. Equally any structure/building erected hard against the boundary with Network Rail will impact adversely upon our maintenance teams' ability to maintain our boundary fencing and boundary treatments.

9 Drainage:

Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to Network Rail Asset Protection. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed near/within 10 - 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

10 Plant and Materials:

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse of failure, no plant or materials are capable of falling within 3.0 metres of the boundary with Network Rail

11 Scaffolding:

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

12 Piling:

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for approval to Network Rail Asset Protection prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

13 Fencing:

In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.

14 Lighting:

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's approval of their detailed proposals regarding lighting.

15 Noise and Vibration:

The potential for any noise/ vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of the National Planning Policy Framework which hold relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night time train running and heavy freight trains.

16 Vehicle Incursion:

Where a proposal calls for hard standing area / parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing.

17 Contact:

Network Rail strongly recommends the developer contacts Network Rail Asset Protection London South East at AssetProtectionLNEEM@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website at www.networkrail.co.uk/asp/1538.aspx.

Thames Water Informative

- 18 The applicant should contact Thames Water to discuss their proposed development in more detail. All enquiries from developers in relation to proposed developments should be made to Thames Waters Developer Services team. Their contact details are as follows:

Thames Water Developer Services
Reading Mail Room

Rose Kiln Court
Rose Kiln Lane
Reading
RG2 0BY
Tel: 0800 009 3921
Email: developer.services@thameswater.co.uk

Date of Decision: 6 July 2018

Signed:

A handwritten signature in grey ink, appearing to read 'P. Alsop'.

Peter Alsop - Brent Cross Planning and Transport Manager

**Acting for Fabien Gaudin
Head of Development Management**

NOTE(S):

1. Your attention is drawn to the attached Schedule which sets out the rights of an applicant who is aggrieved by a decision of the Local Planning Authority.
2. This Notice relates solely to a planning decision and does not purport to convey any approval or consent which may be required under the Building Regulations or any other statutory purpose.

For more information about making a Building Regulations application, please contact the Barnet Council Building Control team by email (building.control@barnet.gov.uk), telephone (0208 359 4500), or see our website at www.barnet.gov.uk/building-control.