

Ropemaker Properties Ltd

Barnet Local Plan Examination

Matter 8: Design, Tall Buildings
and Heritage

Prepared on behalf of Ropemaker Properties Ltd

August 2022

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1.0 INTRODUCTION

- 1.1 We act on behalf of Ropemaker Properties Ltd ("Ropemaker"). Ropemaker is the freehold owner of the Garrick Road Industrial Estate (GRIE) as defined in the Site Location Plan provided at **Appendix 1**.
- 1.2 Ropemaker have monitored and engaged with the Local Plan Process, having made representations in respect of both the Regulation 18 and 19 consultations.
- 1.3 Having reviewed the latest draft documents, Ropemaker have several questions and comments which have yet to be addressed. As such Ropemaker will be participating in the relevant examination hearings.
- 1.4 This Statement relates to **Matter 8: Design, Tall Buildings and Heritage**.

2.0 BACKGROUND

- 2.1 Ropemaker Properties Ltd is the freehold owner of the Garrick Road Industrial Estate (GRIE) as defined in the Site Location Plan provided at **Appendix 1**. The Site forms the sole focus of our observations and comments made in respect of the Local Plan Review.
- 2.2 The GRIE occupies 2.3 hectares of land located to the west of the Midland Main Line railway and less than 200 m from Hendon railway station. Garrick Road connects directly to the A5 along Edgware Road.
- 2.3 The GRIE is located close to a series of committed and potential development sites where new homes and new floorspace can or will be delivered to help achieve the BLP's key policy objectives.
- 2.4 The key potential development site close to the GRIE is the 'Silk Park' proposals at the Sainsbury's foodstore site. Here the Council's Planning Committee resolved to grant planning permission for 1,309 homes and a new Sainsbury's foodstore across buildings measuring up to 28 storeys (Barnet ref: 19/4661/FUL).
- 2.5 The Silk Park proposals include an allowance made for a 'landing point' for a bridge which would cross Silk Stream into the GRIE. In agreeing this with the applicant, the Council was self-evidently considering a scenario in which the GRIE comes forward for a form of comprehensive redevelopment. In no other scenario would a bridge be necessary to make a development acceptable in planning terms.

Summary

- 2.6 Against this background, it is Ropemaker's intention to work proactively with the Council through both the Development Plan and Development Management process to optimise the use of the GRIE through a comprehensive mixed-use development which we believe could maintain the supply of employment land in this location and make a substantial and valuable contribution to the supply of new homes within the Borough.

3.0 EXAMINATION ISSUES

- 3.1 Our case in relation to this Matter is consistent with the submissions made on behalf of Ropemaker to date, but also takes into account the Council's updated position as set out in the recently published topic papers.
- 3.2 The position of Ropemaker is set out below under the Inspector's Questions in relation to Matter 8.

Whether the Plan has been positively prepared and whether it is justified, effective, consistent with national policy and in general conformity with the London Plan in relation to design, tall buildings and heritage?

Questions:

4) Policy CDH04 seeks to provide an approach to tall buildings in strategic locations, is it positively prepared, justified, effective, consistent with national policy and in general conformity with the London Plan in those respects? Responses should address the following:

a) Is the overall policy approach consistent with the expectations of Policies H1 and D9 of the London Plan in terms of identification of locations for tall buildings and optimising housing delivery in PTAL3 to 6 locations or within 800m distance of a station or town centre boundary, and the Framework insofar as it seeks to achieve well-designed places?

b) Is the identification of the strategic locations listed in the policy where 'tall' buildings (defined as 8 to 14 storeys or 26 to 46 metres) are appropriate, informed and justified by robust evidence, and are the locations sufficiently precise?

- 3.3 The locations identified in Policy CDH04 include the majority but not all the areas where development is to be directed as per the first four chapters of the BLP (Reg 19). It does not specifically refer to the enhanced opportunities provided at areas in proximity to the West London Orbital (WLO) stations, for example, Hendon Station (Policy GSS09). Development around Cricklewood and Brent Cross West stations are embraced by other criteria.
- 3.4 Taller buildings along the Edgware Road Major Thoroughfare which is located in close proximity to Hendon Station is supported and this area identified in Map 4 – Locally important views, does extend back from Edgware Road towards the railway line. Indeed, the significant number of recent permissions with very tall buildings in this area have proposed the tallest element set back away from Edgware Road towards the boundary of the GRIE closer to the railway. This implies that the area to the northwest of Hendon Station and west of the railway is an appropriate location for tall buildings. This should be clarified in the strategic locations identified within Policy CDH04.
- 3.5 In summary, Policy CDH04 should make provision for the potential for development for taller buildings around Hendon station to coincide with the opportunities presented by the major

infrastructure works proposed by the WLO. This is consistent with the evidence base and paragraph 6.18.2 and London Plan Policies H1, D9 and paragraph 3.9.1.

c) Are there any other locations where evidence suggests that 'tall' buildings may be suitable and if so, should these be reflected in the policy?

- 3.6 Through this hearing and our previous representations, we would strongly suggest that the GRIE and other locations in close proximity to Hendon Station are designated as a suitable location for tall buildings, given the context of the site in an area where permission for a large number of tall buildings have been granted, and as a location in which the impacts of tall buildings can be mitigated to acceptable levels.

APPENDIX 1 – GRIE SITE LOCATION PLAN

Site Location Plan

- Garrick Road Industrial Estate
- LSIS
- Silk Park development
- Telephone Exchange development
- Rushgrove development
- West Hendon Estate development
- Other sites identified for potential development

