GREATER**LONDON**AUTHORITY

(by email)

Our reference: MGLA260325-2740

23 April 2025

Dear

Thank you for your request for information which the Greater London Authority (GLA) received on 26 March 2025. Your request has been considered under the Environmental Information Regulations (EIR) 2004.

You requested:

> Planning comments/correspondence relating to 1-4 Shakespeare Road, London N3
>
> Please can you send me copies of all correspondence, emails (including attachments) etc between the GLA and the applicant, agent or any of their representatives or the applicant/agent professional team which have taken place?

Our response to your request is as follows:

Please find attached the information that the GLA holds within the scope of your request.

Please note that some employee names are exempt from disclosure under Regulation 13 (Personal information) of the EIR. Information that identifies specific employees constitutes as personal data which is defined by Article 4(1) of the General Data Protection Regulation (GDPR) to mean any information relating to an identified or identifiable living individual. It is considered that disclosure of this information would contravene the first data protection principle under Article 5(1) of GDPR which states that Personal data must be processed lawfully, fairly and in a transparent manner in relation to the data subject.

If you have any further questions relating to this matter, please contact me, quoting the reference MGLA260325-2740.

Yours sincerely

Information Governance Officer

If you are unhappy with the way the GLA has handled your request, you may complain using the GLA's FOI complaints and internal review procedure, available at: https://www.london.gov.uk/about-us/governance-and-spending/sharing-our-information/freedom-information

[redacted]

From: [redacted] <[redacted]dp9.co.uk>
Sent: 07 June 2022 17:25
To: Pre-applications; [redacted] [redacted] Urban Design Team; Spatial Planning; Energy Officers; [redacted]barnet.gov.uk; [redacted]
Subject: RE: Proposed: 1 - 4 Shakespeare Road

Importance: High

CAUTION: This email originated from outside this organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi all
Following up on this – are there any other dates that we could do this?
Thanks

[redacted]
Director
direct: [redacted]
mobile: [redacted]
e-mail: [redacted]dp9.co.uk

DP9 Ltd
100 Pall Mall
London
SW1Y 5NQ
telephone: 020 7004 1700 facsimile: 020 7004 1790 website: www.dp9.co.uk

From: [redacted]
Sent: 01 June 2022 20:28
To: Pre-applications ; [redacted] ; [redacted] ; Urban Design Team ; Spatial Planning ; Energy Officers ; [redacted]barnet.gov.uk; [redacted]
Subject: RE: Proposed: 1 - 4 Shakespeare Road
Importance: High
I am really sorry but I cannot make this day. Are there any other dates that could work?
Thanks

[redacted]
Director
direct: [redacted]
mobile: [redacted]
e-mail: [redacted]dp9.co.uk

DP9 Ltd
100 Pall Mall
London
SW1Y 5NQ
telephone: 020 7004 1700 facsimile: 020 7004 1790 website: www.dp9.co.uk

-----Original Appointment-----
From: [redacted] <[redacted]dp9.co.uk> **On Behalf Of** Pre-applications
Sent: 01 June 2022 16:50
To: [redacted]
Subject: FW: Proposed: 1 - 4 Shakespeare Road
When: 24 June 2022 10:00-12:00 (UTC+00:00) Dublin, Edinburgh, Lisbon, London.
Where: Microsoft Teams Meeting
-----Original Appointment-----
From: Pre-applications <Pre-applications@london.gov.uk>
Sent: 01 June 2022 16:48
To: Pre-applications; [redacted] Urban Design Team; Spatial Planning; Energy Officers; [redacted]barnet.gov.uk; [redacted]
Subject: Proposed: 1 - 4 Shakespeare Road
When: 24 June 2022 10:00-12:00 (UTC+00:00) Dublin, Edinburgh, Lisbon, London.
Where: Microsoft Teams Meeting
Dear all,
This date and time has been offered to the agent. Please hold in your diary, if you wish to attend.
GLA reference number: 2022/0417/P2I
Site name: 1 - 4 Shakespeare Road
Address: 1-4 Shakespeare Road, Finchley, Barnet, London, N3 1XE
Local Planning Authority: Barnet
Proposal: The proposed development is for the redevelopment of the existing site to provide a high-quality mixed-use scheme including a new hotel, flexible co-working space, nursery, and food and beverage space at ground floor, alongside new public realm.
Case officer: [redacted]

Kind regards
[redacted]

Microsoft Teams meeting

Join on your computer or mobile app
Click here to join the meeting

Welcome to the GLA's Team's Meeting

Learn More | Meeting options

NHS health information and advice about coronavirus can be found at nhs.uk/coronavirus

The GLA stands against racism. Black Lives Matter.

[redacted]

From: [redacted]
Sent: 24 June 2022 13:46
To: [redacted]
Subject: RE: 1-4 Shakespeare Road, Finchley - GLA Pre-application Document

Hi [redacted]

Thanks for sending through this presentation.

Ahead of next Tuesday's meeting, could you please confirm the full list of attendees from your team for this meeting?

Once this list is sent through, I will seek to finalise and issue an agenda for the meeting.

Kind regards,

[redacted]

Senior Strategic Planner
GREATER**LONDON**AUTHORITY
Union Street, London, SE1 0LL

london.gov.uk
[redacted] london.gov.uk

From: [redacted]
Sent: 23 June 2022 14:41
To: Pre-applications ; [redacted] ; [redacted] ; Urban Design Team ; Spatial Planning ; Energy Officers ; [redacted]
Cc: [redacted] ; [redacted]
Subject: RE: 1-4 Shakespeare Road, Finchley - GLA Pre-application Document

Afternoon all,

Please find the pre-application document that we will be presenting to you at the meeting on Tuesday 28th June, for your initial review, within the following WeTransfer link: https://we.tl/t-0fB9K7h4cV

Do let me know if you have any trouble accessing the document.

We look forward to discussing the proposal with you.

Best regards,

[redacted]

Assistant Planner

[redacted]

From: [redacted]
Sent: 28 June 2022 09:39
To: '[redacted]'
Subject: RE: 1-4 Shakespeare Road, Finchley - Pre-App

Hi [redacted]

Yes that works for me. Are you going to call me on my mobile number below?

[redacted]

From: [redacted]
Sent: 28 June 2022 09:38
To: [redacted]
Subject: RE: 1-4 Shakespeare Road, Finchley - Pre-App

Hi [redacted]

Sorry for delay coming back. Are you free for a quick pre chat around 9.45am?

Thanks

[redacted]

[redacted]
Principal Planner
Major Projects

Planning and Building Control
Regional Enterprise
2 Bristol Avenue, Colindale, NW9 4EW
T: [redacted]
Barnet Online: www.barnet.gov.uk
please consider the environment - do you really need to print this email?

From: [redacted] <[redacted]london.gov.uk>
Sent: 27 June 2022 14:03
To: [redacted] <[redacted]Barnet.gov.uk>
Subject: 1-4 Shakespeare Road, Finchley - Pre-App

Dear [redacted]

By way of introduction, my name is [redacted] and I am the case officer for the pre-application enquiry at 1-4 Shakespeare Road, Finchley.

I believe you will be in attendance at the GLA's pre-app meeting tomorrow.

Ahead of that meeting I was wondering if you are available for a quick discussion? You can give me a call on [redacted]

If you don't have time this afternoon, that's fine. Ill see you tomorrow.

Kind regards,

[redacted]

[redacted]

Senior Strategic Planner
GREATER**LONDON**AUTHORITY
Union Street, London, SE1 0LL

london.gov.uk
[redacted]london.gov.uk

NHS health information and advice about coronavirus can be found at nhs.uk/coronavirus

The GLA stands against racism. Black Lives Matter.

[redacted]

From: [redacted] <[redacted]dp9.co.uk>
Sent: 26 July 2022 13:01
To: [redacted]
Cc: [redacted]
Subject: RE: 1-4 Shakespeare Road - Pre-App - 2022/0417/P2I

Hi [redacted]
Understood, there's no problem on our side with the written response coming across early next week.
Thank you for the update, greatly appreciated.
Kind regards,
[redacted]

[redacted]
Assistant Planner
direct: [redacted]
mobile [redacted]
e-mail: [redacted]dp9.co.uk

DP9 Ltd
100 Pall Mall
London
SW1Y 5NQ
telephone: 020 7004 1700 facsimile: 020 7004 1790 website: www.dp9.co.uk

From: [redacted]
Sent: 26 July 2022 12:57
To: [redacted]
Cc: [redacted]
Subject: RE: 1-4 Shakespeare Road - Pre-App - 2022/0417/P2I
Hi [redacted]
Just to keep you updated – unfortunately I am still just chasing one final referral response to input into the pre-app written response.
At this stage, I am hoping that the pre-app can be issued to your team at the beginning of next week.
I will continue to keep you updated, but I sincerely apologise for the delay.
Kind regards,
[redacted]

Senior Strategic Planner
GREATER**LONDON**AUTHORITY
Union Street, London, SE1 0LL
london.gov.uk
[redacted]london.gov.uk

From: [redacted] <[redacted]dp9.co.uk>
Sent: 22 July 2022 10:05
To: [redacted] <[redacted]london.gov.uk>

Cc: [redacted] <[redacted]dp9.co.uk>
Subject: RE: 1-4 Shakespeare Road - Pre-App - 2022/0417/P2I

CAUTION: This email originated from outside this organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi [redacted]
A quick note to say that I am off next week so please copy [redacted] in to any reply, and he can then circulate to our client / wider team without waiting for me to return.
Thanks
[redacted]

[redacted]
Director
direct: [redacted]
mobile: [redacted]
e-mail: [redacted]dp9.co.uk

DP9 Ltd
100 Pall Mall
London
SW1Y 5NQ
telephone: 020 7004 1700 facsimile: 020 7004 1790 website: www.dp9.co.uk

From: [redacted] <[redacted]london.gov.uk>
Sent: 12 July 2022 09:09
To: [redacted] <[redacted]dp9.co.uk>
Cc: [redacted] <[redacted]dp9.co.uk>
Subject: RE: 1-4 Shakespeare Road - Pre-App - 2022/0417/P2I
Hi [redacted]
My pre-app report is largely drafted. However, I am still awaiting input from a few consultees to input into this response.
At this stage it is difficult to provide a definitive timeframe – however I am hoping to have my written response completed this week (upon receipt of final consultee comments) and [redacted] should be able to complete his review next week.
I will keep you updated over the next week and a half to confirm exact timings.
Kind regards,
[redacted]

Senior Strategic Planner
GREATER**LONDON**AUTHORITY
Union Street, London, SE1 0LL
london.gov.uk
[redacted]london.gov.uk

From: [redacted] <[redacted]dp9.co.uk>
Sent: 11 July 2022 14:17
To: [redacted] <[redacted]london.gov.uk>
Cc: [redacted] <[redacted]dp9.co.uk>
Subject: RE: 1-4 Shakespeare Road - Pre-App - 2022/0417/P2I

CAUTION: This email originated from outside this organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi [redacted]
I hope you are well

Following our pre app on 28th June please can you confirm when we can expect your written feedback? This is not a chaser (!) I just want to diarise some time with our client and wider team to run through feedback and talk through next steps and programme.
Thanks
[redacted]

[redacted]
Director
direct: [redacted]
mobile: [redacted]
e-mail: [redacted]dp9.co.uk

DP9 Ltd
100 Pall Mall
London
SW1Y 5NQ
telephone: 020 7004 1700 facsimile: 020 7004 1790 website: www.dp9.co.uk

From: [redacted] <[redacted]london.gov.uk>
Sent: 27 June 2022 14:51
To: [redacted] <[redacted]dp9.co.uk>; [redacted] <[redacted]dp9.co.uk>; [redacted]barnet.gov.uk
Cc: [redacted] <[redacted]london.gov.uk>; [redacted]@london.gov.uk>; [redacted] <[redacted]tfl.gov.uk>
Subject: 1-4 Shakespeare Road - Pre-App - 2022/0417/P2I
Good afternoon all,
In advance of tomorrow's meeting, please find attached a draft agenda.
Please let me know if you have any comments or queries.
Kind regards,
[redacted]

Senior Strategic Planner
GREATER**LONDON**AUTHORITY
Union Street, London, SE1 0LL
london.gov.uk
[redacted]london.gov.uk

NHS health information and advice about coronavirus can be found at nhs.uk/coronavirus

The GLA stands against racism. Black Lives Matter.

[redacted]

From: [redacted] <[redacted]tfl.gov.uk>
Sent: 26 July 2022 17:12
To: [redacted]
Subject: 1-4 Shakespeare Road - Pre-App TfL comments

Follow Up Flag: Follow up
Flag Status: Completed

Dear [redacted]

Re: 1-4 Shakespeare Road - Pre-App TfL comments

Further to the GLA Pre-app meeting which took place on 28 June 2022, TfL provides the following observations:

1. A full transport assessment (TA) shall be produced fully in accordance with TfL latest Transport Assessment Best Practice Guidance, supporting the application. This includes details trip generation and mode share assessment for all vehicular and non-vehicular modes, as well as undertaking the Active Travel Zone (ATZ) assessment.
2. Assessment should be made on impact to station gate line at Finchley Central Underground Station resulting from additional trip generation of the proposal. TfL may seek to secure improvement toward station capacity significant impact is determined.
3. The site is of an excellent Public transport access level (PTAL) 6a of which 0 is the lowest and 6b is the highest.
4. It is proposed that 3 disabled bays on Shakespeare Road with no general parking, this is principally supported.
5. TfL expects that Barnet to impose restrictions to prevent future occupants' eligibility for local parking permits and to be secured by appropriate s106 agreement.
6. Separate access for pedestrians and cyclists from vehicular access route needs to be provided to enable safety roads for non-motorised travel mode.
7. In line with the Mayor's Healthy Street aspiration, an Active Travel Zone (ATZ) assessment should be undertaken to assess local walking and cycling routes and to identify improvement opportunities on routes between the site and local places of interest/ amenities with 20 min walking/ cycling journey time. Local accident data should be studied to identify local safety issues and recommend mitigation measure to address this.
8. Street environment at Popes Drive at the site's south-eastern frontage is not particular attractive for pedestrians currently, the applicant should proposed improvement to pedestrian and public realm in the vicinity of the site, while taking into account of local servicing movements, ensuring the design would provide a safe and easy access environment for pedestrians, this should be secured by s106 planning obligation.
9. During the meeting, an uncontrolled pedestrian crossing point has been shown on plans located near the bend on Popes Drive (near the footpath next to Tesco connecting Ballards Lane, question is raised on the safety and sightline of the crossing location, therefore Stage 1 Road Safety Audit would be required to confirm this.
10. All highway improvement and vehicular access proposals (inc. change of parking on street arrangement) must be Stage 1 Safety Audited with reports and designers response supporting the planning application.
11. A Travel Plan shall be produced in accordance with current TfL's travel planning guidance to maximise mode shaft toward sustainable modes of transport. The final travel plan should be secured by S106 planning obligation.
12. A delivery & servicing plan (DSP) is required to cover various elements of the proposal, this would be secured by planning conditions.
13. A construction management plan (CMP) and construction logistics plan (CLP) shall be produced in accordance with the current TfL's CLP guidance. The submission and implementation of these plans shall be secured by appropriate condition.

Please do not hesitate to contact me if I can be of any further assistance.
Kind regards

[redacted]

From: [redacted]
Sent: 15 August 2022 11:12
To: [redacted]
Subject: RE: 1-4 Shakespeare Road - Pre-App - 2022/0417/P2I
Attachments: GLA0417 - 1-4 Shakespeare Road Finchley - Pre-Application Advice Note.pdf

Hi [redacted]

Please find attached our written pre-app response. Apologies for the delay.

Happy to discuss any of this advice further should you wish.

Kind regards,

[redacted]

[redacted]

Senior Strategic Planner
GREATER**LONDON**AUTHORITY
Union Street, London, SE1 0LL

london.gov.uk
[redacted]london.gov.uk

From: [redacted]
Sent: 09 August 2022 10:19
To: [redacted] ; [redacted]
Subject: RE: 1-4 Shakespeare Road - Pre-App - 2022/0417/P2I

Hi [redacted]

My report has been finalised and is just awaiting final review by [redacted] (Team Leader).

I would anticipate that the report should be with you by Thursday or Friday this week.

I do apologise for the ongoing delay – but hope that the final report will be with you soon.

Kind regards,

[redacted]

[redacted]

Senior Strategic Planner
GREATER**LONDON**AUTHORITY
Union Street, London, SE1 0LL

london.gov.uk
[redacted]london.gov.uk

From: [redacted] <[redacted]dp9.co.uk>
Sent: 08 August 2022 12:54
To: [redacted] <[redacted]london.gov.uk>; [redacted] <[redacted]dp9.co.uk>
Subject: RE: 1-4 Shakespeare Road - Pre-App - 2022/0417/P2I

Hi [redacted]

Is there an update on this?

Thanks

[redacted]
Director
direct: [redacted]
mobile: [redacted]
e-mail: [redacted]dp9.co.uk

DP9 Ltd
100 Pall Mall
London
SW1Y 5NQ
telephone: 020 7004 1700 facsimile: 020 7004 1790 website: www.dp9.co.uk

From: [redacted] <[redacted]london.gov.uk>
Sent: 26 July 2022 12:57
To: [redacted] <[redacted]dp9.co.uk>
Cc: [redacted] <[redacted]dp9.co.uk>
Subject: RE: 1-4 Shakespeare Road - Pre-App - 2022/0417/P2I

Hi [redacted]

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I will continue to keep you updated, but I sincerely apologise for the delay.

Kind regards,

[redacted]

[redacted]

Senior Strategic Planner
GREATER**LONDON**AUTHORITY
Union Street, London, SE1 0LL

london.gov.uk
[redacted] london.gov.uk

From: [redacted] <[redacted] dp9.co.uk>
Sent: 22 July 2022 10:05
To: [redacted] <[redacted] london.gov.uk>
Cc: [redacted] <[redacted] dp9.co.uk>
Subject: RE: 1-4 Shakespeare Road - Pre-App - 2022/0417/P2I

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Hi [redacted]

A quick note to say that [redacted] so please copy [redacted] in to any reply, and he can then circulate to our client / wider team without waiting for me to return.

Thanks

[redacted]

[redacted]
Director
direct: [redacted]
mobile: [redacted]
e-mail: [redacted] dp9.co.uk

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London
SW1Y 5NQ
telephone: 020 7004 1700 facsimile: 020 7004 1790 website: www.dp9.co.uk

From: [redacted] <[redacted] london.gov.uk>
Sent: 12 July 2022 09:09
To: [redacted] <[redacted] dp9.co.uk>
Cc: [redacted] <[redacted] dp9.co.uk>
Subject: RE: 1-4 Shakespeare Road - Pre-App - 2022/0417/P2I

Hi [redacted]

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At this stage it is difficult to provide a definitive timeframe – however I am hoping to have my written response completed this week (upon receipt of final consultee comments) and [redacted] should be able to complete his review next week.

I will keep you updated over the next week and a half to confirm exact timings.

Kind regards,

[redacted]

[redacted]

Senior Strategic Planner
GREATER**LONDON**AUTHORITY
Union Street, London, SE1 0LL

london.gov.uk
[redacted] london.gov.uk

From: [redacted] <[redacted] dp9.co.uk>
Sent: 11 July 2022 14:17
To: [redacted] <[redacted] london.gov.uk>
Cc: [redacted] <[redacted] dp9.co.uk>
Subject: RE: 1-4 Shakespeare Road - Pre-App - 2022/0417/P2I

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Hi [redacted]

I hope you are well

Following our pre app on 28th June please can you confirm when we can expect your written feedback? This is not a chaser (!) I just want to diarise some time with our client and wider team to run through feedback and talk through next steps and programme.

Thanks

[redacted]

[redacted]
Director
direct: [redacted]
mobile: [redacted]
e-mail: [redacted] dp9.co.uk

DP9 Ltd
100 Pall Mall
London
SW1Y 5NQ
telephone: 020 7004 1700 facsimile: 020 7004 1790 website: www.dp9.co.uk

From: [redacted] <[redacted] london.gov.uk>
Sent: 27 June 2022 14:51
To: [redacted] <[redacted] dp9.co.uk>; [redacted] <[redacted] dp9.co.uk>; [redacted] avidaaron.com; [redacted] barnet.gov.uk; [redacted] @barnet.gov.uk
Cc: [redacted] <[redacted] london.gov.uk>; Wilfrid Meaden

<[redacted]; [redacted] <[redacted]tfl.gov.uk>
Subject: 1-4 Shakespeare Road - Pre-App - 2022/0417/P2I

Good afternoon all,

In advance of tomorrow's meeting, please find attached a draft agenda.

Please let me know if you have any comments or queries.

Kind regards,

[redacted]

[redacted]

Senior Strategic Planner
GREATER**LONDON**AUTHORITY
Union Street, London, SE1 0LL

london.gov.uk
[redacted]london.gov.uk

GREATER**LONDON**AUTHORITY

Good Growth

[redacted]
DP9 Ltd
By email

Our ref: 2022/0417/P2I
Date: 15 August 2022

Dear [redacted]

Town & Country Planning Act 1990 (as amended); Greater London Authority Act 1999 & 2007; Town & Country Planning (Mayor of London) Order 2008

Site: 1-4 Shakespeare Road, Finchley, Barnet, London, N3 1XE
LPA: Barnet
Our reference: 2022/0417/P2I

Further to the pre-planning application meeting held on 28 June 2022, I enclose a copy of the GLA's assessment which sets out our advice and matters which will need to be fully addressed before the application is submitted to the local planning authority.

The advice given by officers does not constitute a formal response or decision by the Mayor with regard to future planning applications. Any views or opinions expressed are without prejudice to the Mayor's formal consideration of the application.

Yours sincerely

[redacted]

John Finlayson

Head of Development Management

cc [redacted], Deputy Head of Development Management
TfL

GREATER**LONDON**AUTHORITY

pre-application report 2022/0417/P2I

15 August 2022

1-4 Shakespeare Road, Finchley

Local Planning Authority: Barnet

The proposal

The proposed development is for the redevelopment of the existing site to provide a mixed-use building of up to 12-storeys including a new hotel, flexible co-working space, nursery, and food and beverage space at ground floor, alongside new public realm.

The applicant

The planning agent is **DP9** and the architects are **Dexter Moren Associates**.

Assessment summary

This large, consolidated site represents a good opportunity for an intensified, mixed-use redevelopment of this town centre location. Whilst the loss of residential and office floorspace is contrary to London Plan policy, this may be overcome if the urban design and other material considerations associated with the proposal are considered to outweigh the loss of this floorspace.

Whilst this is a suitable location for a tall building, there are concerns with the overall massing of the built form, which is excessive in the context of the Finchley Church End Town Centre. The cantilevered elements, which extend beyond the site boundaries, are of particular concern. These projections make the built form appear top-heavy and would have a substantial visual and environmental impact on the streetscape. The consolidated site represents a significant opportunity to upgrade the public realm within the town centre and further design refinement should be undertaken to improve upon this element.

Further transport, sustainable development and environmental matters require resolution prior to submission.

Key next steps

The future application will need to address the issues raised in this report with respect to loss of residential floorspace, urban design, transport, energy and environmental issues.

Context

1. On 28 June 2022, a pre-planning application meeting to discuss a proposal to develop the above site for the above uses was held with the following attendees:

GLA group

- [redacted] Senior Strategic Planner, GLA (case officer)
- [redacted] Team Leader – Development Management, GLA
- [redacted], Urban Design Officer, GLA
- [redacted] Development Planning Officer, TfL

Local Authority

- [redacted] Principal Planner, London Borough of Barnet
- [redacted], Principal Urban Designer, London Borough of Barnet

Applicant

- [redacted]
- [redacted]
- [redacted]
- [redacted]
- [redacted] DP9
- [redacted] DP9
- [redacted], Dexter Moren Architects
- [redacted], Dexter Moren Architects
- [redacted], Phil Allen Design
- [redacted], Phil Allen Design
- [redacted], Montagu Evans
- [redacted], Montagu Evans
- [redacted], Caneparo Associates

2. The advice given by GLA officers does not constitute a formal response or decision by the Mayor with regard to future planning applications. Any views or opinions expressed are without prejudice to the Mayor's formal consideration of an application.

Site description

3. The application site is located at the corner of Popes Drive and Shakespeare Road in the Finchley Church End Town Centre (also known as the Finchley Central Town Centre) within the London Borough of Barnet. The 0.1152 ha (1152sqm) site forms the consolidation of four adjoining buildings consisting of one semi-detached residential house (Class C3), two office buildings (Class E)

and a nursery (Class E(f)). The site is bound by Popes Drive to the north and east and Shakespeare Road to the south.

4. The surrounding area is characterised by a range of town centre uses. The land to the north comprises a large Tesco supermarket. To the north-west is a large, multi-level car [redacted] To the east are a range of mixed-use, retail buildings fronting Ballards Lane and to the south are a range of office and retail buildings.

5. The site has a high level of accessibility to public transport (PTAL 4-5). It is located a short distance from Finchley Central Underground Station, which offers links through to Central London. A number of bus routes are available along Ballards Lane (A598) within 100 metres of the site.

6. The site is partially located within an Air Quality Focus Area. There are no designated heritage assets within close proximity of the site.

Details of this proposal

7. The proposal is for the demolition of the existing buildings and redevelopment of the site to provide a mixed-use building of up to 12-storeys including a new hotel, nursery, flexible co-working space as well as food and beverage space at ground floor, alongside new public realm.

8. The future application is expected to be referable to the Mayor under the following category of the Mayor of London Order 2008:

    - **Category 1(c):** *"Development which comprises or includes the erection of a building that is more than 30 metres high and is outside the City of London"*

Strategic planning issues and relevant policies and guidance

9. For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area comprises the Barnet Core Strategy 2012, Barnet's Local Plan: Development Management Policies 2012 and the London Plan 2021.

10. The following are relevant material considerations:

    - The National Planning Policy Framework and National Planning Practice Guidance;
    - National Design Guide; and
    - Barnet Draft Local Plan (Reg 19) 2021 to 2036.

11. The relevant issues, corresponding strategic policies and guidance, are as follows:

    - Good Growth — *London Plan*;
    - Economic development — *London Plan; the Mayor's Economic Development Strategy; Employment Action Plan*;
    - Retail / Office / Hotel — *London Plan*;
    - Education facilities — *London Plan; Social Infrastructure SPG*;
    - Urban design — *London Plan; Character and Context SPG; Public London Charter draft LPG;*

- Inclusive access — *London Plan; Accessible London: achieving an inclusive environment SPG; Public London Charter draft LPG*;
- Sustainable development — *London Plan; Circular Economy Statements draft LPG; Whole-life Carbon Assessments draft LPG; 'Be Seen' Energy Monitoring Guidance draft LPG; London Environment Strategy*;
- Air quality — *London Plan; the London Environment Strategy; Control of dust and emissions during construction and demolition SPG*;
- Transport and parking — *London Plan; the Mayor's Transport Strategy*;
- Culture — *London Plan; Mayor's Cultural Strategy*;
- Tourism / Leisure — *London Plan*.

Summary of meeting discussion

12. Following a presentation of the proposed scheme from the applicant team, meeting discussions covered strategic issues with respect to the loss of residential and office floorspace, the provision of visitor accommodation and a nursery use, urban design, and transport. Issues with respect to sustainable development, circular economy, urban greening, sustainable drainage, air quality and biodiversity were not discussed in detail at this stage. Based on the information made available to date, GLA officers advice on these issues is set out within the sections that follow.

Land use principles

13. London Plan Policies SD6, SD7, SD8 and SD9 support mixed use development in town centres. These policies seek to enhance the vitality and viability of town centres by encouraging strong, resilient, accessible and inclusive hubs, with a diverse range of uses that meet the needs of Londoners, including main town centre uses, night-time economy, civic, community, social and residential uses.

<u>Loss of residential floorspace</u>

14. Policy H8 of the London Plan states that the loss of existing housing should be replaced by new housing at existing or higher densities with at least the equivalent level of overall floorspace.

15. This redevelopment would result in the loss of one existing residential dwelling, in the form of a semi-detached dwelling encompassing 92sqm of Class C3 floorspace. No residential floorspace would be provided within the proposed scheme.

16. Having regard to the above, the proposal would be contrary to Policy H8 of the London Plan. It is, nevertheless, possible that this in-principal objection could be overcome if the design and other material considerations associated with the proposal are considered to outweigh the loss of this single residential dwelling. In this regard the applicant's attention is drawn, in particular, to the various urban design issues discussed below.

Loss of office floorspace and provision of affordable workspace

17. The redevelopment of this site would result in the loss of the existing office floorspace (716sqm) across two separate buildings. The applicant has sought to replace this loss through the provision of 813sqm of co-working/F&B space at ground and first floor levels. Given the likely use of this space, it is considered that the proposal would result in a net loss of office-type floorspace.

18. Policy E1 of the London Plan seeks to retain existing, viable office floorspace within town centre locations. Additionally, this policy states that the redevelopment and change of use of surplus office space to other uses can be supported subject to the exploration of the use of existing large office floorspace for smaller office units. Additionally, consideration should be given to the provision of local cost and affordable workspace. Policy E3 of the London Plan encourages the use of planning obligations to secure affordable workspace in specific circumstances and locations.

19. The replacement of the old, small floorplate office floorspace with new co-working space could be supported. Whilst there would likely be a net loss of office floorspace, it is expected that the proposal could meet the relevant provisions outlined under Policy E1(I) of the London Plan – supporting the redevelopment of office floorspace to other uses. This would be subject to the provision of lower cost and affordable workspace being provided as part of the co-working floorspace. Details of this affordable workspace should be provided within a future application and would be secured through legal agreement with the local authority.

Visitor Accommodation

20. London Plan Policy E10 seeks to strengthen London's visitor economy to address demand for hotel rooms. In Outer London, this accommodation should be promoted in town centres where they are well-connected by public transport, particularly to central London.

21. The large, consolidated site is located within a town centre location and within a short walk of Finchley Central Underground Station. Therefore, the site is within a location which is suitable for hotel development. As such, the hotel use would be supportable.

Nursery Use

22. London Plan Policy S3 encourages the development of education and childcare facilities in accessible locations with good public transport accessibility. It notes that development proposals should ensure that there is no net loss of education or childcare facilities. Additionally, the London Plan aims for these facilities to be safe, accessible for all, and provide both indoor and outdoor learning opportunities.

23. The existing nursery (598sqm) would be replaced by the new 592sqm (including ground floor entrance) nursery on the first-floor level. The proposed nursery would also incorporate an outdoor terrace, also at first floor level.

24. The replacement of the existing nursery through a new facility with improved layout would be supportable having regard to Policy S3 of the London Plan. A comparison between the existing and proposed nursery provision should be provided in terms of layout and size so as to ensure equal / improved provision.

Conclusion

25. It is acknowledged that the existing buildings are somewhat rundown, and the large, consolidated site represents a good opportunity to support an intensified mixed-use redevelopment that enhances the vitality and viability of the Finchley Church End Town Centre. The loss of residential and office floorspace could be overcome and the provision of a high-quality, mixed-use building, incorporating hotel, nursery and co-working development is acceptable in this location, subject to addressing the matters raised above.

Urban design

26. Chapter 3 of the London Plan sets out key urban design principles to guide development in London. Design policies in this chapter seek to ensure that development optimises site capacity; is of an appropriate form and scale; responds to local character; achieves the highest standards of architecture, sustainability, and inclusive design; enhances the public realm; provides for green infrastructure; and respects the historic environment.

27. London Plan Policy D4 requires that all proposals exceeding 30 metres in height and 350 units per hectare must have undergone at least one design review or demonstrate that they have undergone a local borough process of design scrutiny. The applicant should ensure that the scheme is presented to a Design Review Panel and the comments of the panel taken into consideration, prior to the lodgement of a planning application.

Optimising Development

28. Policy D3 of the London Plan encourages the optimisation of sites, having regard to local context, design principles, public transport accessibility, and capacity of existing and future transport services. The application site contains an existing range of town centre uses and is well connected to public transport with a PTAL ranging from 4-5. Therefore, the optimisation of a town centre use on this site is strongly supported. However, as set out elsewhere in this report, concerns are raised regarding the proposed height and massing.

Height, Scale and Massing

29. London Plan Policy D9 (Part B) states that tall buildings should only be developed in locations identified as suitable in development plans. Part C of Policy D9 also states that tall buildings must address their visual, functional, environmental and cumulative impacts.

30. The Council's Local Plan defines a tall building as being 8 storeys (equivalent to 26 metres above ground level) or more. Additionally, the Local Plan states that the Council will only support proposals for tall buildings in the strategic locations identified in Core Strategy Policy CS5. This includes the Finchley Church End Town Centre. Therefore, a tall building can be supported on this site. The applicant must demonstrate that the proposed tall building is capable of compliance with Policy D9 of the London Plan.

31. The height of the proposed building is several storeys taller than anything else in the surrounding context. Any future planning application must be capable of demonstrating that this height is capable of addressing the criteria within

London Plan Policy D9 Part C, including the visual, functional, environmental and cumulative impacts associated with the proposed height.

32. The proposed built form is marginally outside of the site boundary to the north-east and significantly outside the boundary on the south-eastern edge of the site. As such, the proposal would encroach into public airspace and over-sail public pavement in close proximity to the edge of the carriageway. Whilst there would be sufficient vertical clearance for vehicles, the projecting elements would make the built form appear top heavy and would have a substantial visual and environmental impact on the streetscape. This raises concern and is not supported.

33. It is not clear what the justification or associated public benefit is for this cantilevered element, especially compared to the existing building line, and that of development on the southern side of Shakespeare Road.

34. The applicant is strongly encouraged to develop a refined approach to massing, in conjunction with DRP advice, and avoiding encroachment into public airspace.

35. Any future planning application must be accompanied by a Daylight and Sunlight Assessment prepared in line with BRE guidance as well a Wind Microclimate Modelling report.

<u>Development layout</u>

36. Further details of the functionality of the hotel use should be provided. The entry sequence to the hotel is unclear in terms of the reception desk / offices/ bag storage / restrooms / bar / food and drink provision. This is significant as the layout and provision of space for the hotel use will impact the provision of the co-working space.

37. There is a missed opportunity to provide activation to the north-eastern street frontage, due to the location of the back of house area and cycle storage. Re-locating the back of house spaces to the Shakespeare Road frontage would greatly improve the potential for an activated frontage on the north-eastern side of the building. Locating the cycle stores on Shakespeare Road would also likely increase footfall along this road, helping to improve street surveillance.

38. There is an opportunity to shift the internal nursery lift so it’s not adjacent to the northern external wall. This would allow for the alteration to the façade, which appears blank and does little to improve the legibility of the entrance to the nursery. This should be prioritised over efficiency of the basement layout.

39. There is an opportunity to potentially amend the layout of the upper-level floorplates by internalising the staircases and provide additional bedrooms on the building facades. This may bring opportunities to reduce the number of storeys as well as the quantum of built form outside of the site boundary.

40. The proposed nursery would incorporate an outdoor terrace at first floor level. Where possible, this outdoor terrace should incorporate natural features such as trees and greenery.

41. Within the presentation pack, there is a description of the ‘Finchley Square’ proposal. These appear to include a relocation of the existing car parking / servicing bays. It is unclear how this proposition may impact the proposed

location of the new service bay. It is also unclear how the indicative new pedestrian crossing may impact the public realm proposals. These details should be addressed at planning application stage.

Architectural quality

42. The dark coloured brick materiality of the base element has notable solidity where there are opportunities to provide additional fenestration at the end of the hotel corridors. As a result, the ground floor appears compressed and tertiary in terms of the hierarchy of the composition of the proposals. This should be the defining feature and provide visual interest at the human scale of the building.

43. Along the Shakespeare Road frontage there are three applied areas of different coloured brickwork, all of which appear to be hovering and do not appear grounded.

44. The width of the recessed element on Shakespeare Road has an apparent unresolved arrangement of fenestration.

45. The north-eastern façade frontage to Popes Drive is a lot more visible from the public realm and, as such, design excellence is imperative. The façade composition is considerably repetitive with the monotonous fenestration further exaggerating the scale of the proposals.

46. There is potential for public artwork / visual interest to be applied to the main soffit.

Public realm and landscaping

47. London Plan Policy D8 states that development proposals should ensure the public realm is well-designed, safe, accessible, inclusive, attractive, well-connected, related to the local and historic context, and easy to understand, service and maintain.

48. The proposed design should ensure that the proposal aligns with Barnet's Town Centre Strategy for Finchley Church End. This document prioritises improving and greening the public realm across the town centre.

49. The consolidated site incorporates three street frontages and offers significant potential to improve the surrounding public realm as well as connections through to the rest of the town centre and Finchley Central Underground Station.

50. Design development should continue exploring the best configuration of the footpath. It is recognised that there is an opportunity to shift the green infrastructure against the carriageway (creating screening to the street) whilst also creating an enlarged footpath / seating area directly outside of the building.

51. There should be an upgrade of the public realm surrounding the nursery entrance that introduces green infrastructure and improves the safety of the space.

52. Vehicle tracking should be provided that considers access to the blue badge car parking spaces as well as service vehicle access to other buildings utilising the street.

53. The Mayor has a desire to increase tree canopy provision by 10% across London in line with Policy G7 of the London Plan. This should be supported

and must not solely consider tree planting rates given saplings / immature trees (with small canopies) are likely to be planted.

Fire safety

54. In line with Policy D12 of the London Plan the future application should be accompanied by a fire statement, prepared by a suitably qualified third party assessor, demonstrating how the development proposals would achieve the highest standards of fire safety, including details of construction methods and materials, means of escape, fire safety features and means of access for fire service personnel.

55. Further to the above, Policy D5 within the London Plan seeks to ensure that developments incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum, at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the buildings.

Inclusive access

56. Policy D5 of the London Plan seeks to ensure that new development achieves the highest standards of accessible and inclusive design (not just the minimum). The future application should ensure that the development: can be entered and used safely, easily and with dignity by all; is convenient and welcoming (with no disabling barriers); and provides independent access without additional undue effort, separation or special treatment.

57. Policy E10 of the London Plan aims to provide sufficient choice for people who require an accessible bedroom. As such, a hotel development should provide either:

    a. 10 per cent of new bedrooms to be wheelchair-accessible in accordance with Figure 52 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment;

    b. 15 per cent of new bedrooms to be accessible rooms in accordance with the requirements of 19.2.1.2 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment;

58. No details have been provided of accessible bedrooms within the hotel. The future application should include plans that show where the wheelchair accessible homes would be located and how many there would be. This information and typical flat layouts and plans of the wheelchair accessible homes should be included in the design and access statement.

Transport

Transport assessment

59. A full Transport Assessment (TA) shall be produced fully in accordance with TfL latest Transport Assessment Best Practice Guidance, supporting the application. This includes details trip generation and mode share assessment for all vehicular and non-vehicular modes, as well as undertaking the Active Travel Zone (ATZ) assessment.

Healthy Streets

60. In line with the Mayor's Healthy Street aspiration, an Active Travel Zone (ATZ) assessment should be undertaken to assess local walking and cycling routes and to identify improvement opportunities on routes between the site and local places of interest/ amenities with 20 min walking/ cycling journey time. Local accident data should be studied to identify local safety issues and recommend mitigation measure to address this.

Public transport impacts

61. An assessment should be made on impact to station gate line at Finchley Central Underground Station resulting from additional trip generation of the proposal. TfL may seek to secure improvement toward station capacity significant impact is determined.

Highway impacts

62. All highway improvement and vehicular access proposals (including change of on street parking arrangement) must be Stage 1 Safety Audited with reports and designer's response supporting the planning application.

63. The street environment at Popes Drive at the site's south-eastern frontage is not particular attractive for pedestrians currently, the applicant should propose improvements to pedestrian and public realm in the vicinity of the site, while taking into account of local servicing movements, ensuring the design would provide a safe and easy access environment for pedestrians, this should be secured by s106 planning obligation.

64. During the meeting, an uncontrolled pedestrian crossing point has been shown on plans located near the bend on Popes Drive (near the footpath next to Tesco) connecting Ballards Lane, question is raised on the safety and sightline of the crossing location, therefore Stage 1 Road Safety Audit would be required to confirm this.

Car parking

65. It is proposed that 3 disabled bays on Shakespeare Road with no general parking, this is principally supported.

66. TfL expects that Barnet to impose restrictions to prevent future occupants' eligibility for local parking permits and to be secured by appropriate s106 agreement.

Cycle parking

67. Separate access for pedestrians and cyclists from vehicular access route needs to be provided to enable safety roads for non-motorised travel mode.

Submission documentation

68. A Travel Plan shall be produced in accordance with current TfL's travel planning guidance to maximise mode shaft toward sustainable modes of transport. The final travel plan should be secured by S106 planning obligation.

69. A Delivery & Servicing Plan (DSP) is required to cover various elements of the proposal, this would be secured by planning conditions.

70. A Construction Management Plan (CMP) and Construction Logistics Plan (CLP) shall be produced in accordance with the current TfL's CLP guidance.

The submission and implementation of these plans shall be secured by appropriate condition.

Sustainable development

Energy strategy

71. National building regulations changed on 15 June 2022. As of this date, the Mayor's net zero carbon target set out in London Plan Policy SI 2 will continue to apply to all major developments. Applicants will be expected to continue to follow the energy hierarchy, with a minimum 35% improvement over Part L 2021 from on-site carbon savings. Once on-site carbon savings have been maximised, any remaining emissions should continue to be offset via a cash-in-lieu contribution to the relevant borough's carbon offset fund. Further details will be provided in an update to the Energy Assessment Guidance once national regulations have taken effect. If you have any questions, please contact ZeroCarbonPlanning@london.gov.uk.

72. Applicants should follow the GLA Energy Assessment Guidance in place at the time of submission. The update to the Energy Assessment Guidance document will be available once national regulations have taken effect (link available, here[1]).

73. The following comments summarise key points to be aware of in progressing the energy strategy for the proposals, but published guidance available on the GLA's website should be referenced for full details.

Net zero carbon target

74. The London Plan 2021 requires all major developments (residential and non-residential) to meet a net-zero carbon target. This should be met with a minimum on-site 35% reduction in carbon emissions beyond Part L of 2013 Building Regulations with any carbon shortfall to net zero being paid into the relevant borough's carbon offset fund.

75. Applicants should submit a completed Carbon Emissions Reporting spreadsheet (https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/pre-planning-application-meeting-service-0) alongside their Stage 1 application to confirm the anticipated carbon performance of the development.

76. The carbon emission figures should be reported against a Part L 2013 baseline. Sample SAP full calculation worksheets (both DER and TER sheets) and BRUKL sheets for all stages of the energy hierarchy should be provided to support the savings claimed.

Be Lean

77. Applicants are expected to meet the London Plan energy efficiency targets:

    a. **Residential** – at least a 10% improvement on 2013 Building Regulations from energy efficiency measures alone

[1] https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/pre-planning-application-meeting-service-0

b. **Non-residential** – at least a 15% improvement on 2013 Building Regulations from energy efficiency measures alone

78. The applicant will be expected to consider and minimise the estimated energy costs to occupants and outline how they are committed to protecting the consumer from high prices. See the guidance for further detail.

Energy flexibility

79. Applicants will be expected to investigate the potential for energy flexibility in new developments, include proposals to reduce the amount of capacity required for each site and to reduce peak demand. The measures followed to achieve this should be set out in their energy assessment. See the 2020 guidance for further details. Thermal as well as electrical storage measures should be considered.

Cooling and overheating

80. Evidence should be provided on how the demand for cooling and the overheating risk will be minimised through passive design in line with the cooling hierarchy. Dynamic overheating modelling in line with CIBSE Guidance should be carried out (TM59 for residential and TM52 for non-residential) for all TM49 weather scenarios.

81. The area weighted average (MJ/m2) and total (MJ/year) cooling demand for the actual and notional building should be provided and the applicant should demonstrate that the actual building's cooling demand is lower than the notional.

Be Clean

82. The applicant should investigate opportunities for connection to nearby existing or planned district heating networks (DHNs). Where such opportunities exist, this should be the priority for supplying heat to the site in line with the London Plan heating hierarchy. Evidence of this investigation should be provided including evidence of active two-way communication with the network operator, the local authority and other relevant parties. This should include information on connection timescales and confirmation that the network has available capacity. See the guidance for full details on the information to be provided.

83. The site should be provided with a single point of connection and a communal heating network where all buildings/uses on site will be connected. Relevant drawings/schematics demonstrating the above should be provided.

84. The applicant should provide evidence confirming that the development is future proofed for connection to wider district networks now or in the future, where an immediate connection is not available.

85. Where a DHN connection is not available, either now or in the future, applicants should follow the London Plan heating hierarchy to identify a suitable communal heating system for the site.

86. The London Plan limits the role of CHP to low-emission CHP and only in instances where it can support the delivery of an area-wide heat network at large, strategic sites. Applicants proposing to use low-emission CHP will be asked to provide sufficient information to justify its use and strategic role while ensuring that the carbon and air quality impact is minimised.

Be Green

87. All major development proposals should maximise opportunities for renewable energy generation by producing, using, and storing renewable energy on-site. This is regardless of whether the 35% on-site target has already been met through earlier stages of the energy hierarchy.

88. Solar PV should be maximised; the applicant proposes this and is seeking to fully exploit both the roof (with low angle E/W panels) and potentially considering BIPV as well. This is welcomed. Applicants should submit the total PV system output (kWp) and a plan showing that the proposed installation has been maximised for the available roof area and clearly outlining any constraints to further PV.

89. Should heat pumps be proposed, the applicant will be expected to demonstrate a high specification of energy efficiency measures under Be Lean, a thorough performance analysis of the heat pump system and, where there are opportunities for DHN connection, that the system is compatible. The detail submitted on heat pumps should include:

    a. An estimate of the heating and/or cooling energy (MWh/annum) the heat pumps would provide to the development and the percentage of contribution to the site's heat loads.

    b. Details of how the Seasonal Coefficient of Performance (SCOP) and Seasonal Energy Efficiency ratio (SEER) has been calculated for the energy modelling. This should be based on a dynamic calculation of the system boundaries over the course of a year i.e. incorporating variations in source temperatures and the design sink temperatures (for space heat and hot water).

    c. The expected heat source temperature and the heat distribution system temperature with an explanation of how the difference will be minimised to ensure the system runs efficiently. The distribution loss factor should be calculated based on the above information and used for calculation purposes.

    d. Whether any additional technology is required for top up or during peak loads (e.g. hot water supply) and how this has been incorporated into the energy modelling assumptions.

Carbon offsetting

90. The applicant should maximise carbon emission reductions on-site. Should the site fall short of the carbon reduction targets and clearly demonstrate that no further carbon savings can be achieved, the applicant would be required to make a cash-in-lieu contribution to the boroughs' carbon offset fund using the GLA's recommended carbon offset price or, where a local price has been set, the borough's' carbon offset price.

91. Energy strategies should provide a calculation of the shortfall in carbon emissions and the offset payment that will be made to the borough.

Whole Life-Cycle Carbon Assessment

92. In accordance with London Plan Policy SI12 the applicant will be expected to calculate and reduce whole life-cycle carbon emissions to fully capture the

development's carbon footprint. The applicant should submit a whole life-cycle carbon assessment to the GLA as part of any planning application submission, following the Whole Life-Cycle Carbon Assessment Guidance and using the GLA's reporting template. The applicant will also be conditioned to submit a post-construction assessment to report on the development's actual WLC emissions. The assessment guidance and template are available on the GLA website.

Be Seen

93. The applicant will be expected to monitor their development's energy performance and report on it through an online monitoring portal. The applicant should review the 'Be Seen' energy monitoring guidance to ensure that they are fully aware of the relevant requirements to comply with the 'Be Seen' policy. The applicant should provide a commitment that the development will be designed to enable post construction monitoring and that the information set out in the 'Be Seen' guidance is submitted to the GLA's portal at the appropriate reporting stages. This will be secured through suitable legal wording.

Circular economy

94. The London Plan has introduced circular economy policies including a requirement to submit Circular Economy Statements for developments. The GLA has released draft guidance for developers on how to prepare Circular Economy Statements and a 'Design for a circular economy' Primer that helps to explain the principles and benefits of circular economy projects.

95. London Plan Policy SI7 requires development applications that are referable to the Mayor of London to submit a Circular Economy Statement, whilst Policy D3 requires development proposals to integrate circular economy principles as part of the design process.

96. Therefore, the applicant is required to submit a Circular Economy Statement in accordance with the GLA guidance.

Environmental issues

Urban greening

97. London Plan Policies G1 and G5 embed urban greening as a fundamental aspect of site and building design. Features such as street trees, green roofs, rain gardens, and hedgerows should all be considered for inclusion and the opportunity for ground level urban greening should be maximised. The applicant must calculate the Urban Greening Factor as set out in London Plan Policy G5 and seek to achieve the specified target prior to the Mayor's decision-making stage. A landscaping plan should also be provided.

98. The applicant should explore any potential utilisation of the roof / providing soft landscaping within the public realm / intermediate landscaped terraces / planted balconies before any off-site provisions are explored.

Sustainable drainage and flood risk

99. The drainage strategy should aim to reduce surface water discharge from the site to greenfield rates in accordance with Policy SI13 of the London Plan.

Where greenfield runoff rates cannot be achieved and robust justification is provided, a discharge rage of three times the greenfield rate may be acceptable.

100. The drainage strategy should maximise opportunities to use Sustainable Drainage System (SuDS) measure at the top of the drainage hierarchy, as set out in Policy SI13 of the London Plan. Roofs and new public realm areas present an opportunity to integrate SuDS such as green and blue roofs, tree pits, and permeable paving into the landscape, thereby providing amenity and water quality benefits.

101. The treatment of the external hard landscaped areas should carefully consider the permeability of surface finishes. Policy SI13 of the London Plan sets out that 'development proposals for impermeable surfacing should normally be resisted unless they can be shown to be unavoidable, including on small surfaces such as front gardens and driveways.

102. Development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should also be a preference for green over grey features, in line with the following drainage hierarchy: rainwater use as a resource (for example rainwater harvesting, blue roofs for irrigation)' As such, any potential for rainwater tanks, for example, and water recycling within the scheme should be explored.

Air quality

103. London Plan Policy SI1 states that development proposals should not lead to further deterioration of existing poor air quality, create any new areas that exceed air quality limits, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits or create unacceptable risk of high levels of exposure to poor air quality.

104. As set out in Policy SI1 of the London Plan, the applicant must prepare an air quality assessment, and must include:

- Assessment of baseline conditions;
- Assessment of exposure of future occupants to the annual mean air quality objectives;
- Assessment of the impacts of additional road traffic or introduced energy plant on existing air quality;
- Construction dust risk assessment; and
- Air quality neutral assessment.

Biodiversity

105. Policy G7 of the London Plan sets out an ambition to increase tree canopy provision by 10% across London. This should be supported and must not solely consider tree planting rates given saplings / immature trees (with small canopies) are likely to be planted. Further to this, Policy G6 of the London Plan states that there should be a biodiversity net gain on all development sites. i.e., 'where biodiversity is lost as a result of a development, the compensation provided should be of an overall greater biodiversity value than that which is

lost. This approach does not change the fact that losses should be avoided, and biodiversity offsetting is the option of last resort.' This should be demonstrated.

106. Further to this, Policy G6, Part D of the London Plan as well as the Environment Bill states that there should be a biodiversity net gain on all development sites, with the latter stipulating a minimum BNG with habitat secured for at least 30 years. This should be demonstrated.

Conclusion

107. GLA officers welcome the opportunity to engage with the applicant on the proposal for this site at an early stage. It is recognised that the large, consolidated site represents a good opportunity for an intensified, mixed-use redevelopment of this town centre location. The loss of residential and office floorspace would be contrary to London Plan policy. Nevertheless, this may be overcome if the urban design and other material considerations associated with the proposal are considered to outweigh the loss of this floorspace.

108. Whilst this is a suitable location for a tall building, there are concerns with the overall massing of the built form, which is excessive in the context of the Finchley Church End Town Centre. The cantilevered elements, extending beyond the site boundaries, are of particular concern. These projections make the built form appear top-heavy and would have a substantial visual and environmental impact on the streetscape. The consolidated site represents a significant opportunity to upgrade the public realm within the town centre and further design refinement should be undertaken to improve upon this element.

109. The applicant must ensure that elements relating to transport, sustainable development and environmental issues raised in this report are fully addressed prior to the submission of any planning application.

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for further information, contact GLA Planning Unit (Development Management Team):
[redacted] **Senior Strategic Planner (case officer)**
email: [redacted]london.gov.uk
[redacted] **Team Leader – Development Management**
email: [redacted]london.gov.uk
[redacted]**, Deputy Head of Development Management**
email: [redacted]@london.gov.uk
John Finlayson, Head of Development Management
email: [redacted]@london.gov.uk
Lucinda Turner, Assistant Director of Planning
email: [redacted]@london.gov.uk

[redacted]

From: Planning Vetting <planning.vetting@barnet.gov.uk>
Sent: 31 July 2023 14:31
To: [redacted]
Subject: RE: GLA Stage 1 - Shakespeare Road - 23/2342/FUL
Attachments: carbon assesment.pdf; Economy statement.pdf; FRA 1.pdf; FRA 2.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Attachments available at https://publicaccess.barnet.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=RVΛIJ£JI•٩I••

Hello [redacted]
I have attached the files requested.
• 3 x GLA template spreadsheets for energy, whole life carbon and circular economy – not submitted, please request directly
• Air Quality Assessment not submitted but requested.

Regards

[redacted]
Technician
Planning, Building Control & Street Naming & Numbering
London Borough of Barnet
2 Bristol Avenue, Colindale, London, NW9 4EW
Tel: 0208 359 3000
Barnet Online: www.barnet.gov.uk

From: [redacted]
Sent: Monday, July 31, 2023 10:37 AM
To: Planning Vetting ; [redacted]
Subject: GLA Stage 1 - Shakespeare Road - 23/2342/FUL

You don't often get email from [redacted]london.gov.uk. Learn why this is important

** Warning External Email **

Hi [redacted]
My name is [redacted] and I am the GLAs case office for the Stage 1.
I have undertaken an initial review of the documentation and referred the application through to our relevant officers internally.
I'd note that some of there is some information missing (from that outlined in the Planning Statement). Are you able to send through the following information:

- Whole Life Carbon Assessment (document redacted online and not visible)
- Flood Risk Assessment (online version is redacted)
- Circular Economy Statement
- 3 x GLA template spreadsheets for energy, whole life carbon and circular economy (if these have not been submitted, I will chase the applicant).

Additionally, could you please confirm if the applicant is required to submit an Air Quality Assessment?
Happy to discuss the above further should you wish.

Kind regards,

[redacted]

Senior Strategic Planner
GREATER**LONDON**AUTHORITY
Union Street, London, SE1 0LL
london.gov.uk
[redacted]london.gov.uk

NHS health information and advice about coronavirus can be found at nhs.uk/coronavirus

The GLA stands against racism. Black Lives Matter.

[redacted]

From: [redacted] <[redacted]tfl.gov.uk>
Sent: 31 July 2023 10:28
To: [redacted]
Subject: Shakespeare Road 1-4 TfL Stage 1 Comments_PLW300723
Attachments: Shakespeare Road 1-4 TfL Stage 1 Comments_PLW300723.docx

Hi [redacted]
Please find attached TfL' Stage 1 comments for 1-4 Shakespeare Road, Finchley, Barnet.
Regards

[redacted]
Planning Officer
City Planning, Transport for London
5 Endeavour Square, Westfield Avenue, Stratford E20 1JN
Email: [redacted]tfl.gov.uk
For more information regarding the TfL Borough Planning team, including TfL's *Transport assessment best practice guidance* and pre-application advice please visit
http://www.tfl.gov.uk/info-for/urban-planning-and-construction/planning-applications?intcmp=3484

Transport for London

To: - [redacted] - GLA

From: [redacted] – TfL Spatial Planning

Our Ref: BNET 23-40

Your Ref: GLA 2023/0519

Date: 31 July 2023

1-4 Shakespeare Road; TfL Stage 1 Comments –, **LB Barnet**

Site Location and Context
The site is located within central Finchley within a parcel of land that is bound by Pope's Drive across its northern and eastern boundaries and by Shakespeare Road (private road) across the southern boundary.

The site is served by 6 bus routes with stops within 200m from the site. Finchley Central Underground Station is located approximately 260m southeast, served by frequent Northern Line services to Central/ south London. As such, the site has a very good Public Transport Access Level (PTAL) of 5 on a scale of 0-6b where 0 is lowest and 6b is the highest.

Access
Pedestrian Access
For the proposed nursery, pedestrian and cycle access for the nursery will be from its own dedicated entrance in the north-eastern corner of the site, separating from the main access of the building. The nursery entrance will be in similar location as per existing development, which is short distance to the zebra crossing near the Tesco supermarket car parking entrance.

Access for the remaining uses will be shared via the southern and western sides of the Site with a communal reception / entrance.

The current streetscape of Pops Drive is unattractive, the link between Pops Drive and Bollards' Lane in particular, and it is noted that the ATZ undertaken for the applicant have identified opportunities for improvements, which should be secured by appropriate planning obligation.

Cycle Access

Cycle parking for the proposed hotel and office use will be located at basement level and accessed via Shakespeare Road via a dedicated cycle entrance with a cycle stair coupled with cycle ramps

Vehicular Access
As the site will be car free except for disabled parking. The proposed disabled bays will be accessed from Shakespeare Road/

The said pedestrian, cycle and vehicular access arrangement is considered acceptable.

Car Parking
Three disabled parking spaces will be provided on the private part of Shakespeare Road, across the south-eastern frontage of the site. Each disabled bay will serve each of the principal land uses of the development (hotel; nursery and offices) in accordance with the London Plan. The proposed of disabled parking provision is considered acceptable.

Notwithstanding the final level of car parking to be agreed, a Car Parking Design and Management Plan for the disabled spaces shall be secured by condition.

Trip rate & mode share assessment
A trip generation and mode share assessment has been undertaken. It is estimated that the proposal would generate a 17 two-way vehicle trips in the AM peak and 15 in the PM peak.

The TA also that a total of 1503 two-way person trips will be generated across all modes throughout the day; of which 605 will be by public transport, 3 by bike and 631 by foot. It is requested that an AM and PM trip assessment rail travel modes should disaggregated into various London Underground / National Rail shall be provided to enable a clearer picture of transport impact be established, it is noted there is no National Rail station within reasonable distance from the site. The applicant is also predicting large number of walking trips, clarification is needed on the likely final destinations/ directions of these trips to determine if such estimate is robust, it is noted there are no major local point of interest which would attract significant level of walking trip to from the proposed hotel other than local shops/ restaurants.

Healthy Streets
The applicant has carried out an ATZ assessment to four routes, and improvement opportunities have been identified are summarised below but not limited to:

- Public realm improvement works to the passage between Ballards Lane and Popes drive, including landscaping and lighting would assist in improving its use and aesthetics.
- The provision of a wider footway on Chaville Lane to improve accessibility and reduce the
- number of pedestrians travelling in the carriageway.
- The relocation of the lamp post or reduction in street clutter on the B1462 Nether Street
- to provide a clearer path for pedestrians.

Local accident data should also be reviewed to identify local accident spots and provide recommendation to eliminate accidents in line with Mayor's Vision Zero objective.

Barnet Council is strongly encouraged to secure a package of appropriate walking and cycling improvement/ public realm improvements from the ATZ.

In addition, crossing facility with drop kerb needs to be provided on Pope's Drive to facilitate pedestrians crossing between the site and the southern side of Popes drive to access Ballard's Lane, this should form part of the improvement package to be secured.

Cycle Parking
The submitted TA stated that cycle parking will be provided in line with adopted standards; the plan included is showing the location of the cycle shelters, which it will take the form of

Sheffield stands located within a suitable shelter. The applicant shall ensure that cycle parking design would be in line with the London Cycle Designs Standards (LCDS) alongside with shower and changing facilities for each unit; and the submission for approval of details should be secured by condition.

Servicing
In line with the London Plan policy T2 and T7F, a Draft Delivery & Servicing Plan (DSP) has been submitted and the proposed servicing strategy is principally supported which regulate servicing activities on site. It is nevertheless expected that the final Delivery & Servicing Plan (DSP) the proposed development would submit and be secured by condition.

Construction
In line with Draft London Plan policy T7, a draft Construction Logistics Plan (CLP) have been produced and submitted in accordance with TfL's CLP guidance, which is welcomed. The final submission and approval of the CLP should nevertheless be conditioned. The applicant is reminded that the site is in the vicinity of a local major supermarket which pedestrian activities are frequency, therefore safety measures must be provided to minimise risk of conflicts between construction vehicles and vulnerable road users.

Travel Plan
A draft Framework Travel Plan has been submitted; the applicant needs to clarify the mode shift target to cycle modes as its looks strange currently. The final Travel Plan shall be secured by s106 agreement

Summary
In conclusion, it is considered that the proposal has yet fully comply with London Plan policies, which further work is required on mode share assessment and travel plan targets, secure walking/ cycling/ public realm, secure DSP, CLP and Travel Plans for the proposal.

[redacted]

From: [redacted]
Sent: 07 August 2023 17:42
To: [redacted]
Cc: [redacted]
Subject: 2023/0519 Shakespeare Road - CE & Waste

Hi [redacted]

I hope that this email finds you well. I am contacting regarding the open CE & Waste Consultation for 2023/0519 Shakespeare Road.

The Applicant has submitted a Circular Economy Statement with respect to the adopted guidance (March 2022), which is welcomed.
The Applicant references that a GLA CE template has been completed in line with the adopted (March 2022) guidance however it does not appear that this has been provided for review. Without the template, the submission is missing all of the key reporting tables.

I first wanted to check whether you are able to provide the GLA CE template, it does not appear this is present either on Arcus or the LPA portal. If this is available please could you forward on so that we are able to review.

Many Thanks,

[redacted]

Circular Economy Officer
GREATER**LONDON**AUTHORITY
City Hall, The Queen's Walk, London SE1 2AA

london.gov.uk
[redacted]london.gov.uk

[redacted]

From: [redacted]
Sent: 11 August 2023 12:00
To: [redacted]
Cc: [redacted]
Subject: RE: Shakespeare Road: 2023/0519/S1

Hi [redacted]

I am happy with that approach. Finalise your comments today and I will request a Sustainability statement prior to Stage 2.

Thanks,

[redacted]

From: [redacted]
Sent: 11 August 2023 11:50
To: [redacted]
Cc: [redacted]
Subject: RE: Shakespeare Road: 2023/0519/S1

Hi [redacted],

Thank you very much for sending the FRA over.

Today is the deadline for the application so we will need to proceed without the Sustainability Statement and the applicant will need to submit it with Stage 2.

Unless you would like to hold the case?

Thanks,
[redacted]

From: [redacted] <[redacted]london.gov.uk>
Sent: 11 August 2023 10:53
To: [redacted] <[redacted]london.gov.uk>
Cc: [redacted] <[redacted]hydrosolutions.co.uk>
Subject: RE: Shakespeare Road: 2023/0519/S1

Hi [redacted]

Attached is an unredacted version of the FRA.

Unfortunately I don't believe a Sustainability Statement has been prepared by the applicant. Please let me know if you need this document prior to preparing your comments.

Thanks,

[redacted]

From: [redacted] <[redacted]london.gov.uk>
Sent: 11 August 2023 09:57
To: [redacted] <[redacted]london.gov.uk>

Cc: [redacted] <[redacted]hydrosolutions.co.uk>
Subject: FW: Shakespeare Road: 2023/0519/S1

Hi [redacted]

Please see the email below regarding Shakespeare Road: 2023/0519/S1.

Are you able to confirm if another FRA and Drainage Strategy has been submitted?

The sustainability Statement is also missing (see previous email sent just a few minutes ago.

Many thanks,
[redacted]

From: [redacted] <[redacted]hydrosolutions.co.uk>
Sent: 11 August 2023 09:53
To: [redacted] <[redacted]aecom.com>
Subject: RE: Shakespeare Road: 2023/0519/S1

Hi [redacted]

This FRA is heavily redacted, so much so that I can't review anything.

See below,

Ta
[redacted]

One

[redacted]

Four

[redacted]

From: [redacted] <[redacted]aecom.com>
Sent: Friday, August 11, 2023 9:16 AM

To: [redacted] <[redacted]hydrosolutions.co.uk>
Subject: RE: Shakespeare Road: 2023/0519/S1

FRA and Drainage Strategy saved here:

Shakespeare Road (2023-0519-S1)

Looks as though Sustainability Statement is missing. I will email the case officer now and cc you in.

Thanks [redacted]

From: [redacted] <[redacted]hydrosolutions.co.uk>
Sent: 01 August 2023 08:06
To: [redacted] <[redacted]aecom.com>
Subject: RE: Shakespeare Road: 2023/0519/S1

Morning [redacted]

We have time to do this one as well,

Thanks
[redacted]

From: [redacted] <[redacted]aecom.com>
Sent: Monday, July 31, 2023 4:40 PM
To: [redacted] <[redacted]hydrosolutions.co.uk>
Subject: Shakespeare Road: 2023/0519/S1

Hi [redacted]

Do you have time for another application next week?

Shakespeare Road: 2023/0519/S1

Due on 11/08/2023

Regards,

[redacted]

From: Greater London Authority <planningsupport@london.gov.uk>
Sent: 18 September 2023 13:45
To: [redacted] (LBB)
Subject: Report for 2023/0519 Shakespeare Road
Attachments: GLA0519 - Shakespeare Road - Stage 1 Report.pdf; GLA0519 - Shakespeare Road - Stage 1 Letter (Delegated).pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear All

Please find attached the decision letter and report relating to 2023/0519, Shakespeare Road in Barnet.

Regards

[redacted]
Planning Support
Greater London Authority
planningsupport@london.gov.uk

[redacted]

From: [redacted] <[redacted]dp9.co.uk>
Sent: 18 September 2023 14:07
To: [redacted]
Subject: RE: Shakespeare Road - GLA Stage 1

CAUTION: This email originated from outside this organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi [redacted]
Thanks for this, really appreciated.
I'll take this back to the team for consideration and discussion – I'm sure we'll be in touch soon.
Best regards,
[redacted]

[redacted]
Assistant Planner
direct: [redacted]
[redacted]
e-mail: [redacted]dp9.co.uk

DP9 Ltd
100 Pall Mall
London
SW1Y 5NQ
telephone: 020 7004 1700 website: www.dp9.co.uk

From: [redacted]
Sent: Monday, September 18, 2023 1:57 PM
To: [redacted]
Subject: Shakespeare Road - GLA Stage 1
Hi [redacted]
Please find attached the GLAs Stage 1 report and decision letter for the application at Shakespeare Road. This has been issued to the case officer at Barnet.
I have also attached the energy spreadsheet for the applicant team to review. You will also need to prepare the GLAs template spreadsheets for WLC and Circular Economy (these template spreadsheets are attached but weren't not prepared/issued to the GLA).
Happy to discuss any aspect of this Stage 1 report further should you wish. I would note that I will be away on leave from next Monday 25th September – 16th October.
Kind regards,
[redacted]

Senior Strategic Planner
GREATER**LONDON**AUTHORITY
Union Street, London, SE1 0LL
london.gov.uk
[redacted]london.gov.uk

NHS health information and advice about coronavirus can be found at nhs.uk/coronavirus

The GLA stands against racism. Black Lives Matter.

[redacted]

From: [redacted] (LBB) <[redacted]Barnet.gov.uk>
Sent: 30 November 2023 12:57
To: [redacted]
Subject: RE: Shakespeare Road - GLA Stage 1

Hi [redacted]
Thank you for your email.
We are currently working with the applicant on design amendments received and daylight issues. Also, an application has been made to HE for listing of Alexndar House.
The application will be reported to committee with Stage 2 GLA referral anticipated in March / April.
Kind Regards

[redacted]
Deputy Planning Manager

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

Please note that the comments are provisional and represent an informal view by an officer; the views contained within this email do not constitute an official determination, are not legally binding and do not bind the council to a particular course of action.

From: [redacted]
Sent: Wednesday, November 29, 2023 9:22 AM
To: [redacted] (LBB)
Subject: RE: Shakespeare Road - GLA Stage 1

Hi [redacted]
Are you able to provide me with an update on the status of the planning application at Shakespeare Road? Just want to check if the applicant has submitted any additional information or if there is an estimate timeframe for reporting this to committee?
Thanks,

[redacted]
Senior Strategic Planner
GREATER**LONDON**AUTHORITY
Union Street, London, SE1 0LL
london.gov.uk
[redacted]london.gov.uk

From: [redacted]
Sent: 18 September 2023 13:54
To: [redacted] <[redacted]barnet.gov.uk>
Subject: Shakespeare Road - GLA Stage 1

Hi [redacted]
Please find attached the GLAs Stage 1 report and decision letter for the application at Shakespeare Road. I have also attached the energy spreadsheet for the applicant to review. The applicant will also need to prepare the GLAs template spreadsheets for WLC and Circular Economy (these spreadsheets are attached but weren't not prepared/issued by the applicant).
Happy to discuss any aspect of this Stage 1 report further should you wish. I would note that I will be away on leave from next Monday 25th September – 16th October.
Kind regards,

[redacted]
Senior Strategic Planner
GREATER**LONDON**AUTHORITY
Union Street, London, SE1 0LL
london.gov.uk
[redacted]london.gov.uk

[redacted]

From: [redacted] < [redacted] dp9.co.uk>
Sent: 31 October 2024 16:40
To: [redacted]
Cc:
Subject: RE: Shakespeare Road - GLA Stage 1

Oh, and HE concluded that the building on site should NOT be listed.

[redacted]
Director
direct: [redacted]
mobile: [redacted]
e-mail: [redacted] dp9.co.uk

DP9 Ltd
100 Pall Mall
London
SW1Y 5NQ
telephone: 020 7004 1700 website: www.dp9.co.uk

From: [redacted]
Sent: 31 October 2024 16:39
To: [redacted]
Cc: [redacted]
Subject: RE: Shakespeare Road - GLA Stage 1

Hi [redacted]

We have been trying to resolve an area of public realm – owned by a third party which can be part of our scheme and deliver a better public realm / landscape offer. This is taking longer than hoped but we will soon be able to hit 'go' again and then move towards a Planning Committee, I imagine early 2025 is likely.

Kind regards

[redacted]

[redacted]
Director
direct: [redacted]
mobile: [redacted]
e-mail: [redacted] dp9.co.uk

DP9 Ltd
100 Pall Mall
London
SW1Y 5NQ
telephone: 020 7004 1700 website: www.dp9.co.uk

From: [redacted] <[redacted]london.gov.uk>
Sent: 31 October 2024 15:17
To: [redacted] <[redacted]dp9.co.uk>
Cc: [redacted] <[redacted]dp9.co.uk>
Subject: RE: Shakespeare Road - GLA Stage 1

Hi [redacted]
Just out of interest, is there any update on the below or to the status of the application at Shakespeare Road?
Thanks,

[redacted]

Principal Strategic Planner
GREATER**LONDON**AUTHORITY
Union Street, London, SE1 0LL
london.gov.uk
[redacted]london.gov.uk

From: [redacted] <[redacted]dp9.co.uk>
Sent: Thursday, April 18, 2024 9:36 AM
To: [redacted] <[redacted]london.gov.uk>
Cc: [redacted] <[redacted]dp9.co.uk>
Subject: RE: Shakespeare Road - GLA Stage 1

CAUTION: This email originated from outside this organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi [redacted]
I hope you are well. We are waiting for HE to make a decision on whether one of the buildings on the site is going to be listed before we unpause with Barnet. The response / decision is taking a long time. Surprising when you consider the building that is being considered and why… We will keep you posted.
Thanks

[redacted]
Director
direct: [redacted]
mobile: [redacted]
e-mail: [redacted]dp9.co.uk

DP9 Ltd
100 Pall Mall
London
SW1Y 5NQ
telephone: 020 7004 1700 website: www.dp9.co.uk

From: [redacted] <[redacted]london.gov.uk>
Sent: Wednesday, April 17, 2024 2:34 PM
To: [redacted] <[redacted]dp9.co.uk>
Cc: [redacted] <[redacted]dp9.co.uk>
Subject: RE: Shakespeare Road - GLA Stage 1

Hi [redacted]
Just following up on the application for Shakespeare Road.
Was wondering if there is an update on the status of this application and/or if there has been any updated documentation prepared?
Happy to have a quick chat via mobile if helpful.

Thanks,

[redacted]

Principal Strategic Planner
GREATER**LONDON**AUTHORITY
Union Street, London, SE1 0LL
london.gov.uk
[redacted]london.gov.uk

From: [redacted] <[redacted]dp9.co.uk>
Sent: 18 October 2023 11:41
To: [redacted] <[redacted]london.gov.uk>
Cc: [redacted] <[redacted]dp9.co.uk>
Subject: RE: Shakespeare Road - GLA Stage 1

CAUTION: This email originated from outside this organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good Morning [redacted]
Hope you're doing well.
Please find attached the various spreadsheets which have been completed and an energy memo, which responds to the comments issued to date.
Please be aware that we are currently working up revised proposals following Barnet's comments. There is the potential that the amendments may lead to us not needing to reconsult the GLA on the proposal, as we may fall below the relevant benchmarks. However, should we need to reconsult, we will be in touch.
Best regards,

[redacted]

[redacted]
Planner
direct: [redacted]
e-mail: [redacted]dp9.co.uk

DP9 Ltd
100 Pall Mall
London
SW1Y 5NQ
telephone: 020 7004 1700 website: www.dp9.co.uk

From: [redacted] <[redacted]london.gov.uk>
Sent: Monday, September 18, 2023 1:57 PM
To: [redacted] <[redacted]dp9.co.uk>
Subject: Shakespeare Road - GLA Stage 1
Hi [redacted]
Please find attached the GLAs Stage 1 report and decision letter for the application at Shakespeare Road. This has been issued to the case officer at Barnet.
I have also attached the energy spreadsheet for the applicant team to review. You will also need to prepare the GLAs template spreadsheets for WLC and Circular Economy (these template spreadsheets are attached but weren't not prepared/issued to the GLA).
Happy to discuss any aspect of this Stage 1 report further should you wish. I would note that I will be away on leave from next Monday 25th September – 16th October.
Kind regards,

[redacted]

Senior Strategic Planner

GREATER**LONDON**AUTHORITY

Energy Memo: GLA Consultation

Case details

Date of first review:	17/08/2023
Case Name:	Shakespeare Road
Case Number:	2023/0519
Case Officer:	[redacted]
London Borough:	Barnet
Application Type (Outline/Hybrid/Detailed):	Detailed
Applicant:	One Shakespeare Ltd.
Energy Consultant:	Applied Energy
Document Title:	Energy and Sustainability Assessment ; Overheating Report
Document Date:	22/03/2023 ; 22/03/2022

Development proposals

Use	Floorspace/Number of units
Hotel and ancillary facilities, nursery and office uses	9783 m²

GREATER**LONDON**AUTHORITY

Compliance Schedule - To be completed by the GLA Energy Officer

Policy	Policy Sub-Area	Status	Policy Compliance	GLA Comment Reference
SI 1 - Improving Air Quality (relating only to air quality impacts of energy systems; separate air quality officer consultation required)	Measures/design features to reduce exposure to air pollution	N/A	Compliant	
SI 2 - Minimising Greenhouse Gas Emissions (excluding SI-2-F- WLC; separate WLC consultation required)	Be Lean emissions reduction	Received but items still outstanding	Potential Compliance-Pending Information	,3
		Received but items still outstanding		,5
		Not yet received - applicant to submit and provide reference --->		,3
		Received but items still outstanding		12
	Be Clean	Received but items still outstanding		6,7
	Be Green Renewable generation maximisation	Received but items still outstanding		8
		Received but items still outstanding		8
		Not yet received - applicant to submit and provide reference --->		9
	Total carbon reduction on-site	Received; SAP 10.2 proposed and nothing further required		
		Not yet received - applicant to submit and provide reference --->		2
		Received but items still outstanding		
		Not yet received - applicant to submit and provide reference --->		13
	Carbon offset payment confirmed	Not yet received - applicant to submit and provide reference --->		14
	Be Seen commitment provided	Received and nothing further required		11
		Not yet received - applicant to submit and provide reference --->		11
SI 3 - Energy Infrastructure	Aligned with heating hierarchy	Received but items still outstanding	Potential Compliance-Pending Information	6
		Not yet received - applicant to submit and provide reference --->		7
	Acceptable Design	Received but items still outstanding		7
		Not yet received - applicant to submit and provide reference --->		7
		N/A		4
SI 4 - Managing Heat Risk	Aligned with cooling hierarchy	N/A	Potential Compliance-Pending Information	
		Received but items still outstanding		,5
		Received but items still outstanding		5

Application Metrics	Outline Value (if applicable)	Detailed Final Value
Domestic carbon emissions		
Non-domestic carbon emissions		
Carbon offset payment amount		
kWp renewable generation capacity		
kWh annual renewable energy generation		
Sqm of proposed PV array		
Calculated SCOP of heat pumps		
Heat fraction provided by heat pumps		
Flow/Return temperatures proposed		
Distribution loss assumption		
Energy Use Intensity		
Space Heating Demand		
Whole Life Carbon Assessment		Received and Under Separate Consultation
Innovative Features		

Detailed Comments - Applicant MUST provide detailed responses to the below items

Comment No.	GLA Stage I Date: 17/08/23	Applicant's Stage I response Date:	Applicant's Post Stage I response Date:
Documents to be secured			
	Energy and Sustainability Assessment ; Overheating Report (22/03/2023 ; 22/03/2022)		
General compliance comments			
1	1. The energy strategy could be compliant with the London Plan 2021 policies however, the applicant is required to submit the additional information to demonstrate policy compliance which has been requested below. 2. The applicant's response to GLA's energy comments should be provided directly within this Energy Memo. Any wider supporting material submitted should be referenced within the applicant's memo response.	1. Understood 2. Understood	
2	1. The applicant should also submit the GLA's Carbon Emission Reporting spreadsheet in excel format. The applicant should ensure that all tabs are completed as per methodology on Introduction tab. 2. The applicant should confirm the reason that there is discrepancy between the modelled SBEM area (8616 m²) and the Be Seen GIA area (9783m²).	1. Please refer to the attached "Part_l_2021_gla_carbon_emission_reporting_spreadsheet_v1.2_.xlsx" document. 2. The area figure provided within the SBEM model is not the same as the GIA. As noted in section 4.1, the floor area referenced within this Energy And Sustainability Assessment is the modelled floor area of the building and excludes areas such as lift shafts, risers and voids etc. hence why there may be a discrepancy with architectural floor areas listed elsewhere in other documents.	
Be Lean			

		1. Noted	
3	1. Based on the information provided, the non-domestic element of the proposed development is estimated to achieve a reduction of 1.9 tonnes per annum (2%) in regulated CO_2 emissions compared to a 2021 Building Regulations compliant development. 2. The applicant should note that the London Plan includes a target of a minimum 15% improvement on 2021 Building Regulations from energy efficiency which applicants should target. The applicant should therefore consider modelling additional energy efficiency measures to meet the EE target. 3 . The applicant has stated that the building typology assumed has resulted in the 15% energy reduction target not being achievable. Although certain constraints can be appreciated as per the GLA cover note on Part L 2021, the applicant should demonstrate which areas of energy use are not performing well and provide robust justification for this, particularly on the energy uses that are higher for the actual building than the notional such as lighting. The applicant should explore improving the lighting specification and controls. 4. The applicant has highlighted the impact of hot water usage within the supplied modelling. They have then discounted the use of WWHR on the basis of some general findings from a similar project. Further robust justification that includes calculations that prove the suggestions should be provided and the benefits and disadvantages should be quantified in terms of heat recovery and WLC. 5. On the localised approach the applicant should considered localised WWHR units that pre-heat the cold water feed directly at the fitting level (e.g. Showersave Blue). This WWHR will not need collection and re-routing to the plantroom or the HIU as suggested. 6. The applicant has outlined the reasons for not considering heat recovery between the cooling and DHW however these claims should be backed by further robust justification and calculations.	2. The target 15% improvement on 2021 Building Regulations from energy efficiency is noted. 3. Section 6.12 of the Energy Strategy Report identifies that 75% of annual energy demand is attributed to Domestic Hot Water. Given there are no opportunities within the Be Lean stage of Part L to reduce the DHW demand, a calculation has been undertaken demonstrating that by removing the DHW demand from the Notional and Actual figures, a 4.1% improvement is achieved. Lighting forms 10% of the annual energy demand... see next comment to understand how the notional is impacting the percentage improvement too. 4. In accordance with para 73 of the NCM Modelling Guide (2021 Edition), the Notional Building is modelled with photoelectric dimming which is beleived to be the main reason for the Actual Building being higher. This technology is typically found within office buildings. Hotel bedrooms are typically not used during the day time and so this technology isn't considered appropriate. Lighting that is more efficienct than the Notional Building has been incorporated into the modelling along with appropriate controls. 5. Comments on WWHR are noted however further justification is not considered an appropriate route forward. It is noted that within section 7.11 of the GLA's Energy Assessment Guidance applicants are encouraged to provide documentary evidence confirming the percentage of the hot water demand WWHR technology offsets however WWHR cannot be accounted for within Part L Volume 2 , therefore, any documentary evidence would sit separately to and independently of the Part L compliance document. We hope the GLA are working to develop a defined methodology to ensure consistency and fair calculations are undertaken for the incorporation of WWHR, however at this time, providing documentary evidence would at best be hypothetical without validation. Additionally, Part L grossly overestimates DHW demand for these types of developments which further obscures the true reduction achieved. Localised WWHR systems are not considered feasible for buildings of this size which utilise central plant. The Showersave Blue system includes integral pumps which requires additional energy consumption further increasing the embodied carbon of the system as a whole. This has to be considered in todays environment. The system would result in the inclusion of additional pumps, wiring, electrical supplies, controls and pipework, which would not have been required with a standard installation. Whilst Showersave blue state that the pumps are 'subject to no maintenance', the manufacturers provide guidance on maintenance of the pump. Therefore the added maintenance for these pumps also needs to be considered. Additionally, out of the three systems offered by Recoup, only System B could be considered compatible in this instance. System B provides the highest level of legionella risk which along side the general maintenance places an additional burden on the facility maintenance team by requiring close monitoring and flushing of systems. 6. Whilst heat recovery is not proposed between the cooling and DHW, heat recovery is occuring between the cooling and the *heating* .
4	1. The applicant should consider and minimise the estimated energy costs to occupants and outline how they are committed to protecting the consumer from high prices. This should cover the parameters set out in the guidance and include a confirmation of the specific quality assurance mechanisms that will be considered as part of the strategy. See GLA Energy Assessment Guidance June 2022 paragraphs 7.16-7.19 for further details.	1. Please refer to section 5.9 (third column) of the Energy and Sustainability Assessment. It is proposed that transparent billing, including separation of the ongoing maintenance and capital replacement aspects of the standing charge will be available to occupants to ensure that competitive pricing is being achieved. When estimating the costs to occupants, all items in 7.18 and 7.19 of the guidance will be considered. In addition to the transparent billing proposed, BREEAM MAN05 has been targeted which aims at providing aftercare to the building owner and occupants during the first year of occupation.

Overheating

5	1. The area weighted average (MJ/m2) and total (MJ/year) cooling demand for the actual and notional building has been provided and the applicant has demonstrated that the actual building's cooling demand is lower than the notional. As the BRUKL output document shows that there are systems that have higher actual cooling demand than the notional the calculations should be provided. The applicant should confirm whether all spaces will be mechanically controlled or actively cooled. 2. A Dynamic Overheating Analysis has been undertaken using the CIBSE TM52 methodology for a natural ventilated scenario to assess the overheating risk on the hotel rooms and other areas to mitigate overheating passively. Its results demonstrate that a very high percentage 97% is complying with weather files DSY1 with a g-value of 0.33 apart from co-working that has a g-value of 0.27 and natural ventilation. The applicant has added that these are basement spaces or spaces requiring mechanical ventilation. This is welcomed.	1. It is believed reference is being made to the 4th system displayed which has an Actual Demand of 344.2 and Notional Demand of 337. This system corresponds to the hotel guestrooms. Please note that these calculations undertaken within the DSM compliant software as part of the Part L Compliance Calculations. These can't be edited by the user when undertaking compliance modelling. Active cooling is proposed to all of these spaces. 2. Comments and feedback are greatly appreciated, thank you.

Be Clean

6	1. The applicant has carried out an investigation and there are no existing or planned district heating networks within the vicinity of the proposed development. They should contact relevant stakeholders including the borough energy officer, local heat network operators and nearby developers and ask whether they know of any local heat network connection opportunities. Evidence of the correspondence should be submitted. 2. The applicant has contacted Vattenfall and Barnet Homes and response should be submitted when available.	1. Undertaken. 2. Despite chasing, no responses have been able to be obtained from either. Their current networks are not in the proximity of the development and therefore we infer that this is not of interest to them. We continue to chase.
7	1. The applicant should confirm that they are proposing a site-wide heat network supplied by a centralised energy centre as section 8.2 of the energy statement refers to a site wide heat network but section 8.3 suggests that separate VRF based ASHP will be used. It should be confirmed that all apartments and non-domestic building uses will be connected to the heat network. They should maximise the heat loads that are connected to the site-wide heat network and any divergences from policy should be robustly justified. 2. It is unclear whether the applicant is proposing a wet system. The applicant should confirm. A LTHW and CWS with heat recovery instead of VRF for heating and cooling would be more compatible with a future DHN and would be better for embodied carbon especially for refrigerant leakage. The applicant should reconsider the energy strategy. 3. A drawing/schematic showing the route of the heat network linking all buildings/uses on the site should be provided alongside a drawing indicating the floor area, internal layout and location of the energy centre. 4. The applicant has provided a commitment that the development is designed to allow future connection to a district heating network. This should include a single point of connection to the district heating network. Drawings have been provided demonstrating space for heat exchangers in the energy centre, and a safe-guarded pipe route to the site boundary. This requirement is to be secured through a **suitable condition or legal wording.** 5. The applicant should clearly outline how the heat network would interact with the proposed VRF heating/cooling strategy, or if it will require a retrofit to connect to the heat network. They should present the heating demand for the site that would be served by a future DHN and the remaining heat demand that would not.	1. To confirm, the intention is for all areas to be connected to the district heating network should one become available to provide domestic hot water and space heating where VRF isn't proposed. Whilst air source VRF is currently proposed, should a district heating network become available in the future, consideration can be given to water source VRF to allow the existing equipment to connect to the heat network. 2. Given neither an existing or proposed network is available, space heating and cooling is proposed to be provided by electrical driven ASHPs on a VRF system which provides an energy-efficient solution. As per previous comment, this could be replaced with water source VRF outdoor units in the future. Please note that as the National Grid continues to decarbonise, the carbon emissions associated with this technology will also reduce. Indicative connections are shown to maximise flexibility for future connection should a network become available. Heat recovery will be achived with both the MVHR and VRF systems and with the introduction of the F-Gas regulations bringing in new measures to minimise refrigerant leakage and modern refrigerants such as R32, VRF is the more efficient choice. 3. Please refer to 22026-AEL-ZZ-00-DR-DHN-1000 - Future District heating network (DHN) connection.pdf drawing attached showing the route into the building and how the heat network would interact with the proposed strategy. 4. No action. 5. Hot water generation in a hotel is the predominant factor. Combined heating and hot water heat generations are typcailly sized on the hot water load due to the heating load being less and allowing for building cruise during the hot water generation periods. In this case, the annual hot water annual consumption for the site is 97% in comparison to the heating annual consumption of 3%. Heat losses from modern buildings are minimial in comparison to those built under previous building regulations and heat gain from heating distribution pipework, vavles and appliances, no matter how well insulated, a contributing factor towards the use of cooling. The ability of VRF to provide simultaneous heating and cooling with localised heat recovery based on an air source solution now with a possible water source solution in the future provides the most efficient short term and long term solutions.

Be Green

8	1. The applicant is proposing to install 5.7 kWp of PV. 2. A roof layout has been provided, however, it appears that there is additional space for PV. 3. The applicant should reconsider the PV provision and the should provide a detailed roof layout demonstrating that the roof's potential for a PV installation has been maximised and clearly outlining any constraints to the provision of further PV, such as plant space or solar insolation levels. The applicant is expected to situate PV on any green/brown roof areas using bio solar arrangement and should indicate how PV can be integrated with any amenity areas. 4. The on-site savings from renewable energy technologies should be maximised regardless of the London Plan targets having been met.	1-4. Applied Energy are in the process of undertaking a design review with the team and believe that the existing depicted PV array can be extended to cover the full available roof space to provide 84m2 (49 panels or 11.4kWp). Please refer to 22026-AEL-ZZ-12-DR-Z-1000 - Twelfth Floor Services Layoutn.pdf drawing attached showing the detailed roof layout. Given the relatively modest increase in PV area, it is proposed this is captured under suitable wording.
9	1. Heat pumps are being proposed in the form of a (centralised) ASHP system. The SCOP used is 3.56. Further information on the heat pumps should be provided including: 2. b. Details of the Seasonal Coefficient of Performance (SCOP) and/or Seasonal Energy Efficiency ratio (SEER) and how these have been calculated for the specific proposed system's operation. This should incorporate the expected heat source and heat distribution temperatures (for space heat and hot water)and the distribution loss factor, which should be calculated based on the above information and used for calculation purposes. Appendix F appears to be showing some capacity calculations. Clarity on the system used is needed.	1. Noted 2. Proposals are to use the Mitsubishi Electric QAHV heat pump system. As per the attached document from Mitsubishi (WYN48-2135 technical document.pdf) with regards to the water heating efficiencies at average, colder and warmer conditions, and using the method as described in https://library.mitsubishielectric.co.uk/pdf/book/seasonal_efficiency_explained2022#page-1, based on 10% of the year at colder, 10% and warmer and the remainder at average. This gives a SCOP of 4.318 for the hot water generation. A more conservative figure of 3.56 was used at the time of modelling based on a MHI Qton product. With regards to the VRF, the Mitsubishi Electric PUHY-P300YNW-A2 external units are proposed with quoted values as per the table to the right. Actual heating and cooling SEERs are shown within the HVAC systems performance table on the last page of the Be Green BRUKL. With heating at 3.5, and cooling at 6.01 again conservative figures have been used.

R410A VRF Heat Pump

Seasonal Efficiency	Ecodesign		Part L	
	SEER (C)	SCOP	SEER (C)	SCOP
PUHY-P200YNW-A2	7.65	4.35	12.16	6.94
PUHY-P250YNW-A2	6.90	4.38	12.30	7.77
PUHY-P300YNW-A2	6.70	4.10	9.90	7.29
PUHY-P350YNW-A2	6.35	4.33	8.94	7.41
PUHY-P400YNW-A2	5.85	4.00	9.36	5.66
PUHY-P400YSNW-A2	7.42	4.35	12.03	6.72
PUHY-P450YNW-A2	6.48	4.30	8.45	5.42
PUHY-P450YSNW-A2	7.03	4.37	12.05	7.13
PUHY-P500YNW-A2	6.30	4.03	9.69	5.57

PUHY-P500YSNW-A2	6.69	4.39	10.37	6.30
PUHY-P550YSNW-A2	6.59	4.24	10.89	7.27
PUHY-P600YSNW-A2	6.50	4.12	9.72	7.03

Whole Life-Cycle Carbon Assessment			
10	The applicant has submitted a WLC assessment which will be reviewed separately; comments will be provided. The WLC assessment should be presented separately in excel using the GLA's WLC assessment template and should follow the GLA WLC guidance. The template and guidance are available here: https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/whole-life-cycle-carbon-assessments-guidance. Applicants will also be conditioned to submit a post-construction assessment to report on the development's actual WLC emissions.	Response by others	
Be Seen Energy Monitoring			
11	A commitment has been provided that the development will be designed to enable post construction monitoring and that the information set out in the 'Be Seen' guidance is submitted to the GLA's portal at the appropriate reporting stages. This will be secured through **suitable legal wording.** The 'Be Seen' reporting spreadsheet has been developed to enable development teams to capture all data offline before this is submitted via the webform. Once the planning stage CO2 emissions have been agreed with GLA, the applicant should confirm that the planning stage data has been submitted to GLA via the webform. Currently the applicant has included this within the Appendices of the energy statement.	Response by others	
Energy Use Intensity and Space Heating Demand Reporting			
12	1. EUI and space heating demands has been provided. The applicant has used the TM54 methodology for these calculations. 2. The applicant should provide commentary if the expected performance exceeds the reference values Table 4 of GLA guidance.	1. Noted 2. It is understood the reference values are taken from the "Greater Cambridge Net Zero Carbon Evidence Base Non-technical summary". Unfortunately this piece of work does not assess hotels as part of the building studies and do not provide an accurate reflection of the EUI in this instance. Based on our extensive hotel experience and understanding of how hotels operate, reasonable and justifiable inputs to the software have been made. 55 kWh/m²/year is not considered a representive target to achieve for a hotel.	
Other points			
13	1. The carbon dioxide savings fall short of the on-site target within the London Plan. 2. The applicant should consider the scope for additional measures aimed at achieving further carbon reductions.	1. The resons for this have been explained in the report and this document. 2.Additional measures have been considered and discounted as outlined within section 10 of the Energy Strategy Report.	
14	1. The applicant has confirmed the carbon shortfall in tonnes CO2 and the associated carbon offset payment that will be made to the borough. 2.The **draft s106 agreement** should be submitted when available to evidence the carbon offset agreement with the borough.	1. Cumulative savings for offset payment is calcualed at 5,500 tonnes Co2, please refer to the attached "Part_l_2021_gla_carbon_emission_reporting_spreadsheet_v2.0_0.xlsx" document. 2. By others.	
Move resolved comments under this section			

Received; SAP 10.2 proposed and nothing further required
Received; SAP 10 proposed and nothing further required
Received; SAP 2012 proposed and nothing further required
Received; SAP 10.2 proposed but items still outstanding
Received; SAP 10 proposed but items still outstanding
Received; SAP 2012 proposed but items still outstanding
Not yet received - applicant to submit and provide reference --->
N/A

Non-domestic (detailed)

SAP 10.2	Total residual regulated CO_2 emissions	Regulated CO_2 emissions reductions	
	(tonnes per annum)	(tonnes per annum)	(per cent)
Baseline i.e. 2021 Building Regulations	93.2		
Energy Efficiency	91.2	2	2%
CHP	91.2	0	0%
Renewable energy	75.3	15.9	17%
Total		17.9	19%

Carbon offsetting (detailed)

	Shortfall (tonnes per annum)	Shortfall (£)
Non-domestic	75.3	214605
Total	75.3	214605

TABLE 1. DEVELOPMENT INFORMATION		NOTES
Date of Application		Please provide the date the application was submitted to the Local Planning Authority.
Local Planning Authority		Please indicate the Local Planning Authority determining the application.
Confirmed carbon offset price (£/tonne of carbon dioxide)		Please confirm the agreed carbon offset price for the Local Planning Authority. Evidence of communication on the price is expected to be included in the energy assessment. If no value is entered then the GLA's recommend price of £95 per tonne of carbon dioxide will be used.

TABLE 2. CARBON (CO_2) FACTORS Fuel type	Fuel Carbon Factor ($kgCO_2/kWh$) SAP 10.2	NOTES
Natural Gas	0.210	SAP 10.2 carbon emission factors (Table 12).
Grid Electricity	0.136	
Enter Carbon Factor 1		These factors should be used where alternative fuel is used to grid gas and electricity. Carbon emission factors used here must be taken from Table 12 and Table 12f (for CHP generated electricity) within the SAP 10.2 document. Fuel type should be updated and referenced in Column A when additional carbon factor values have been added.
Enter Carbon Factor 2		
Enter Carbon Factor 3		
Enter Carbon Factor 4		
Bespoke DH Factor		This should only be used for non-domestic buildings that are connecting to District Heating (DH) networks. The network carbon factor should be calculated in line with Part L requirements and separate factors should be provided using and SAP 10.2 fuel factors. Assumptions and workings should be shown below in Table 4.

TABLE 3. BESPOKE DH CARBON FACTOR CALCULATION METHODOLOGY
Please provide below details of the calculation methodology followed to establish the bespoke carbon factor, if applicable.

TABLE 4. DISTRIBUTION LOSSES			COMMENTS
Primary network (buried pipe)	Total pipe length (m)		
	Average heat loss rate (W/m)		
Secondary network (buried pipe)	Total pipe length (m)		
	Average heat loss rate (W/m)		
Total losses (MWh/year)			
Total heat supplied (MWh/year)			
Distribution Loss Factor (DLF)			
Calculation included in energy statement (yes/no)			

The applicant should complete all the light blue cells including information on the modelled units, the area per unit, the number of units, the baseline energy consumption figures, the TER and the TFEE.

RESIDENTIAL ENERGY CONSUMPTION AND CO_2 ANALYSIS (PART L1)

Unit identifier (e.g. plot number, dwelling type etc.)	Model total floor area (m²)	Number of units	Total area represented by model (m²)	VALIDATION CHECK: Calculated TER ($kgCO_2 / m^2$)	VALIDATION CHECK: TER Worksheet TER ($kgCO_2 / m^2$)	REGULATED ENERGY CONSUMPTION PER UNIT (kWh p.a.) - SAP TER WORKSHEET: Space Heating (Heat Source 1)	Fuel type Space Heating	Domestic Hot Water (Heat Source 1)	Fuel type Domestic Hot Water	Space Heating (Heat source 2) if applicable	Fuel type Space Heating	Domestic Hot Water (Heat source 2) if applicable	Fuel type Domestic Hot Water	Space and Domestic Hot Water from CHP if applicable	Fuel type CHP if applicable	Total Electricity generated by CHP (-) if applicable	Fuel factors for electricity generated by CHP if applicable	Secondary Heating system	Fuel type Secondary Heating	Electricity generated by renewable (-)	Lighting	Auxiliary	Cooling	REGULATED CO_2 EMISSIONS PER UNIT ($kgCO_2$ p.a.): Space Heating	Domestic Hot Water	Space Heating and DHW from CHP if applicable	Electricity generated by CHP if applicable	Lighting	Auxiliary	Cooling	Electricity generated by renewable technology (-)	Part L 2021 CO_2 emissions ($kgCO_2$ p.a.)	Fabric Energy Efficiency (FEE): Target Fabric Energy Efficiency (TFEE) (kWh/m²)
	TER Worksheet (Row 4)				TER Worksheet (Row 273)	TER Sheet [Row 307b ÷ (Row 367b x 0.01)] OR Row 211	Select fuel type	TER Sheet [Row 310b ÷ (Row 367b x 0.01)] OR Row 219	Select fuel type	TER Sheet [Row 307c ÷ (Row 367c x 0.01)]	Select fuel type	TER Sheet [Row 310c ÷ (Row 367c x 0.01)]	Select fuel type	TER Sheet [(Row 307a + 310a) ÷ (Row 362 x 0.01)]	Select fuel type	TER Sheet [(Row 307a + 310a) × (Row 361 ÷ 362)]	Select fuel type	TER Sheet Row 309	Select fuel type	TER Sheet Row 333	TER Sheet Row 332 OR Row 232	TER Sheet (Row 313 + 331) OR Row 231	N/A										
Sum		0	0	0.0	-	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00

NON-RESIDENTIAL ENERGY CONSUMPTION AND CO_2 ANALYSIS (PART L2)

Building Use	Model Area (m²)	Number of units	Total area represented by model (m²)	VALIDATION CHECK: Calculated TER ($kgCO_2 / m^2$)	VALIDATION CHECK: BRUKL TER ($kgCO_2 / m^2$)	REGULATED ENERGY CONSUMPTION BY END USE (kWh/m² p.a.) TER - SOURCE: BRUKL OUTPUT: Space Heating (kWh/m² p.a.)	Fuel type Space Heating	Domestic Hot Water (kWh/m² p.a.)	Fuel type Domestic Hot Water	Electricity generated by renewable (-) if applicable	Lighting (kWh/m² p.a.)	Auxiliary (kWh/m² p.a.)	Cooling (kWh/m² p.a.)	REGULATED CO_2 EMISSIONS BY FUEL TYPE (kgCO2/m² p.a.) TER - SOURCE: *SIM.CSV FILE: Natural Gas	Grid Electricity	Bespoke DH Factor if applicable	Enter Carbon Factor 1 if applicable	Enter Carbon Factor 2 if applicable	Enter Carbon Factor 3 if applicable	Electricity generated by renewable technology (-) if applicable	Part L 2021 CO_2 emissions ($kgCO_2$ p.a.)
Non-domestic	*8616*	*1*	*8616*	10.8	10.8	*3.51*	*Grid Electricity*	*59.07*	*Grid Electricity*	*0*	*7.75*	*5.27*	*4.28*	0	11	0	0	0	0	0	93,156
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Sum		1	8,616	10.8	-	30,242	N/A	508,947	N/A	0	66,774	45,406	36,876	0	93,156	0	0	0	0	0	*93,156*

SITE-WIDE ENERGY CONSUMPTION AND CO_2 ANALYSIS

	Total Area (m²)	Calculated TER ($kgCO_2 / m^2$)	-	REGULATED ENERGY CONSUMPTION: Space Heating (kWh p.a.)	N/A	Domestic Hot Water (kWh p.a.)	N/A	Space Heating (Heat source 2) (kWh p.a.)	N/A	Domestic Hot Water (Heat source 2) (kWh p.a.)	N/A	Space and Domestic Hot Water from CHP (kWh p.a.)	N/A	Electricity generated by CHP (kWh p.a.) *if applicable*	Secondary Heating system (kWh p.a.)	N/A	Electricity generated by renewable (kWh p.a.) *if applicable*	Lighting (kWh p.a.)	Auxiliary (kWh p.a.)	Cooling (kWh p.a.)	REGULATED CO_2 EMISSIONS: Part L 2021 CO_2 emissions ($kgCO_2$ p.a.)
Sum	8,616	10.8	-	30,242		508,947		0		0		0		0	0		0	66,774	45,406	36,876	*93,156*

The applicant should complete all the light blue cells including information on the 'be lean' energy consumption figures, the 'be lean' DER, the DFEE and the regulated energy demand of the 'be lean' scenario.

RESIDENTIAL ENERGY CONSUMPTION AND CO_2 ANALYSIS (PART L1)

				VALIDATION CHECK		REGULATED ENERGY CONSUMPTION PER UNIT (kWh p.a.) - 'BE LEAN' SAP DER WORKSHEET																		REGULATED CO_2 EMISSIONS PER UNIT ($kgCO_2$ p.a.)									Fabric Energy Efficiency (FEE)
Unit identifier (e.g. plot number, dwelling type etc.)	Model total floor area (m²)	Number of units	Total area represented by model (m²)	Calculated DER ($kgCO_2$ / m^2)	DER Worksheet DER ($kgCO_2$ / m^2)	Space Heating (Heat Source 1)	Fuel type Space Heating	Domestic Hot Water (Heat Source 1)	Fuel type Domestic Hot Water	Space Heating (Heat source 2)	Fuel type Space Heating	Domestic Hot Water (Heat source 2)	Fuel type Domestic Hot Water	Space and Domestic Hot Water from CHP	Fuel type CHP	Total Electricity generated by CHP (-)	Fuel factors for electricity generated by CHP	Secondary Heating system	Fuel type Secondary Heating		Lighting	Auxiliary	Cooling	Space Heating	Domestic Hot Water	Space Heating and DHW from CHP	Electricity generated by CHP	Lighting	Auxiliary	Cooling	Electricity generated by renewable technology (notional building) ( )	Part L 2021 CO_2 emissions ($kgCO_2$ p.a.)	Dwelling Fabric Energy Efficiency (DFEE) (kWh/m²)
										if applicable		if applicable		if applicable	if applicable	if applicable	if applicable									if applicable	if applicable				if applicable		
					DER Sheet (Row 384)	DER Sheet [Row 307b ÷ (Row 367b x 0.01)]	Select fuel type	DER Sheet [Row 310b ÷ (Row 367b x 0.01)]	Select fuel type	DER Sheet [Row 307c ÷ (Row 367c x 0.01)]	Select fuel type	DER Sheet [Row 310c ÷ (Row 367c x 0.01)]	Select fuel type	DER Sheet [(Row 307a + 310a) ÷ (Row 362 x 0.01)]	Select fuel type	DER Sheet [(Row 307a + 310a) × (Row 361 ÷ 362)]	Select fuel type	DER Sheet Row 309	Select fuel type		DER Sheet Row 332	DER Sheet (Row 313 + 331)	DER Sheet Row 315										
Sum		0	0	0.0	-	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	0	0	N/A		0	0	0	0	0	0	0	0	0	0	0	0	0.00

NON-RESIDENTIAL ENERGY CONSUMPTION AND CO_2 ANALYSIS (PART L2)

				VALIDATION CHECK		REGULATED ENERGY CONSUMPTION BY END USE (kWh/m² p.a.) 'BE LEAN' BER - SOURCE: *SIM.CSV FILE								REGULATED CO_2 EMISSIONS BY FUEL TYPE ($kgCO_2$/m² p.a.) - BER BRUKL - SOURCE: *SIM.CSV FILE								
Building Use	Model Area (m²)	Number of units	Total area represented by model (m²)	Calculated BER ($kgCO_2$ / m^2)	BRUKL BER ($kgCO_2$ / m^2)	Space Heating (kWh/m² p.a.)	Fuel type Space Heating	Domestic Hot Water (kWh/m² p.a.)	Fuel type Domestic Hot Water		Lighting (kWh/m² p.a.)	Auxiliary (kWh/m² p.a.)	Cooling (kWh/m² p.a.)	Natural Gas	Grid Electricity	Bespoke DH Factor	Enter Carbon Factor 1	Enter Carbon Factor 2	Enter Carbon Factor 3	Electricity generated by renewable technology (notional building) ( )		Part L 2021 CO_2 emissions ($kgCO_2$ p.a.)
																if applicable	if applicable	if applicable	if applicable	if applicable		
Non-domestic	*8616*	*1*	*8616*	10.6	10.6	*3.16*	*Grid Electricity*	*58.27*	*Grid Electricity*		*7.87*	*5.46*	*3.46*	0	11	0	0	0	0	*0*		91,237
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Sum		1	8,616	10.6	-	27,227	N/A	502,054	N/A		67,808	47,043	29,811	0	91,237	0	0	0	0	0		*91,237*

SITE-WIDE ENERGY CONSUMPTION AND CO2 ANALYSIS

				REGULATED ENERGY CONSUMPTION																	REGULATED CO_2 EMISSIONS
	Total Area (m²)	Calculated BER ($kgCO_2$ / m^2)	-	Space Heating (kWh p.a.)	N/A	Domestic Hot Water (kWh p.a.)	N/A	Space and Domestic Hot Water from CHP (kWh p.a.)	N/A	Secondary Heating System (kWh p.a.)	N/A	N/A	N/A	Electricity generated by CHP (kWh p.a.) *if applicable*	N/A	N/A	N/A	Lighting (kWh p.a.)	Auxiliary (kWh p.a.)	Cooling (kWh p.a.)	Part L 2021 CO_2 emissions ($kgCO_2$ p.a.)
Sum	8,616	10.6	-	27,227		502,054		0		0				0				67,808	47,043	29,811	*91,237*

The applicant should complete all the light blue cells including information on the 'be clean' energy consumption figures and the 'be clean' DER.

RESIDENTIAL ENERGY CONSUMPTION AND CO_2 ANALYSIS (PART L1)

				VALIDATION CHECK		REGULATED ENERGY CONSUMPTION PER UNIT (kWh p.a.) - 'BE GREEN' SAP DER WORKSHEET																		REGULATED CO_2 EMISSIONS PER UNIT ($kgCO_2$ p.a.)								
Unit identifier (e.g. plot number, dwelling type etc.)	Model total floor area (m²)	Number of units	Total area represented by model (m²)	Calculated DER ($kgCO_2$ / m^2)	DER Worksheet DER ($kgCO_2$ / m^2)	Space Heating (Heat Source 1)	Fuel type Space Heating	Domestic Hot Water (Heat Source 1)	Fuel type Domestic Hot Water	Space Heating (Heat source 2) if applicable	Fuel type Space Heating	Domestic Hot Water (Heat source 2) if applicable	Fuel type Domestic Hot Water	Space and Domestic Hot Water from CHP if applicable	Fuel type CHP if applicable	Total Electricity generated by CHP (-) if applicable	Fuel factors for electricity generated by CHP if applicable	Secondary Heating system	Fuel type Secondary Heating		Lighting	Auxiliary	Cooling	Space Heating	Domestic Hot Water	Space Heating and DHW from CHP if applicable	Electricity generated by CHP if applicable	Lighting	Auxiliary	Cooling	Electricity generated by renewable technology (notional building) (-) if applicable	Part L 2021 CO_2 emissions ($kgCO_2$ p.a.)
					DER Sheet (Row 384)	DER Sheet [Row 307b ÷ (Row 367b x 0.01)]	Select fuel type	DER Sheet [Row 310b ÷ (Row 367b x 0.01)]	Select fuel type	DER Sheet [Row 307c ÷ (Row 367c x 0.01)]	Select fuel type	DER Sheet [Row 310c ÷ (Row 367c x 0.01)]	Select fuel type	DER Sheet [(Row 307a + 310a) ÷ (Row 362 x 0.01)]	Select fuel type	DER Sheet [(Row 307a + 310a) × (Row 361 ÷ 362)]	Select fuel type	DER Sheet Row 309	Select fuel type		DER Sheet Row 332	DER Sheet (Row 313 + 331)	DER Sheet Row 315									
Sum		0	0	0.0	-	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	0	0	N/A	N/A	0	0	0	0	0	0	0	0	0	0	0	*0*

NON-RESIDENTIAL ENERGY CONSUMPTION AND CO_2 ANALYSIS (PART L2)

Building Use	Model Area (m²)	Number of units	Total area represented by model (m²)	VALIDATION CHECK		REGULATED ENERGY CONSUMPTION BY END USE (kWh/m² p.a.) 'BE CLEAN' BER - SOURCE: BRUKL OUTPUT										REGULATED CO_2 EMISSIONS BY FUEL TYPE ($kgCO_2/m^2$ p.a.) - BER BRUKL - SOURCE: *SIM.CSV FILE								
				Calculated BER ($kgCO_2$ / m^2)	BRUKL BER ($kgCO_2$ / m^2)	Space Heating (kWh/m² p.a.)	Fuel type Space Heating	Domestic Hot Water (kWh/m² p.a.)	Fuel type Domestic Hot Water		Electricity generated by CHP (-) if applicable		Lighting (kWh/m² p.a.)	Auxiliary (kWh/m² p.a.)	Cooling (kWh/m² p.a.)	Natural Gas	Grid Electricity	Bespoke DH Factor if applicable	Electricity generated by CHP (-) if applicable	Enter Carbon Factor 1 if applicable	Enter Carbon Factor 2 if applicable	Enter Carbon Factor 3 if applicable	Electricity generated by renewable technology (notional building) (-) if applicable	Part L 2021 CO_2 emissions ($kgCO_2$ p.a.)
Non-domestic	*8616*	*1*	*8616*	10.6	10.6	*3.16*	*Grid Electricity*	*58.27*	*Grid Electricity*		*0*		*7.87*	*5.46*	*3.46*	0	11	0	0	0	0	0	0	91,237
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Sum		1	8,616	10.6	-	27,227	N/A	502,054	N/A		0		67,808	47,043	29,811	0	91,237	0	0	0	0	0	0	*91,237*

SITE-WIDE ENERGY CONSUMPTION AND CO2 ANALYSIS

				REGULATED ENERGY CONSUMPTION																			REGULATED CO_2 EMISSIONS
	Total Area (m²)	Calculated BER ($kgCO_2$ / m^2)	-	Space Heating (kWh p.a.)	N/A	Domestic Hot Water (kWh p.a.)	N/A	Space and Domestic Hot Water from CHP (kWh p.a.)	N/A	Secondary Heating System (kWh p.a.)	N/A	N/A	N/A	Electricity generated by CHP (kWh p.a.) *if applicable*	N/A	N/A	N/A	N/A	Lighting (kWh p.a.)	Auxiliary (kWh p.a.)	Cooling (kWh p.a.)		Part L 2021 CO_2 emissions ($kgCO_2$ p.a.)
Sum	8,616	10.6	-	27,227		502,054		0		0				0					67,808	47,043	29,811		*91,237*

The applicant should complete all the light blue cells including information on the 'be green' energy consumption figures and the 'be green' DER.

RESIDENTIAL ENERGY CONSUMPTION AND CO_2 ANALYSIS (PART L1)

Unit identifier (e.g. plot number, dwelling type etc.)	Model total floor area (m²)	Number of units	Total area represented by model (m²)	VALIDATION CHECK: Calculated DER ($kgCO_2$ / m^2)	VALIDATION CHECK: DER Worksheet DER ($kgCO_2$ / m^2)	REGULATED ENERGY CONSUMPTION PER UNIT (kWh p.a.) - 'BE GREEN' SAP DER WORKSHEET: Space Heating (Heat Source 1)	Fuel type Space Heating	Domestic Hot Water (Heat Source 1)	Fuel type Domestic Hot Water	Space Heating (Heat source 2) if applicable	Fuel type Space Heating	Domestic Hot Water (Heat source 2) if applicable	Fuel type Domestic Hot Water	Space and Domestic Hot Water from CHP if applicable	Fuel type CHP if applicable	Total Electricity generated by CHP (-) if applicable	Fuel factors for electricity generated by CHP if applicable	Secondary Heating system	Fuel type Secondary Heating	Electricity generated by renewable (-) if applicable	Lighting	Auxiliary	Cooling
					DER Sheet (Row 384)	DER Sheet [Row 307b ÷ (Row 367b x 0.01)]	Select fuel type	DER Sheet [Row 310b ÷ (Row 367b x 0.01)]	Select fuel type	DER Sheet [Row 307c ÷ (Row 367c x 0.01)]	Select fuel type	DER Sheet [Row 310c ÷ (Row 367c x 0.01)]	Select fuel type	DER Sheet [(Row 307a + 310a) ÷ (Row 362 x 0.01)]	Select fuel type	DER Sheet [(Row 307a + 310a) × (Row 361 ÷ 362)]	Select fuel type	DER Sheet Row 309	Select fuel type	DER Sheet Row 333	DER Sheet Row 332	DER Sheet (Row 313 + 331)	DER Sheet Row 315
Sum		0	0	0.0	-	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	0	0	N/A	0	0	0	0

Unit identifier (e.g. plot number, dwelling type etc.)	REGULATED CO_2 EMISSIONS PER UNIT ($kgCO_2$ p.a.): Space Heating	Domestic Hot Water	Space Heating and DHW from CHP if applicable	Electricity generated by CHP if applicable	Lighting	Auxiliary	Cooling	Electricity generated by renewable if applicable	Part L 2021 CO_2 emissions ($kgCO_2$ p.a.)
Sum	0	0	0	0	0	0	0	0	*0*

NON-RESIDENTIAL ENERGY CONSUMPTION AND CO_2 ANALYSIS (PART L2)

Use	Area per unit (m²)	Number of units	Total area represented by model (m²)	VALIDATION CHECK: Calculated BER ($kgCO_2$ / m^2)	VALIDATION CHECK: BRUKL BER ($kgCO_2$ / m^2)	REGULATED ENERGY CONSUMPTION BY END USE (kWh/m² p.a.) 'BE GREEN' BER - SOURCE: BRUKL OUTPUT: Space Heating (kWh/m² p.a.)	Fuel type Space Heating	Domestic Hot Water (kWh/m² p.a.)	Fuel type Domestic Hot Water	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	Electricity generated by CHP (-) if applicable	*N/A*	*N/A*	*N/A*	Electricity generated by renewable technology (-) if applicable	Lighting (kWh/m² p.a.)	Auxiliary (kWh/m² p.a.)	Cooling (kWh/m² p.a.)
Non-domestic	*8616*	*1*	*8616*	8.7	8.7	*2.76*	*Grid Electricity*	*46.81*	*Grid Electricity*							*0*				*-1.35*	*7.87*	*5.46*	*2.88*
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Sum		1	8,616	8.7	-	23,780	N/A	403,315	N/A							0				-11,632	67,808	47,043	24,814

Use	REGULATED CO_2 EMISSIONS BY FUEL TYPE ($kgCO_2/m^2$ p.a.) - BER BRUKL - SOURCE: *SIM.CSV FILE: Natural Gas	Grid Electricity	Bespoke DH Factor if applicable	Electricity generated by CHP (-) if applicable	Enter Carbon Factor 1 if applicable	Enter Carbon Factor 2 if applicable	Enter Carbon Factor 3 if applicable	Electricity generated by renewable technology (-) if applicable	Part L 2021 CO_2 emissions ($kgCO_2$ p.a.)
Non-domestic	0	9	0	0	0	0	0	0	75,276
Sum	0	76,755	0	0	0	0	0	-1,479	*75,276*

SITE-WIDE ENERGY CONSUMPTION AND CO2 ANALYSIS

	Total Area (m²)	Calculated BER ($kgCO_2$ / m^2)	-	REGULATED ENERGY CONSUMPTION: Space Heating (kWh p.a.)	N/A	Domestic Hot Water (kWh p.a.)	N/A	Space Heating (Heat source 2) (kWh p.a.)	N/A	Domestic Hot Water (Heat source 2) (kWh p.a.)	N/A	Space and Domestic Hot Water from CHP (kWh p.a.)	N/A	Electricity generated by CHP (kWh p.a.) *if applicable*	N/A	Secondary Heating system (kWh p.a.)	N/A	Electricity generated by renewable (kWh p.a.) *if applicable*	Lighting (kWh p.a.)	Auxiliary (kWh p.a.)	Cooling (kWh p.a.)	REGULATED CO_2 EMISSIONS: Part L 2021 CO_2 emissions
Sum	8,616	8.7	-	23,780		403,315		0		0		0		0		0		-11,632	67,808	47,043	24,814	*75,276*

Applicants can use the 'be seen' methodology or an alternative predictive energy modelling methodology to fill in this tab.
Where 'be seen' reporting is used the reported EUI and space heating demand should align with energy consumption data reported in the planning stage submission for the 'be seen' policy, submitted via the online webform.

Residential predicted energy use

Building type	GIA	EUI & space heating demand (kWh/year)									Has the following energy use been included?		Results		Table 4 of the guidance comparison		Methodology used		
		Space heating demand	Annual Electricity Use	Annual Gas Use	Annual Oil Use	Annual Biomass Use	Annual District Htg Use	Annual District Clg Use	Elec Generation, Gross	Solar Thermal Generation	Regulated	Unregulated	EUI (kWh/m^2/year) (excluding renewable energy)	Space heating demand (kWh/m^2/year) (excluding renewable energy)	EUI value from Table 4 of the guidance (kWh/m^2/year) (excluding renewable energy)	Space heating demand from Table 4 of the guidance (kWh/m^2/year) (excluding renewable energy)	Software	Operational energy use assessment	notes (if expected performance differs from the Table 4 values in the guidance or other software used)
					if applicable	if applicable	if applicable	if applicable	if applicable	if applicable									
Dwelling (total)																			
Landlord Circulation (in Residential Blocks)																			
Total	0	0	0	0	0	0	0	0	0	0									

Non-residential predicted energy use

Building type	GIA	EUI & space heating demand (kWh/year)									Has the following energy use been included?		Results		Table 4 of the guidance comparison		Methodology used		
		Space heating demand	Annual Electricity Use	Annual Gas Use	Annual Oil Use	Annual Biomass Use	Annual District Htg Use	Annual District Clg Use	Elec Generation, Gross	Solar Thermal Generation	Regulated	Unregulated	EUI (kWh/m^2/year) (excluding renewable energy)	Space heating demand (kWh/m^2/year) (excluding renewable energy)	EUI value from Table 4 of the guidance (kWh/m^2/year) (excluding renewable energy)	Space heating demand from Table 4 of the guidance (kWh/m^2/year) (excluding renewable energy)	Software	Operational energy use assessment	notes (if expected performance differs from the Table 4 values in the guidance or other software used)
					if applicable	if applicable	if applicable	if applicable	if applicable	if applicable									
Hotel	8987.63	36,058.64	830,438.72	0							Yes	Yes	92.39796476	4.012029868	55	15	Part L2 - approved DSM	CIBSE TM54	
Hotel	8987.63	36058.64	424,770.90	0							Yes	No	47.26172528	4.012029868	55	15			
Total	17975.26	72117.28	1255209.62	0	0	0	0	0	0	0									

Part L 2021 Performance

Residential

Table 1: Carbon Dioxide Emissions after each stage of the Energy Hierarchy for residential buildings

	Carbon Dioxide Emissions for residential buildings (Tonnes CO_2 per annum)	
	Regulated	Unregulated
Baseline: Part L 2021 of the Building Regulations Compliant Development	0.0	
After energy demand reduction (be lean)	0.0	
After heat network connection (be clean)	0.0	
After renewable energy (be green)	0.0	

Table 2: Regulated Carbon Dioxide savings from each stage of the Energy Hierarchy for residential buildings

	Regulated residential carbon dioxide savings	
	(Tonnes CO_2 per annum)	(%)
Be lean: savings from energy demand reduction	0.0	0%
Be clean: savings from heat network	0.0	0%
Be green: savings from renewable energy	0.0	0%
Cumulative on site savings	**0.0**	**0%**
Annual savings from off-set payment	0.0	-
	(Tonnes CO_2)	
Cumulative savings for off-set payment	**0**	-
Cash in-lieu contribution (£)	**0**	

*carbon price is based on GLA recommended price of £95 per tonne of carbon dioxide unless Local Planning Authority price is inputted in the 'Development Information' tab

Non-residential

Table 3: Carbon Dioxide Emissions after each stage of the Energy Hierarchy for non-residential buildings

	Carbon Dioxide Emissions for non-residential buildings (Tonnes CO_2 per annum)	
	Regulated	Unregulated
Baseline: Part L 2021 of the Building Regulations Compliant Development	93.2	53.6
After energy demand reduction (be lean)	91.2	53.6
After heat network connection (be clean)	91.2	53.6
After renewable energy (be green)	75.3	53.6

Table 4: Regulated Carbon Dioxide savings from each stage of the Energy Hierarchy for non-residential buildings

	Regulated non-residential carbon dioxide savings	
	(Tonnes CO_2 per annum)	(%)
Be lean: savings from energy demand reduction	1.9	2%
Be clean: savings from heat network	0.0	0%
Be green: savings from renewable energy	16.0	17%
Total Cumulative Savings	**17.9**	**19%**
Annual savings from off-set payment	75.3	-
	(Tonnes CO_2)	
Cumulative savings for off-set payment	**2,258**	-
Cash in-lieu contribution (£)	**214,537**	

*carbon price is based on GLA recommended price of £95 per tonne of carbon dioxide unless Local Planning Authority price is inputted in the 'Development Information' tab

SITE-WIDE

	Total regulated emissions (Tonnes CO_2 / year)	CO_2 savings (Tonnes CO_2 / year)	Percentage savings (%)
Part L 2021 baseline	93.2		
Be lean	91.2	1.9	2%
Be clean	91.2	0.0	0%
Be green	75.3	16.0	17%
Total Savings	-	17.9	19%
	-	**CO_2 savings off-set (Tonnes CO_2)**	-
Off-set	-	**2,258.3**	-

	Target Fabric Energy Efficiency (kWh/m²)	Dwelling Fabric Energy Efficiency (kWh/m²)	Improvement (%)
Development total	0.00	0.00	

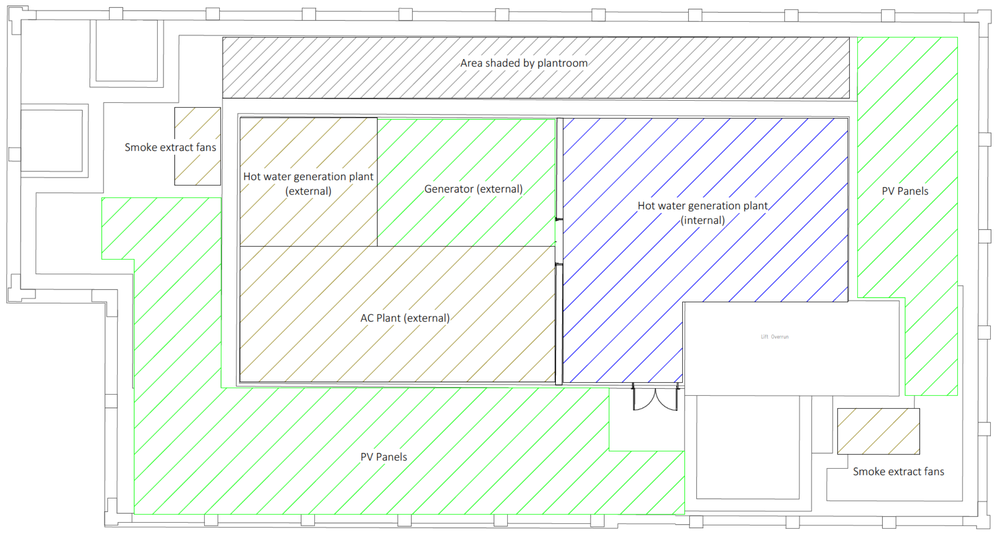
	Area weighted non-residential cooling demand (MJ/m^2)	Total area weighted non-residential cooling demand (MJ/year)
Actual	22.35348451	8159.021846
Notional	29.19287431	10655.39912

EUI & space heating demand (predicted energy use)

Building type	EUI (kWh/m^2/year) (excluding renewable energy)	Space heating demand (kWh/m^2/year) (excluding renewable energy)	EUI value from Table 4 of the guidance (kWh/m^2/year) (excluding renewable energy)	Space heating demand from Table 4 of the guidance(kWh/m^2/year) (excluding renewable energy)	Methodology used (e.g. 'be seen' methodology or an alternative predictive energy modelling methodology)	Explanatory notes (if expected performance differs from the Table 4 values in the guidance)
Residential						
Hotel	92.39796476	4.012029868	55	15	Part L2 - approved DSM & CIBSE TM54	

Hotel	47.26172528	4.012029868	55	15	&	

- CONTRACTOR TO PREPARE DETAIL WORKING DRAWINGS FOR APPROVAL SUBSEQUENT TO SITE SURVEY.
- CONTRACTOR TO AGREE FINAL SETTINGS OUT PRIOR TO INSTALLATION.
- THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL NECESSARY ARCHITECTURAL, STRUCTURAL & SPECIALIST DRAWINGS, SCOPE OF WORKS, ROOM DATA SHEETS & SPECIFICATIONS.
- ANY CALCULATIONS, SIZES, EQUIPMENT SELECTIONS, ARE INDICATIVE. CONTRACTOR TO UNDERTAKE CALCULATIONS, SIZING, EQUIPMENT SELECTION ETC. AS PART OF DESIGN RESPONSIBILITIES.
- DIMENSIONS SHALL NOT BE SCALED & FIGURED.
- DIMENSIONS MUST BE VERIFIED ON SITE BEFORE WORK COMMENCES.
- DIMENSIONS SHOWN MAY BE TYPICAL AND NOT SPECIFIC TO THIS SITE..



Rev	Revision	Date
	Stage 2 Issue	14.10.22

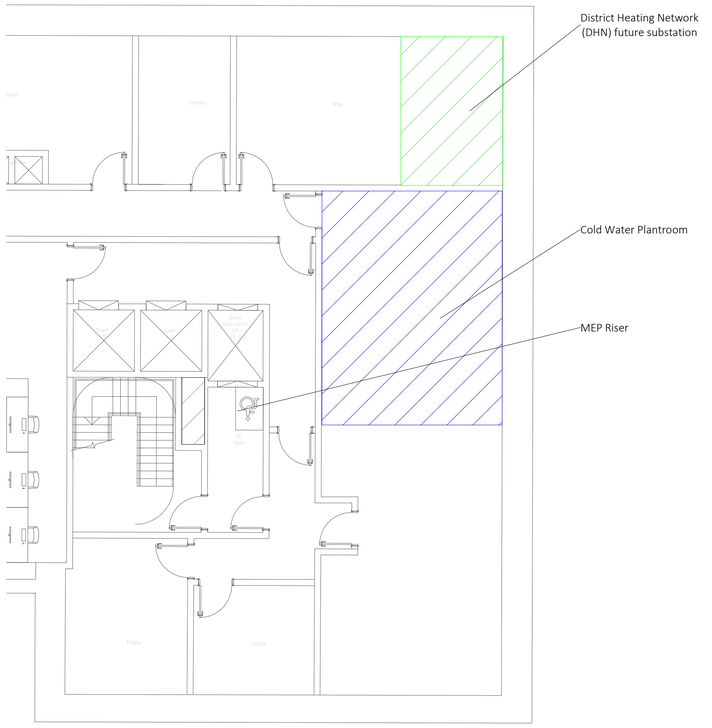
PROJECT
Shakespeare Road

TITLE
Twelfth Floor Services Layout

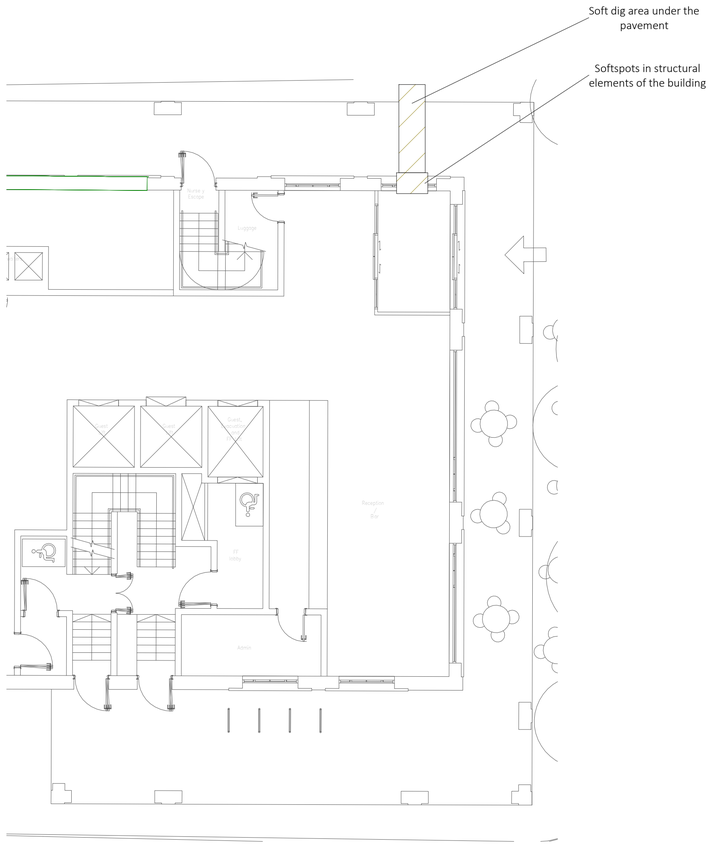
DRAWING No.	SCALE (@A1)	Project Ref:
22026-AEL-ZZ-12-DR-Z-1000	1 : 100	22026

Applied ENERGY
www.appliedenergy.co.uk Tel: 01932 860860 Email: info@appliedenergy.co.uk

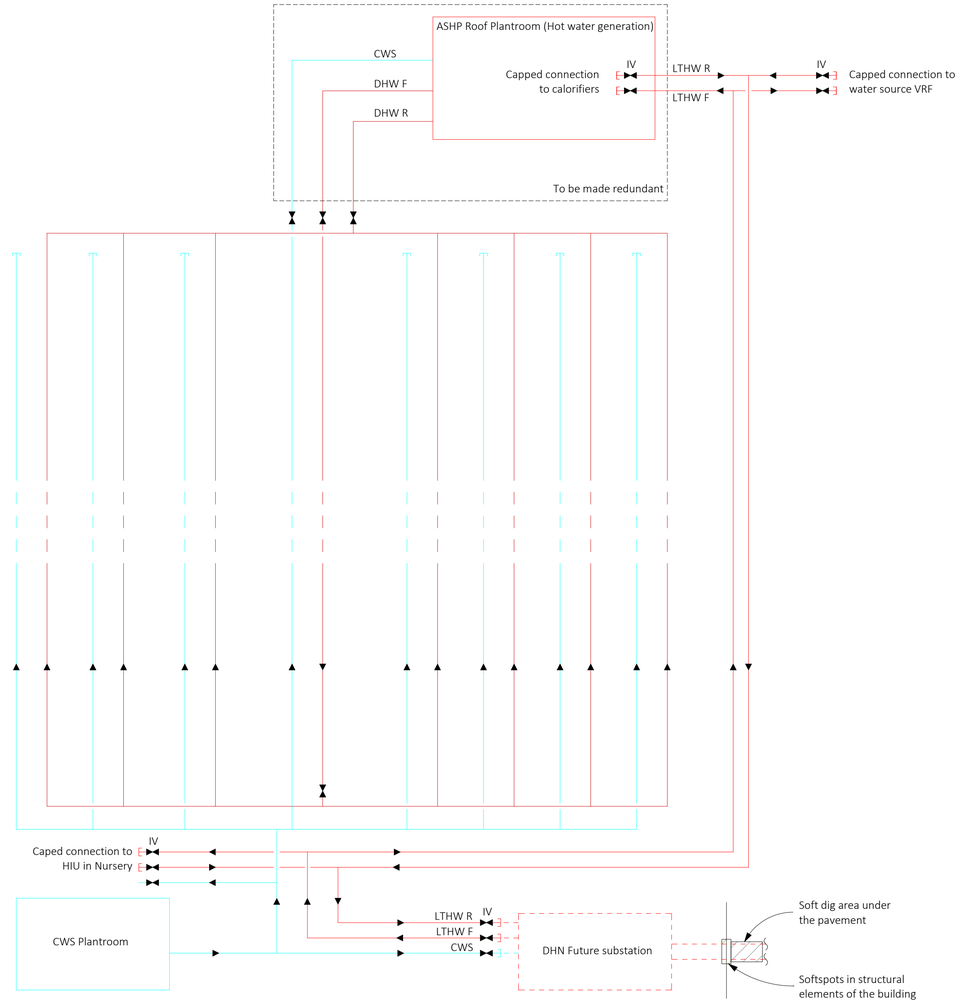
- CONTRACTOR TO PREPARE DETAIL WORKING DRAWINGS FOR APPROVAL SUBSEQUENT TO SITE SURVEY.
- CONTRACTOR TO AGREE FINAL SETTINGS OUT PRIOR TO INSTALLATION.
- THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL NECESSARY ARCHITECTURAL, STRUCTURAL & SPECIALIST DRAWINGS, SCOPE OF WORKS, ROOM DATA SHEETS & SPECIFICATIONS.
- ANY CALCULATIONS, SIZES, EQUIPMENT SELECTIONS, ARE INDICATIVE. CONTRACTOR TO UNDERTAKE CALCULATIONS, SIZING, EQUIPMENT SELECTION ETC. AS PART OF DESIGN RESPONSIBILITIES.
- DIMENSIONS SHALL NOT BE SCALED & FIGURED.
- DIMENSIONS MUST BE VERIFIED ON SITE BEFORE WORK COMMENCES.
- DIMENSIONS SHOWN MAY BE TYPICAL AND NOT SPECIFIC TO THIS SITE.



1 Basement - Future DHN connection
1 : 100



2 Ground floor - Future DHN connection
1 : 100



3 Future DHN connection - Typical Schematic
1 : 100

Rev	Revision	Date

PROJECT
Shakespeare Road

TITLE
Future District heating network (DHN) connection

DRAWING No.	SCALE (@A1)	Project Ref:
22026-AEL-ZZ-XX-DHN-Z-1000	1 : 100	22026

Applied ENERGY
www.appliedenergy.co.uk Tel: 01932 860860 Email: info@appliedenergy.co.uk

MITSUBISHI ELECTRIC

Technical Document

Commission Regulation (EU) No.814/2013 of 2 August 2013 implementing Directive 2009/125/EC of the European Parliament and of the Council with regard to ecodesign requirements for water heaters and hot water tanks

Commision Delegated Regulation (EU) No.812/2013 of 18 February 2013 supplementing Directive 2010/30/EU of the European Parliament and of the Council with regard to the energy labelling of water heaters, hot water strage tanks and packages of water heater and solar device

1. Model
   - Heat Pump Water Heater
     QAHV-N560YA-HPB(-BS)
   - Hot Water Storage Tank
     WPS500-1

2.The name and address of the supplier
   - Manufacture's name and address
     MITSUBISHI ELECTRIC CORPORATION
     TOKYO BLDG., 2-7-3, MARUNOUCHI, CHIYODA-KU, TOKYO 100-8310, JAPAN
   - Branch name and address
     MITSUBISHI ELECTRIC EUROPE B.V.
     HARMAN HOUSE, 1 GEORGE STREET, UXBRIDGE, MIDDLESEX UB8 1QQ, U.K.

3.Result

Applied load profile		XXL
Reference energy	kWh	24.53
Outdoor sound power level	dB	78
Standby power input	W	100.00

Average condition

water heating energy efficiency η wh	%	171.5
daily electricity consumption Qelec	kWh	5.722
annual electricity consumption	kWh	1257

Colder condition

water heating energy efficiency η wh	%	148.4
daily electricity consumption Qelec	kWh	6.612
annual electricity consumption	kWh	1452

Warmer condition

water heating energy efficiency η wh	%	176.8
daily electricity consumption Qelec	kWh	5.551
annual electricity consumption	kWh	1219

4.Any specific precautions that shall be taken when water heater is assembled, installed or maintained.
Thoroughly read safety precauitions which are written in the Installation/Operation Manual prior to use.

From: [redacted]
To: [redacted] (LBB)
Cc:
Subject: Re: Shakespeare Road - Updated Material
Date: 04 February 2025 16:59:46
Attachments: image001.png

** Warning External Email **

Hi [redacted]

I hope you are doing well.

I'm very pleased to share with you the final updated proposal for the redevelopment of 1-4 Shakespeare Road.

The team have pulled together the following addendum documents:

- Design and Access Statement Addendum
- Revised Location Plan
- Revised Proposed Drawings
- Archaeology Addendum
- Circular Economy Statement Addendum
- Daylight and Sunlight Addendum
- Ecology Addendum
- Economic Statement Addendum
- Energy and Sustainability Addendum
- Outline Fire Safety Strategy Report
- Flood Risk Assessment and Drainage Addendum
- Updated (Built) Heritage, Townscape and Visual Impact Assessment Addendum
- Land Contamination Addendum
- Landscape Strategy Addendum
- Structural Report Addendum
- Noise Impact and Exposure Addendum
- Transport Assessment Addendum
- CFD Wind Microclimate Addendum
- Updated CIL Form 1

I attach a covering letter which sets out the key updates to the proposal, which are detailed further within the DAS Addendum.

The full suite of addendum documents can be found within the following link:
1-4 SHAKESPEARE ROAD - ADDENDUM MATERIAL (2025)

Please let me know if you have any issues accessing the link.

It may be beneficial to have a quick call to discuss next steps and any questions you may have on the updated design. Please let me know your availability once you have had time to review the material.

Best,

[redacted]
Senior Planner
[redacted]
[redacted]

e-mail: [redacted]dp9.co.uk
DP9 Ltd
100 Pall Mall
London
SW1Y 5NQ
telephone: 020 7004 1700 facsimile: 020 7004 1790 website: www.dp9.co.uk

---

From: [redacted] (LBB) <[redacted]Barnet.gov.uk>
Sent: Friday, December 6, 2024 12:50
To: [redacted] <[redacted]dp9.co.uk>
Cc: [redacted] <[redacted]dp9.co.uk>
Subject: RE: Shakespeare Road - HTVIA

Hi[redacted]

Thanks for your email.

The application is to be determined by committee (with the presentation being on a small screen), so more detail, the better. I would suggest you provide new renders of the views where the proposal is clearly visible with wire line overlays showing the original proposal.

Kind Regards

[redacted]
Deputy Planning Manager
Planning and Building Control
London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW
Tel: 020 8359 3713 | Email: [redacted]barnet.gov.uk | Web: barnet.gov.uk

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From: [redacted] <[redacted]dp9.co.uk>
Sent: 05 December 2024 15:03
To: [redacted] (LBB) <[redacted]Barnet.gov.uk>
Cc: [redacted] <[redacted]dp9.co.uk>

Subject: Shakespeare Road - HTVIA

** Warning External Email **

Hi [redacted]

So you are aware, for completeness, we are proceeding with preparing addendum notes which assess the revised scheme against the originally submitted material, which explains the delay in issuing the revised plans.

We have a question over the best approach for the HTVIA, which we would appreciate your feedback on. We intend to provide an addendum to our original HTVIA, which would include wire line overlays of the new massing in a sample of the views comprising nos. 2, 3,6 and 7 (see attached). Will this be sufficient, or would it be necessary from your perspective to provide new renders of the views where the proposal is clearly visible?

Best,

[redacted]
Senior Planner
[redacted]
e-mail: [redacted]dp9.co.uk
DP9 Ltd
100 Pall Mall
London
SW1Y 5NQ
telephone: 020 7004 1700 website: www.dp9.co.uk

From: [redacted] (LBB) <[redacted]Barnet.gov.uk>
Sent: 22 November 2024 12:00
To: [redacted] <[redacted]dp9.co.uk>
Subject: Meeting

Hi [redacted]

Can we go for 12.15 for the teams meet?

Kind Regards

[redacted]
Deputy Planning Manager

Planning and Building Control
London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW
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04/02/2025

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[redacted] [redacted]
Strategic Planning and Regeneration
London Borough of Barnet
2 Bristol Avenue
Colindale
NW9 4EW

Dear [redacted]

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED) APPLICATION FOR FULL PLANNING PERMISSION
1-4 SHAKESPEARE ROAD, LONDON, N3 1XE – CHANGES TO PLANNING APPLICATION REFERENCE: 23/2342/FUL

On behalf of our Client, One Shakespeare Limited (the 'Applicant'), we enclose herewith a suite of updated and addenda documents supporting a series of changes to planning application reference 23/2342/FUL at 1-4 Shakespeare Road (the 'Site'). In May 2023 an application was submitted seeking full planning permission for the redevelopment of the Site (the 'Proposed Development'). The description of development for the application is set out below (and this remains unchanged in relation to these proposed changes):

> *'Demolition of existing buildings and construction of a new basement plus ground plus 11 storey building including hotel and ancillary facilities, nursery and office uses; new and improved public realm; cycle parking, servicing and plant; and other works and highway improvements associated with the development.'*

A comprehensive scheme of engagement has been undertaken prior to and throughout the determination period of the application, including engagement with the Greater London Authority, London Borough of Barnet ('LBB') Planning and Design Officers, the Design Review Panel, independent Daylight/Sunlight review, Historic England, and the Metropolitan Police. The final design has been developed to positively respond to comments received.

Since submission of the application comments have been received from LBB Planning and Design Officers. Additionally, during the determination period it has been clarified that Popes Drive and Shakespeare Road are not part of Barnet's adopted public realm, but are privately owned. As such, the previously proposed public realm works have been removed from the Proposed Development, with the proposition and expectation that these will come forward as wider strategic public realm improvements being coordinated by LBB in consultation with landowners, including the Applicant.

The following changes have been made to the Proposed Development:

- Reduced overall massing by 900mm. The floor-to-floor height has been reduced to 2.85m (excluding the ground floor) to minimise the overall building height.
- Setbacks have been introduced on the northern side of the buildings in response to concerns raised about neighbouring residential properties.
- Overall design amendments introduced to break the massing and articulate the elevations.
- Enhancement of the active frontage along Popes Drive by removing the colonnade to deer anti-social behaviour and improve passive surveillance.
- The introduction of the service yard within the building to avoid the location of the loading bay on Popes Drive, as originally proposed. The proposed service area reinstates the existing servicing condition.
- Proposed hotel GIA has been reduced by 707 sqm.
- The proposed number of hotel units has been reduced from 238 to 212 as a response to design changes made.
- It is proposed to relocate the Avinash Chandra mural from Alexander House to the F&B areas for public viewing.
- The application 'red line' boundary has been revised to exclude a small portion of land on Popes Drive.
- The proposed entrance has been relocated to Shakespeare Road which can be accessed via Popes Drive.

The following suite of documents is submitted to support these changes to the live application:

Document Title	Author
Design and Access Statement Addendum	Studio Moren
Revised Location Plan	Studio Moren
Revised Proposed Drawings	Studio Moren
Archaeology Addendum	Mills Whipp Projects
Circular Economy Statement Addendum	Elliot Wood
Daylight and Sunlight Addendum	Point 2
Ecology Addendum	Ecology Partnership
Economic Statement Addendum	Volterra
Energy and Sustainability Addendum	Applied Energy
Outline Fire Safety Strategy Report	Trigon
Flood Risk Assessment and Drainage Addendum	Elliot Wood
(Built) Heritage, Townscape and Visual Impact Assessment Addendum	Montagu Evans
Land Contamination Addendum	RMA Environmental
Landscape Strategy Addendum	Phil Allen Designs
Structural Report Addendum	Elliot Wood
Noise Impact and Exposure Addendum	Clement Acoustics
Transport Assessment Addendum	Caneparo Associates
CFD Wind Microclimate Addendum	Nova Fluid Mechanics

The full list of existing and proposed drawings submitted with the planning application can be found within the drawing register submitted alongside this application.

All documentation previously submitted has been reviewed by the authors and the applicant team. It has been determined that some do not need to be updated, and in these cases an addendum has not been prepared.

Breakdown of Existing, Originally Proposed and Revised Areas (GIA)

Use	Existing GIA	Originally Proposed GIA	Revised GIA	Change since 2023 submission
Residential (Class C3)*	92 sqm	0 sqm	0 sqm	0 sqm
Hotel (Class C1)	0 sqm	8,466 sqm	7,790 sqm	-676 sqm
Office (Class E)	716 sqm	751 sqm	738 sqm	-13 sqm
Nursery (Class E)	537 sqm	566 sqm	546 sqm	-20 sqm
TOTAL	1,345 sqm	9,783 sqm	9,074 sqm	-709 sqm

*Vacant

Planning Assessment

Section 38(6) of the Planning and Compulsory Purchase Act 2004 ('the 2004 Act') requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. This statutory duty is repeated at paragraph 2 of the National Planning Policy Framework ('NPPF') (2024). The Development Plan for the Site, to which full weight can be attached, comprises the London Plan (2021) and the LBB Core Strategy (2012) and Development Management Policies (2012) (together referred to as the 'Local Plan'), as well as the saved Proposals Map which formed part of the adopted Unitary Development Plan (2006).

The Development Plan, on the basis that it is up to date and can be afforded full weight, forms the primary considerations for the planning applications. This should be assessed alongside the NPPF, to which significant weight should also be attached.

It is anticipated that the Draft Barnet local Plan is to be adopted imminently (5 February 2025). The Draft Local Plan policies have been considered, in accordance with paragraph 49 of the NPPF. At this stage, prior to adoption, some weight can be attached to the policies within the Draft Local Plan. Once adopted the policies will be afforded full weight.

The approach to assessing the Proposed Development should be based on the land uses proposed and whether it accords with the Development Plan; if it does, then it has the benefit of the statutory presumption in section 38(6) of the Planning and Compulsory Purchase Act 2004. If not, then it is necessary to consider whether there are any other material considerations, such as the NPPF, which indicate that the planning application should be determined otherwise than in accordance with the Development Plan.

As to the NPPF, it is informative to consider whether the Proposed Development constitutes sustainable development and will thus benefit from the NPPF paragraph 11 presumption in favour of sustainable development.

The Proposed Development continues to represent sustainable development for reasons which are summarised below and further supported in the comprehensive technical material that is being submitted in support of this planning application (both the original material and these updated / addenda documents):

- **Economic Role:** the Proposed Development will contribute towards reinforcing a strong, responsive and competitive economy through the delivery of a mix of new uses (including hotel and co-working office spaces) representing the right type of uses in the right place at the right time to support growth (NPPF, paragraph 8). The Proposed Development will lead to an increase in both direct and indirect job creation, and associated increases in both direct and indirect job creation, and associated increases in footfall, activity and local expenditure which will in turn help support local businesses in the vicinity, with wider consequential benefits on businesses and supply chains. The Proposed Development meets identified local needs in terms of hotel accommodation (in a location easily accessible to Central London), flexible workspace (promoting affordable opportunities for local SMEs and start-ups). As such, the proposals are consistent with the NPPF and the Development Plan including, but not limited to, London Plan Policies GG5, E1 and E2, LBB Local Plan Policies DM11 and DM14, and, emerging Local Plan Policies ECY01 and ECY02.

- **Social Role:** the Proposed Development will directly support communities health, social and cultural wellbeing through the introduction of a mix of appropriate uses including workspace and a nursery for local use and a considerable package of other local commitments. Through the design approach adopted, the Proposed Development will create a high-quality built environment, elevating the quality of the street scene for pedestrians and cyclists and acting as a catalyst to future high quality investment in the area, especially in terms of surrounding public realm. Furthermore, the design has been developed to ensure that the Proposed Development is inclusive and accessible to all. This accords with the NPPF and the Development Plan, including London Plan Policies GG1, D2 and D3, and LBB Local Plan Policies CS10 and CS12, and emerging Local Plan Policies CDH01, CDH02 and CDH03.

- **Environmental Role:** the Proposed Development comprises of a sustainable development with limited environmental impacts and an emphasis on ecological improvements, sustainability principles and climate change. The Proposed Development represents the optimised use of a Site in a highly accessible location. The historic and built environment will be preserved and, where possible, enhanced as a result of the high level of design quality applied to the proposed building. The impact of the Proposed Development will have on the street scene and limited surrounding heritage assets in acceptable in planning terms. As such the Proposed Development is consistent with Chapters 15 and 16 of the NPPF and the Development Plan. The proposals have also been rigorously tested to demonstrate their consistency with design policies set out in the Development Plan and NPPF, further details relating to this are provided in the updated BHTVIA.

Having reviewed the emerging Draft Local Plan, it is considered that the policy assessment outlined within the submitted Planning Statement (March 2023) stands and does not warrant an update.

In summary, the Proposed Development represents a significant opportunity to deliver the following important economic, social and environmental public and placemaking benefits:

- Optimisation of the Site through a development introducing appropriate uses in this defined Town Centre Location.
- Introduction of a new hotel in a highly sustainable location, and the provision of ancillary food and beverage space designed to serve hotel guests and also meet local residential, visitor and worker needs.
- Delivery of new flexible co-working office floorspace, including affordable workspace, designed for local start-ups and SMEs.
- Provision of a replacement nursery representing a quantitative and qualitative improvement to the existing.
- Delivery of a new building of the highest architectural quality, designed by aware winning London-based architects, representing an appropriate response to the character of the area.
- Delivery of new high-quality public realm on Shakespeare Road, aiding in delivering revitalised spaces in this part of Finchley Town Centre.
- Incorporation of sustainable technologies which deliver high performance in terms of both embodied and operational carbon, meaningfully reducing on-site carbon emissions and achieving a BREEAM 'Excellent' rating and addresses the LBB commitment to reducing carbon emissions and recognises and responds to the UK's climate commitment goals.
- Building upon the highly accessible location with an existing excellent level of public transport.
- Supporting and creating full-time equivalent new employment opportunities associated with the proposed uses, with further jobs created over the construction and fitout period.
- An associated economic benefit associated with those staying in the hotel (and from on-site workers during the operational phase) generating expenditure in the local area and supporting additional economic activity linked to supply chain activity.
- Supporting local initiatives as part of Community Infrastructure (CIL) payments and further investment through business rates contributions for local and regional benefit.

For the reasons set out in the comprehensive material which is submitted alongside in support of this planning application (including the material associated with the addendum), the Proposed Development accords with the Development Plan when read as a whole represents sustainable development within the meaning of the NPPF, such that it engages the presumption set out in paragraph 11. This reinforces the policy support for the Proposed Development. It therefore follows that, upon any application of section 38(6) of the 2004 Act, planning permission should be granted for the Proposed Development.

We trust that you have sufficient information to proceed with the determination of the application. If you require any further information, please contact [redacted] or [redacted] at this office.

Yours faithfully

DP9 Ltd

DP9 Ltd.

From: [redacted]
To: [redacted] (LBB)
Cc: [redacted] LBB)
Subject: RE: Shakespeare Road - GLA Stage 1 (23/2342/FUL)
Date: 10 March 2025 17:33:00
Attachments: image001.png
image002.jpg

Hi [redacted]

Thanks for your email and the re-consultation notification.

Having spent time reviewing the amended plans and documentation I can confirm that GLA Officers have no additional comments beyond those previously raised at Stage 1.

Kind regards,

[redacted]

[redacted]

Principal Strategic Planner
GREATER**LONDON**AUTHORITY
Union Street, London, SE1 0LL

london.gov.uk
[redacted] london.gov.uk

From: [redacted] (LBB) <[redacted] Barnet.gov.uk>
Sent: Tuesday, March 4, 2025 5:18 PM
To: [redacted] <[redacted] london.gov.uk>; Planning Support <planningsupport@london.gov.uk>
Cc: [redacted] @Barnet.gov.uk>
Subject: RE: Shakespeare Road - GLA Stage 1 (23/2342/FUL)

Dear [redacted]
Please note that the above application is now out for re-consultation following receipt of amended plans. The addendum documents and cover letter attached provides the updates. These can be viewed on our public portal under **23/2342/FUL.** Your most recent correspondence dated 18/09/2023 is also attached for information.

Could you confirm receipt.

Kind Regards

[redacted]
Deputy Planning Manager

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

From: [redacted] (LBB)
Sent: 30 November 2023 12:57
To: [redacted] <[redacted]london.gov.uk>
Subject: RE: Shakespeare Road - GLA Stage 1

Hi [redacted]

Thank you for your email.

We are currently working with the applicant on design amendments received and daylight issues. Also, an application has been made to HE for listing of Alexndar House.

The application will be reported to committee with Stage 2 GLA referral anticipated in March / April.

Kind Regards

[redacted]
Deputy Planning Manager

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

From: [redacted] <[redacted]london.gov.uk>
Sent: Wednesday, November 29, 2023 9:22 AM
To: [redacted] (LBB) <[redacted]Barnet.gov.uk>
Subject: RE: Shakespeare Road - GLA Stage 1

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** Warning External Email **

Hi [redacted]

Are you able to provide me with an update on the status of the planning application at Shakespeare Road?

Just want to check if the applicant has submitted any additional information or if there is an estimate timeframe for reporting this to committee?

Thanks,

[redacted]

[redacted]

Senior Strategic Planner
GREATER**LONDON**AUTHORITY
Union Street, London, SE1 0LL

london.gov.uk
[redacted]london.gov.uk

From: [redacted]
Sent: 18 September 2023 13:54
To: [redacted] <[redacted]barnet.gov.uk>
Subject: Shakespeare Road - GLA Stage 1

Hi [redacted]

Please find attached the GLAs Stage 1 report and decision letter for the application at Shakespeare Road.

I have also attached the energy spreadsheet for the applicant to review. The applicant will also need to prepare the GLAs template spreadsheets for WLC and Circular Economy (these spreadsheets are attached but weren't not prepared/issued by the applicant).

Happy to discuss any aspect of this Stage 1 report further should you wish. I would note that I will be away on leave from next Monday 25th September – 16th October.

Kind regards,

[redacted]

[redacted]

Senior Strategic Planner
GREATER**LONDON**AUTHORITY
Union Street, London, SE1 0LL

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[redacted]london.gov.uk