

Tall Buildings Update

December 2019

Contents

Background	4	Growth / Opportunity Areas	27
Introduction	4	Existing Tall Buildings	28
Tall Buildings Overview	5	Existing & Permitted Tall Building Clusters	30
Policy and Design Guidance	6	Height Guidance	31
Neighbouring Approach to Tall Buildings	11	A1000 Great North Road	32
Existing Tall Buildings	12	Topography	32
Contextual and Spatial Analysis	17	Public Transport Accessibility Level (PTAL)	33
Locally Important Views	17	Conservation	34
Topography	19	Town Centres	35
Public Transport Accessibility (PTAL)	20	Existing Tall Buildings	37
Conservation & Built Heritage	21	Existing & Permitted Tall Building Clusters	38
Historic Routes / Major Thoroughfares	22	Finchley Central Church End (Ballards Lane)	40
A5 Edgware Road	23	Topography	41
Topography	23	Public Transport Accessibility Level (PTAL)	42
Public Transport Accessibility Level (PTAL)	24	Conservation	43
Conservation	25	Existing Tall Buildings	44
Town Centres	26		

Contents

Summary	46
Tall Buildings Guidance	46
Appendices	47
Tall Building Planning Consents and Allocations	48
Methodology	50

Introduction

This document reviews and updates the 2010 Tall Buildings Study, which provided supplementary information about the nature of tall buildings in the Borough and their impact on their surroundings. It sets advice on the issues that should be considered in terms of new proposals for tall buildings in Barnet.

The update re-examines national, regional and local policy requirements with regard to tall buildings. Within the context of Barnet's suburban character of two and three storey buildings it re-considers the definition of tall buildings in Barnet (8 storeys or 26 metres and above) and the strategic locations where new tall buildings will be supported. The update report also sets out where new tall buildings have been developed since 2010 and where new ones are planned.

This review informs Barnet's Local Plan, providing detailed contextual and spatial analysis to establish a design-led approach to future development of tall buildings in the Borough. It investigates the potential opportunity for development of tall buildings, considering existing and approved development to identify suitable locations and heights in these areas. The draft London Plan endorses a design-led approach to determine the most appropriate form of development that responds to existing context and capacity for growth, with due consideration to existing and planned supporting infrastructure.

The London Plan requires Boroughs to provide a local definition of what constitutes a tall buildings, allowing a finer grained approach. Tall buildings are defined as those 'substantially taller than their surroundings and cause a significant change to the skyline'. Where there

is no local definition, the policy applies to buildings over 30 metres. While tall buildings offer the opportunity for intensive use, their siting and design should be carefully considered in order not to detract from the nature of surrounding places and quality of life. This is also evidenced by the Council producing SPDs for North Finchley and Colindale Station, which set parameters for tall buildings.

Increasing density is not necessarily best achieved through tall buildings, it can also be achieved with compact medium-rise development. Understanding the impact of new and existing tall buildings will provide the baseline information to inform policy and help guide decision making on these types of buildings, ensuring that they make a positive contribution to the Borough. A number of taller buildings have appeared in Barnet's skyline since the last Tall Buildings Study was conducted in 2010, notably around Colindale, West Hendon and Brent Cross.

The Council continues to work collaboratively with neighbouring authorities in developing related policy as many of the key areas suitable for taller buildings have impact across boundaries, including the A5 corridor.

A new section has been added to the Update to provide a contextual and spatial analysis of the A5 and A1000 corridors together with Finchley Central Church End Town Centre. This provides the basis for a design led approach establishing parameters, scale and height along the historic routes covered by the A5 and A1000. Further context on another strategic tall buildings location is provided for Finchley Central Church End Town Centre.

Tall Buildings Overview

Low rise buildings: 1-3 storey

This category covers buildings that are domestic in scale, and hence accounts for the majority of the Borough. This scale of development generally has little significant impact on the skyline and would not normally be singled out for its height.

Medium rise buildings: 4-7 storey

There are numerous buildings, particularly in town centres and along key routes, which fall into this category. These sometimes provide several storeys of residential accommodation above business uses but can also include medium rise blocks of flats or mansion blocks. The proportions of these blocks can vary, appearing broader in some cases and more slender in others. Whilst they can have an important role as local landmarks, particularly where they have been placed on junctions or other significant locations, they generally do not act as significant landmark blocks in wider scale views.

Tall buildings: 8—14 storey

Buildings above eight storeys tend to take on the attributes of a tall building in a context such as Barnet. They are increasingly likely to be more slender in proportion and may play a more significant role as landmarks due to their greater prominence. Some examples, such as 1255 High Road are slab buildings which are narrow in profile. Later buildings such as the Arts Depot have increasingly broader profiles creating bulkier appearance and having a significant impact.

Very tall buildings: 15 storey and above

Reflecting development since 2010 new tall buildings have now become a feature of Barnet's townscape. Recognising existing height and context across the Borough, it is considered that buildings over 14 storeys should be classified as 'very tall'. The new London Plan Tall Buildings Policy recognises local variation and application so as to positively assist delivering tall buildings in the right place and at appropriate height. The Council seek to do this as comprehensively as possible by distinguishing tall and very tall buildings.

Policy and Design Guidance

National Planning Policy Framework (NPPF, 2019)

The NPPF provides guidance on building height within the context of making effective use of land, where proposed upward extension of development is consistent with the prevailing height and form, including the overall street scape. Design and access should be accordance with any relevant local policies and standards (para 118).

Further detail within the framework, to help achieve effective use of land, considers the availability of infrastructure and supporting services and also the potential for growth and regeneration. Paragraphs 122 and 123 support optimum density and use of land, with particular reference to locations that are well served by public transport, which will encourage the focus of growth around transport hubs. Furthermore, an appropriate mix of uses at large scale sites is supported in planning policy to manage patterns of growth, maximise sustainable travel and minimise the number and length of journeys for employment, retail and other services and activities (paras 102-104).

Turning to design, paragraph 127 requires well designed places that 'establish or maintain a strong sense of place', recognising the existing character of the area whilst not 'preventing or discouraging appropriate innovation or change.' Long term functionality, combined with Paragraph 131 also puts emphasis on the value of outstanding or innovative designs to deliver sustainable solutions to development or improve the standards of design in an area.

Draft London Plan

There has been a significant shift of policies in the new draft London Plan. Policy D8 Tall Buildings focuses on the impact of tall buildings; visually, functionally, environmentally and cumulatively, when considering the approval or designing of new tall buildings. This is accompanied by text on the definition of a tall building throughout London, how the Mayor will work with boroughs to provide a strategic overview of tall building locations and safety considerations.



Policy and Design Guidance

The draft London Plan recognises the role of tall buildings in helping London accommodate growth as well as providing legibility and reference points to help people navigate around the city and recognise the hierarchy of a place. The importance of good design is highlighted in Policy D2 to ensure the highest standards of architectural quality are achieved on suitable sites where tall buildings can have a positive impact on the character of the area. The London Plan considers the visual, functional and environmental impacts of tall buildings as the key elements for consideration within plan-making.

Tall buildings should however be defined in development plans, and therefore may vary across London. The Plan states that ‘in large areas of extensive change, such as Opportunity Areas, definitions of tall buildings should relate to the evolving context.’ Opportunity areas are identified as locations for major growth, where high density development is expected. For Barnet the Opportunity Areas identified in the London Plan are Colindale/Burnt Oak, Cricklewood/Brent Cross and New Southgate Opportunity Areas. Public transport connectivity should also form a key part of the decision-making process in assessing appropriate scale for building taller.

The Policy outlines three view categories of tall buildings at long-range, mid-range and immediate distance, to provide guidance on the key elements of visual impact assessment. Whilst reflecting a high architectural quality, including appropriate materials, tall buildings should also reinforce the spatial hierarchy of the local and wider context, whether part of a cluster of buildings or standalone.

Barnet’s Existing Policy Approach (2012)

The key focus of relevant policy in Barnet is that the development does not obstruct important local views of skylines and therefore the development is compatible with such views in terms of setting, scale and massing. Key locations in the Borough are also set out which are considered to being potentially appropriate for tall buildings. Proposals outside these key locations will not be supported.

Barnet’s Local Plan Core Strategy Policy CS5 Protecting and Enhancing Barnet’s character to create high quality places sets out the following:

Tall buildings (8 storeys (or 26 metres) or more) may be appropriate in the following strategic locations:

- Brent Cross – Cricklewood Regeneration Area
- Colindale – Colindale Avenue Corridor of Change, Edgware Road Corridor of Change (in accordance with Policy 5.3 Building Heights in the Colindale Area Action Plan, 2010)
- Grahame Park Estate
- Stonegrove and Spur Road Estate
- West Hendon Estate

And the Priority Town Centres of:

- Edgware
- Finchley Church End and

Policy and Design Guidance

- North Finchley

Proposals for tall buildings will be considered in accordance with DM05 – Tall Buildings, London Plan Policy 7.7 – Location and Design of Tall and Large Buildings and Guidance on Tall Buildings (2007) by English Heritage and CABE.

Spatial context for Barnet



Outside of these specific locations, proposals for tall buildings will not be supported.

Policy CS5 is strengthened by Policy DM05, **Barnet's Local Plan Development Management Policy on Tall Buildings** is as follows:

Tall buildings outside the strategic locations identified in the Core Strategy will not be considered acceptable. Proposals for tall buildings will need to demonstrate:

- an active street frontage where appropriate*
- successful integration into the existing urban fabric*
- a regard to topography and no adverse impact on Local Viewing Corridors, local views and the skyline*
- not cause harm to heritage assets and their setting*
- that the potential microclimatic effect does not adversely affect existing levels of comfort in the public realm.*

Proposals for redevelopment or refurbishment of existing tall buildings will be required to make a positive contribution to the townscape.

Barnet - Sustainable Design & Construction Supplementary Planning Document (SPD) (2016)

This document provides further detail and implements Local Plan policies in the Core Strategy and the Development Management Policies

Policy and Design Guidance

documents, setting out Borough-wide requirements and best practice planning guidance for environmental design and construction management. It focuses on the impact tall buildings have on the microclimate:

Wind – ensure that potential levels of wind strength around the base of a building and on balconies and roof gardens are taken into consideration. A building might be expected to have adverse impacts if it is significantly taller than adjacent properties, is part of a small cluster of tall buildings or stands alone. The acceptability of windy conditions is influenced by factors such as the existing average local wind strengths, the time of year, air temperature, humidity and sunshine.

Thermal Conditions – ensure that the design of buildings has taken into account the thermal impact in relation to outdoor spaces and internal glazed spaces. South facing, enclosed or semi-enclosed areas can trap the sun and create pleasant conditions even when the ambient temperature is cool. Such locations however can also be unbearably hot in mid-summer if there is no shade. Locations with wide expanses of tarmac, for instance can be excessively hot and contribute to the urban heat island effect.

NLA London Tall Buildings Survey (2019)

This survey analyses tall building trends year-on-year, assessing the impact of changing policies, economic climate and political priorities on the type, location and number of tall buildings coming forward. The

2019 survey highlighted Barnet as having 22 tall buildings in the pipeline, which has remained unchanged since the previous year. Of the 20 outer London Boroughs, 13 have tall buildings in the current pipeline, with six of them comprising almost 90% of the overall total development (Barking & Dagenham, Barnet, Brent, Croydon, Ealing and Newham).

The rising trend of tall buildings in outer London has been influenced by estate regeneration programmes, increasing housing targets and comparatively lower land values, whilst in some Boroughs, significant transport improvements such as Crossrail are boosting development pipelines and higher density proposals.

Design Guidance

The Design Council and Historic England consider the scope for tall buildings within a strategic planning context to include how they can contribute to areas of change and enhance the overall townscape. Each of these positively support the role of local plans in providing guidance on suitable locations and scale of tall buildings as part of the overall vision and strategic objectives for the area.

Historic England Tall Buildings Advice Note 4 also provides a number of general guidelines surrounding the design and location of tall buildings. Although the primary focus is on heritage assets, general design guidance is provided, including the need for appropriate measures to control the location and design of tall buildings within local plans to reflect the vision for an area, adopting a managed approach to

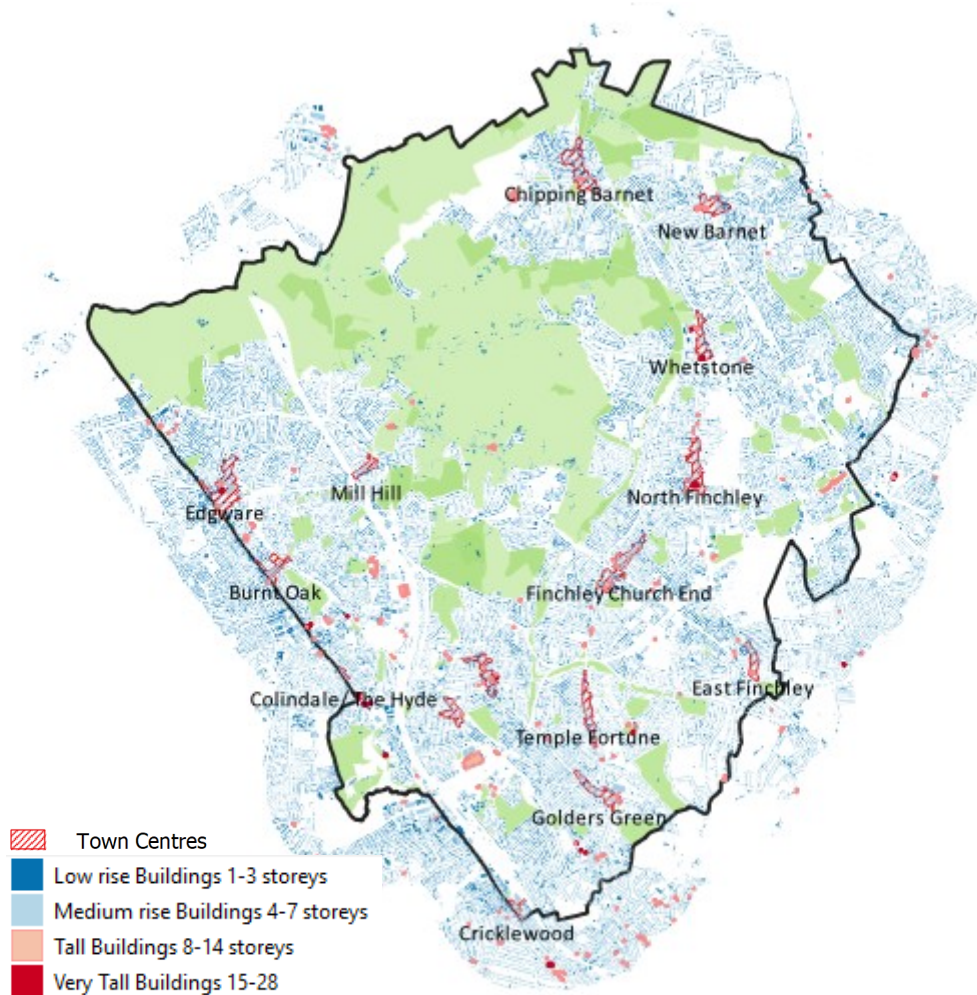
Policy and Design Guidance

development rather than react to speculative proposals. The Advice Note promotes a plan led approach, which should include a local definition of tall buildings that is appropriate to the context of the area.

Based on the Advice Note the value of tall building policies in Local Plans (or adopted planning guidance) is outlined below:

- Identifying the role and contribution of tall building, where appropriate, as part of an overall vision for a place.
- Maintaining protection of the setting of any designated heritage assets and the overall historic character that makes a city or an area distinctive.
- Identifying areas appropriate for tall buildings.
- Due consideration given to the impacts of guidance/policy on neighbouring authorities.
- Clear expression of scale and design requirements and strategy that will reduce speculative applications and create greater certainty for developers for appropriate proposals.
- Encouraging an appropriate mix of uses that meet local needs.
- Ensuring public consultation on principles of development in relation to place, context, design and contribution to local communities.
- Link to the transport strategy for the area, with particular consideration for provision of active travel options.

Neighbouring Approach to Tall Buildings



Building Heights across the Borough and its Boundaries

This study has assessed existing building heights across the Borough and its boundaries, which will be considered in further detail within the report. In considering the approach of neighbouring boroughs to tall buildings, the map above shows buildings heights close to Barnet’s boundaries.

Brent Tall Building Strategy (draft January 2019)

Tall buildings are defined as more than 6m above the average height or taller than 30m. A series of tall building zones have been identified with appropriate heights set for each, ranging from 1 to 34 storeys (3-103m, with the highest at Wembley Park). Additional intensification corridors and town centres will be identified in the Plan as suitable for heights up to 15-18m. Guidance relating to the A5 Edgware Road area is noted below.

Tall Building Zone	Appropriate Height	
Colindale / Burnt Oak	6 – 17 storeys	18 – 50 metres
Staples Corner	6 – 15 storeys	18 – 45 metres
South Kilburn	1 – 17 storeys	3-50 metres (as per South Kilburn SPD)

Harrow Core Strategy

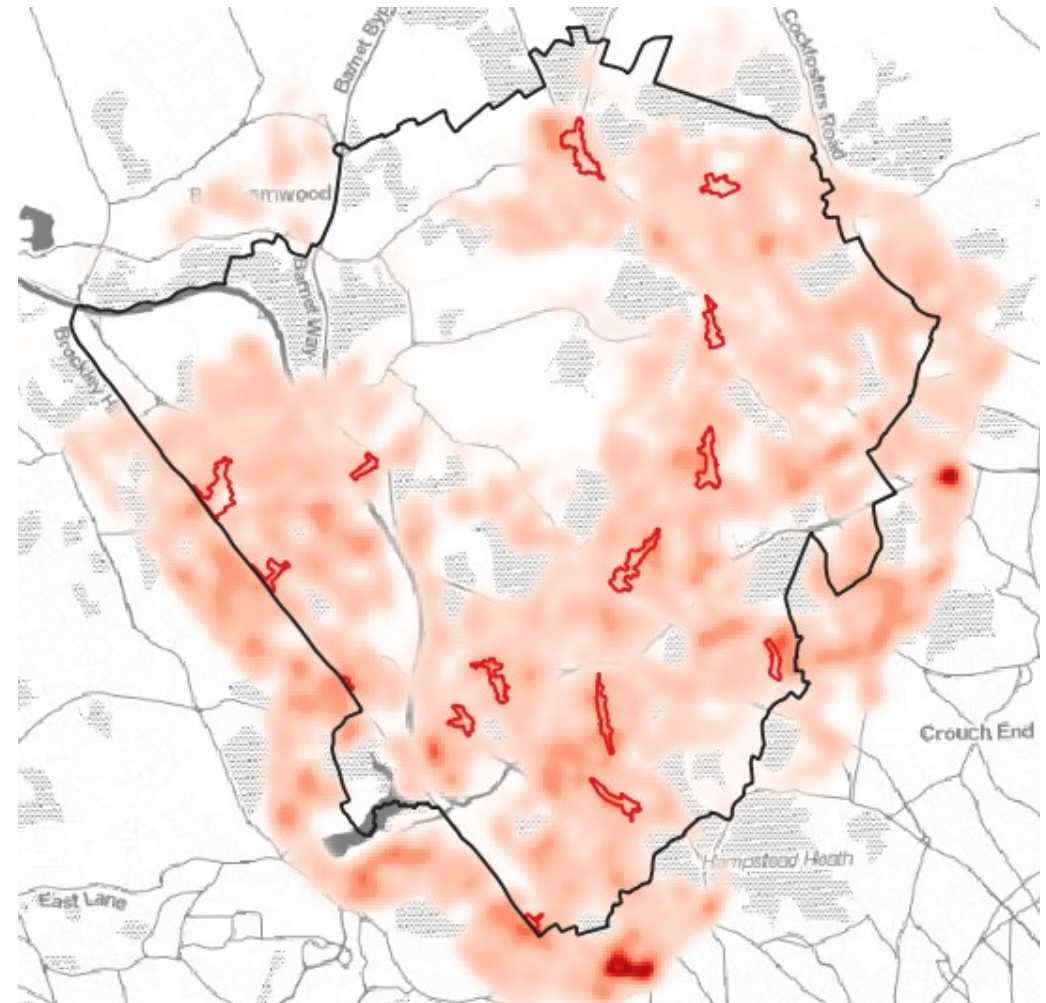
Harrow is currently undertaking a review of its Local Plan and will be producing tall buildings guidance as part of this programme. Harrow is characterised by classic interwar development of two storey suburban houses and three storey Metroland town centre parades. Pursuant to higher densities, more recent development has resulted in moderate increases in building heights but the predominant character of the Borough remains low-rise. To date there is no specific tall buildings policy beyond guidance in the Core Strategy and Development Management Policies.

Existing Tall Buildings

The map opposite shows the concentration of tall or very tall buildings, of eight storeys and above. Most of the existing tall buildings were built in the 1960s. The pattern of tall buildings shows that they are located along major thoroughfares (historic corridors) and town centres. There has also been a number of more recent planning consents, which are listed in Appendix A.

The main areas of tall buildings fall into four distinct groupings:

1. **Historic corridors** – The two key historic routes are the Edgware Road corridor (A5) and the Great North Road (A1000). Both of these routes have been the focus of continual renewal and intensification over time and include a spread of tall buildings.
2. **Town centre clusters** – The centres at Finchley Church End, New Barnet and Edgware all feature clusters of tall buildings, reinforcing their visibility and importance as both service centres and transport nodes.
3. **Residential clusters** – The regeneration areas of Stonegrove and Spur Road, Granville Road and Colindale featured tall buildings dating from the 1960s have been replaced by tall buildings that follow policy and design advice. New Brent Street, Claremont Road and East Finchley also feature tall residential buildings.
4. **Non-residential buildings** – There has been a number of conversions from office to residential seen within town centres, however there are still tall office buildings outside these centres such as Squires Lane.



Heat map indicating location of tall building clusters across the Borough

Existing Tall Buildings



1 – Stonegrove and Spur Road



2 – Edgware Town Centre



3 – Merit House, Edgware Road



4 – Beaufort Park



5 – Granville Road



6 – BT Exchange and Hyde House, Edgware Road



7 – West Hendon

Existing Tall Buildings



8 – Zenith House, Edgware Road



9 – Brent Street, Hendon



10 – Brent Cross



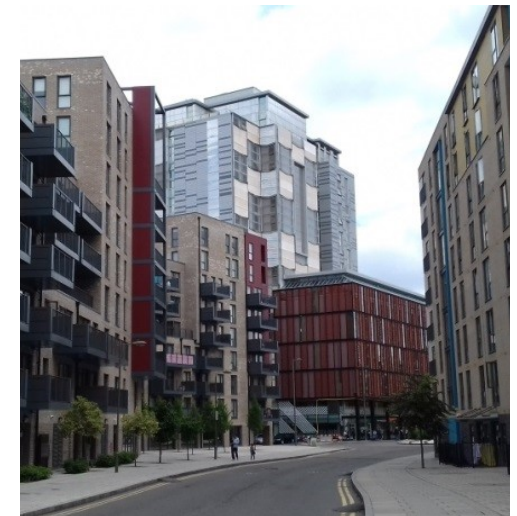
11 – Mayflower Lodge, Regents Park Road



12 - Finchley Central



13 - Pentland Lakeside Squires Lane



14 - Former Colindale Hospital and Land at Station House

Existing Tall Buildings



15 – New Barnet



16 – Desmond House, East Barnet



17 – Northway House, Barnet High Road



18 – 1255 High Road



19 – North Finchley



20 – Barrett Homes (former TA centre)



21 – East Finchley

Existing Tall Buildings



22 – West Hendon



23 – Greenpoint, Edgware Road



24 – The Stay Club Hotel, Colindale

Locally Important Views

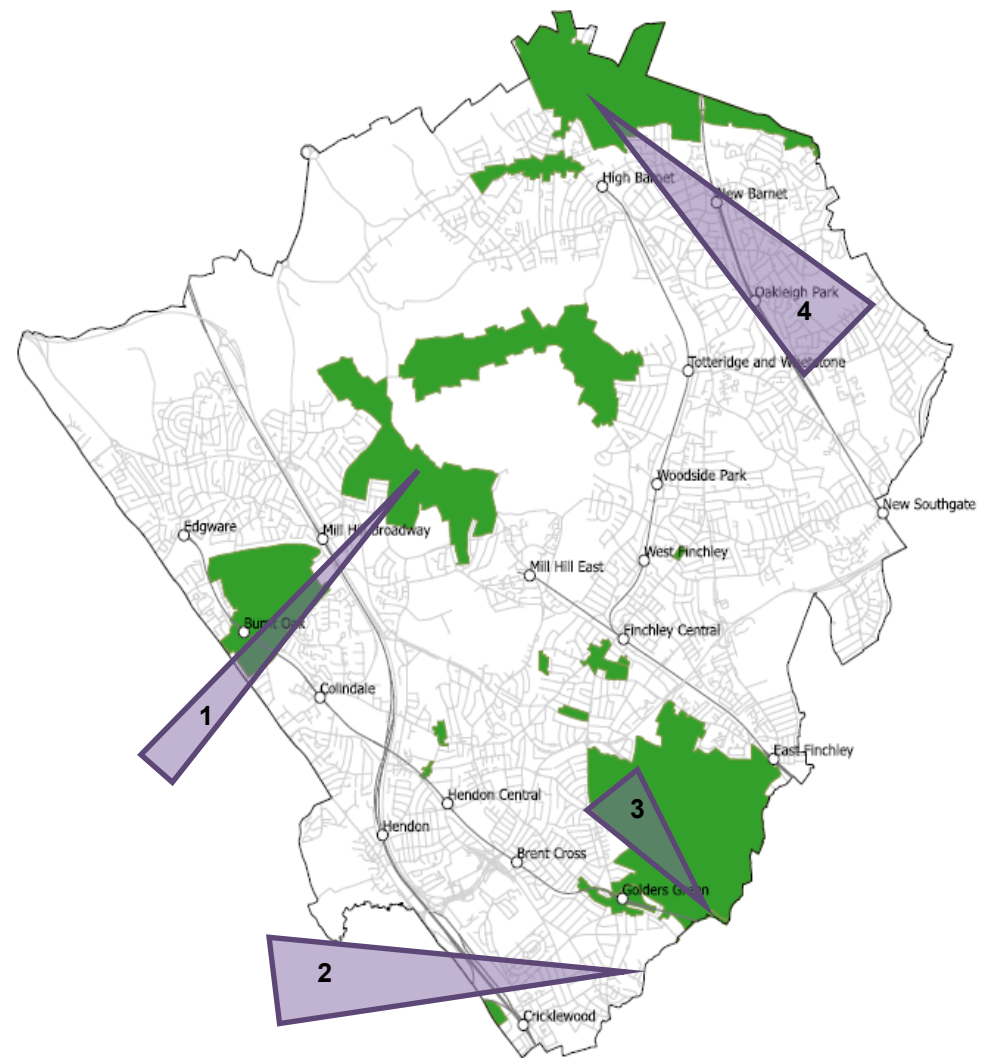
The council has previously defined in the UDP a number of views which it regards as noteworthy and which it will seek to protect when considering the suitability of any development proposals.

Barnet's 1991 Unitary Development Plan (UDP) introduced the first two views from Mill Field towards Harrow-on-the-Hill and from Golders Hill Park towards Harrow-on-the-Hill. In Barnet's 2006 UDP two more views were added from Hampstead Heath Extension towards Hampstead Garden Suburb and from King George Fields, Hadley Green across Central London including Canary Wharf.

Major developments across Barnet are located outside these views as they do not have an adverse impact on views from major skyline ridges. These developments adhere to Barnet's current policy on where tall buildings are appropriate.

These views are as follows:

1. **From Mill Field towards Harrow-on-the-Hill** - Mill Field offers an elevated vantage point with views to the east and south east. The domed roof of the University of London Observatory is prominent in the foreground whilst the arch of Wembley Stadium is the most striking of the major landmarks.
2. **From Golders Hill Park towards Harrow-on-the-Hill** - Golders Hill park affords a view towards Harrow-on-the-Hill, although with trees in full leaf this is restricted. The trees also mask the significant number of taller buildings in the valley floor around Brent Cross and the southern part of Edgware Road.



Locally Important Views

3. **From Hampstead Heath Extension towards Hampstead Garden Suburb** - Charming views north to the key landmark buildings of Hampstead Garden Suburb set within substantial tree planting.
4. **From King George Fields, Hadley Green across Central London including Canary Wharf** - The views from King George Fields offer a long distance view at selected points towards the city and Canary Wharf. Other views from the field include closer subjects including the cluster of taller buildings at New Barnet. This view is also somewhat restricted when trees are in full leaf.

Existing tall buildings in the Borough already have an impact on some of these key views. For example, the cluster of buildings at New Barnet has a significant foreground presence in the view from King George Fields, whilst taller buildings in the western part of the borough have an impact on the views west towards Harrow-on-the-Hill. However, most of these views are from large open areas and so the precise impact varies significantly depending on the exact view point.

Given the impact of existing tall buildings on these views, it will be important to assess the potential impact of any proposed tall building. This should establish the key features of the view and how they may be affected. Impact will be considered significant if the proposed tall building is likely to mask or clash with the principle focus of the view; or if it is tall enough to break the horizon line and take very significant prominence.

Tall buildings in key views may be appropriate where they are located at key centres or nodes and assist in land-marking. This could be regarded

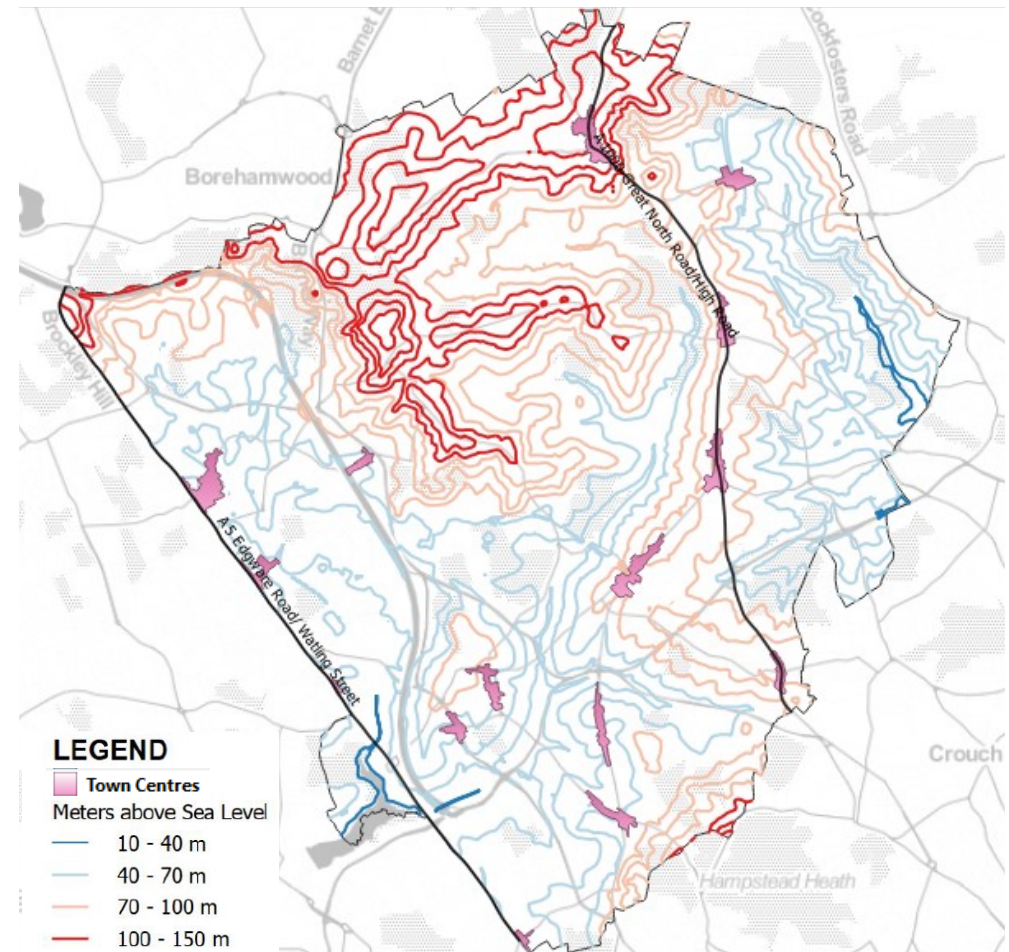
as making the overall view more legible, and provide a greater understanding of the city structure. Conversely, tall buildings located in hinterland areas are likely to be even less appropriate where they fall within a view corridor.

Topography

Topography and site lines are a major factor in evaluating the suitability of any potential tall building projects in the Borough. One of the key groups of tall buildings identified in the Borough is that which follows the historic routes/major thoroughfares. As examined in more detail later in this study, the historic settlement pattern of the borough focussed on a linear group of settlements along both the Great North Road (the old A1) and along the A5, Edgware Road (the historic Roman road of Watling Street).

The Edgware Road corridor lies in the valley floor – taller buildings in this area are therefore less likely to have a significant impact on key views from elevated vantage points, although they may have an impact on views to distant hills.

By contrast the Great North Road corridor is along a well-defined ridge – this means that tall buildings within this area are likely to be highly visible and some examples have a significant impact on the skyline of the Borough. This can have a positive effect if the building is both elegant and also provides legibility with a meaningful landmark to a place of significance; however, it is most often regarded as having a negative impact on the character of the area.



Public Transport Accessibility Levels (PTAL)

Tall buildings are capable of delivering a high population density which is best associated with good easy access to shops and services and good quality public transport links in order to provide sustainable forms of development. The analysis of the existing tall buildings shows that a significant number are in or close to town centres, whilst the map to the right shows an overview of the Borough's Public Transport Accessibility Level (PTAL).

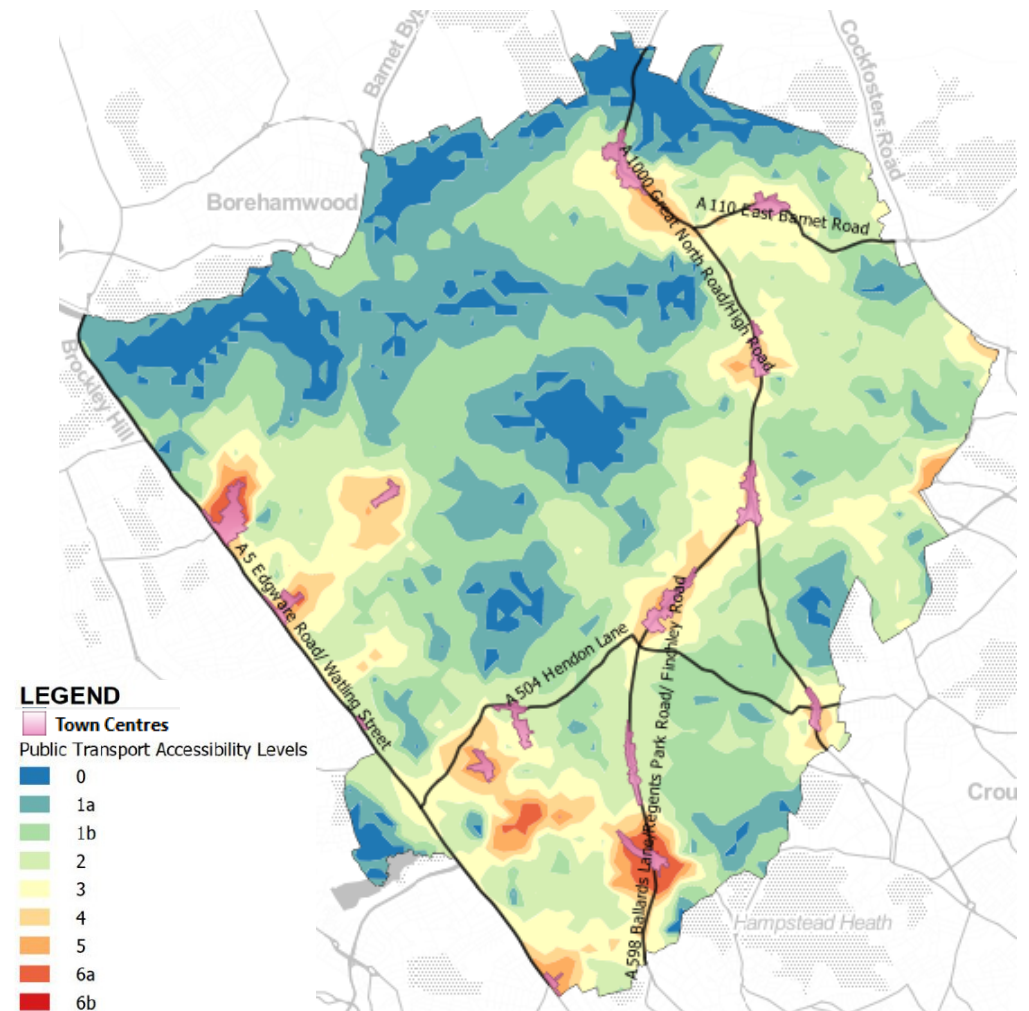
PTAL is a description of how accessible any given location is by public transport. This is calculated as a combined measure of the distance to a public transport stop or station and the type and frequency of service available from that location. The value is given on a scale which ranges from 1a (indicating extremely poor accessibility) through to 6b (indicating excellent accessibility). Levels in Barnet reach as high as 6a but also include unclassified areas, mainly in the green belt.

When considering the PTAL level of a location the use of a building is largely immaterial. People living in a residential tower need good transport provision for commuting and access to shops and services whilst tall buildings used for business, academic or service use need to be accessible for staff and visitors.

Any proposals for tall buildings should be considered in the light of their likely PTAL level. There should be a general presumption against tall buildings or other very dense forms of development in areas where the PTAL level is low.

The presence of existing tall buildings in a particular location is sometimes used to establish precedent for future tall buildings as part of

a cluster; however, in an area where there is a low PTAL rating it should be considered whether or not further development is appropriate or if public transport improvements can be reasonably incorporated.



Conservation and Built Heritage

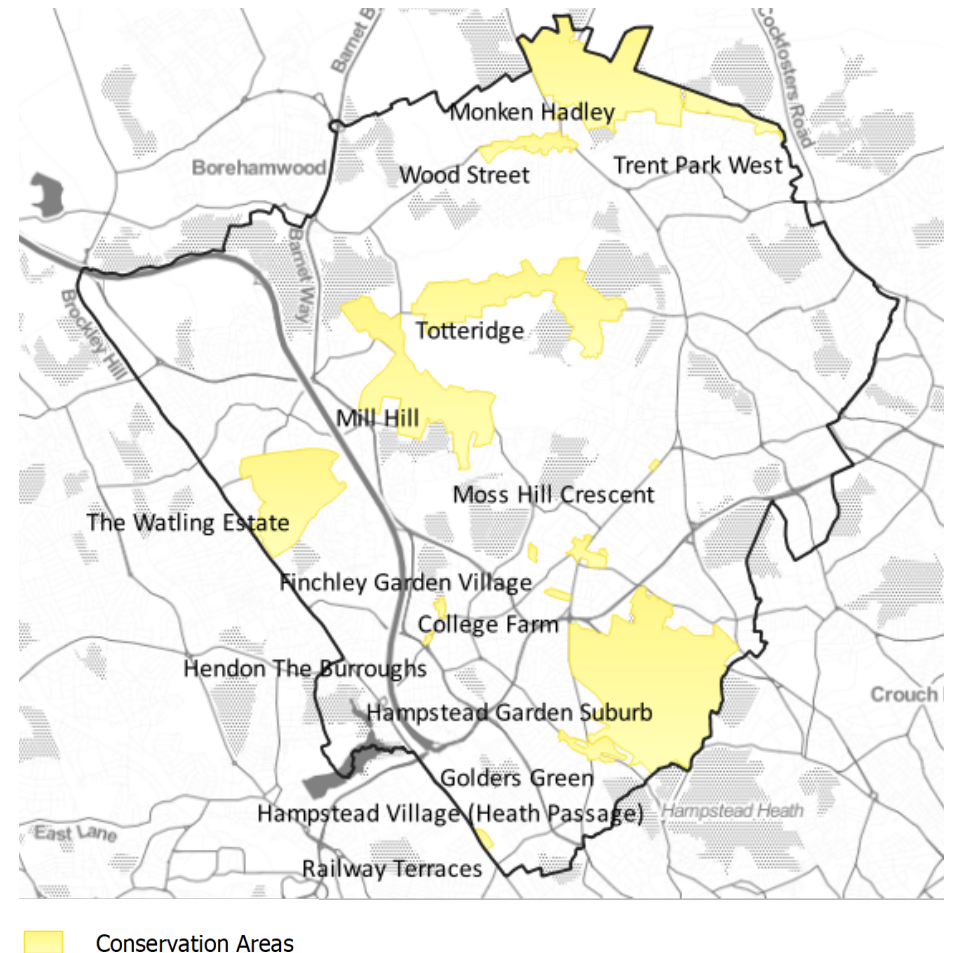
The relationship between tall buildings and significant elements of our built heritage is a complex and somewhat subjective issue. Our towns and cities often display poor examples where tall buildings detract from the townscape and landscape, loom large in the backdrop of a conservation area or create a poor visual image that can detract from economic renewal. However, many tall buildings do provide elegant landmarks that are beautifully designed and act as important social, economic and physical assets for communities. In some instances, including relatively recently, tall buildings have been recognised for their significance as exemplary Twentieth Century architecture.

Historic England and CABI guidance on tall buildings notes that the effect on the historic context should be considered to ‘...ensure that the proposal will preserve and/or enhance historic buildings, sites, landscapes and skylines’ and goes on to note that the impact on views to and from historic buildings should be considered over a wide area.

Whilst this process of assessment and evaluation does not exclude the possibility that tall buildings could be suitable in conservation areas or close to listed buildings there is a general presumption that it is not likely to be appropriate. Figure 4 shows the locations of existing tall buildings in the context of the conservation areas in Barnet. This highlights that most tall buildings are located some distance away from the conservation areas.

Careful consideration needs to be given to the potential negative impact of tall buildings falling within the back-drop of key views to listed

buildings and within conservation areas. This is most likely to be an issue where views are long and open rather than within narrow streets.

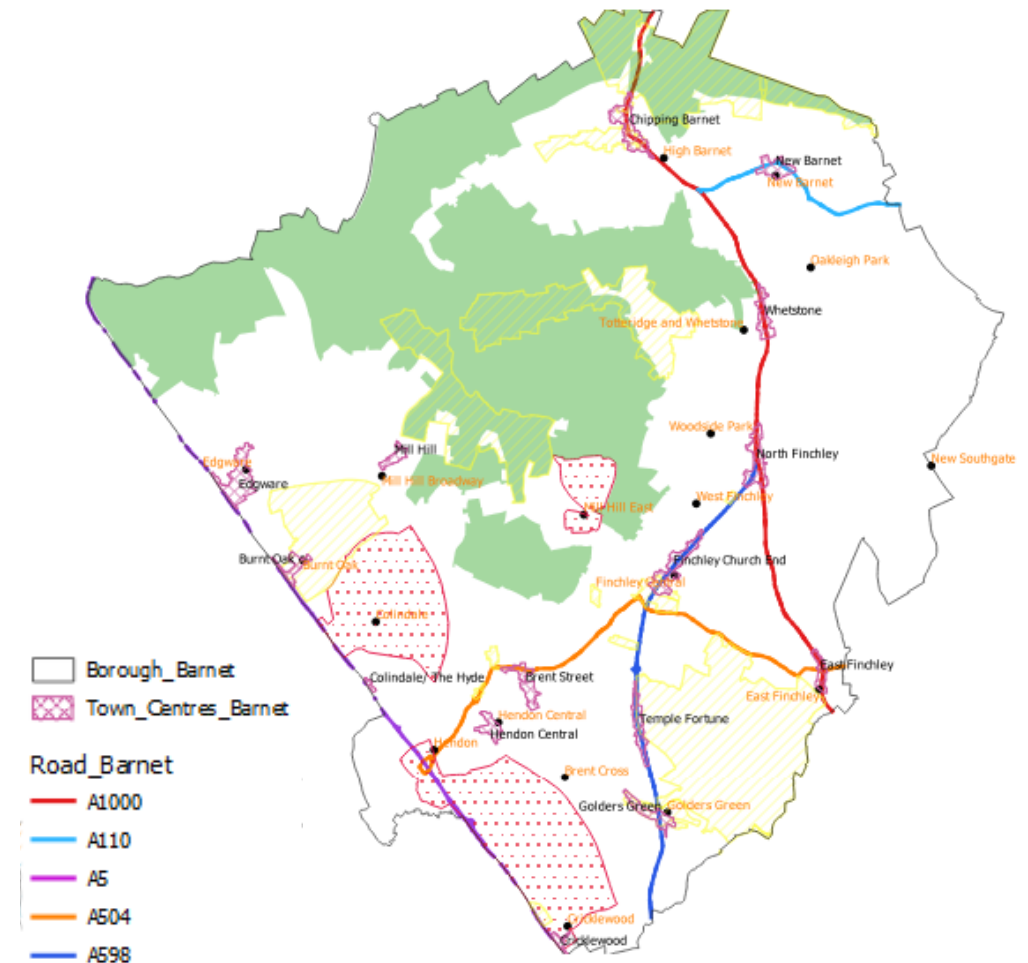


Historic Roads / Major Thoroughfares

The Barnet Characterisation Study identified that the historic settlement pattern of the borough focussed on a linear group of settlements along both the A1000 Great North Road and along the A5, Edgware Road (the historic Roman road of Watling Street).

These historic roads have become key corridors and major thoroughfares in the Borough, where there is capacity for additional growth. For that reason, and due to the wider geographic spread of these areas in comparison to existing town centres and growth areas, this section of the study will provide contextual and spatial analysis of the A5 and A1000 corridors, which serves as the basis for recommendations on appropriate height along the routes.

A number of the Borough's key settlements lie along these routes, including Edgware, North Finchley and Whetstone. Furthermore, Opportunity Areas are located along the A5 corridor at Colindale and Brent Cross, as well as West Hendon regeneration area. Finchley Central Church End is one of the Borough's main town centres that is located to the south west of the A1000 and has an established cluster of tall buildings, that will also be considered in greater detail within this study.

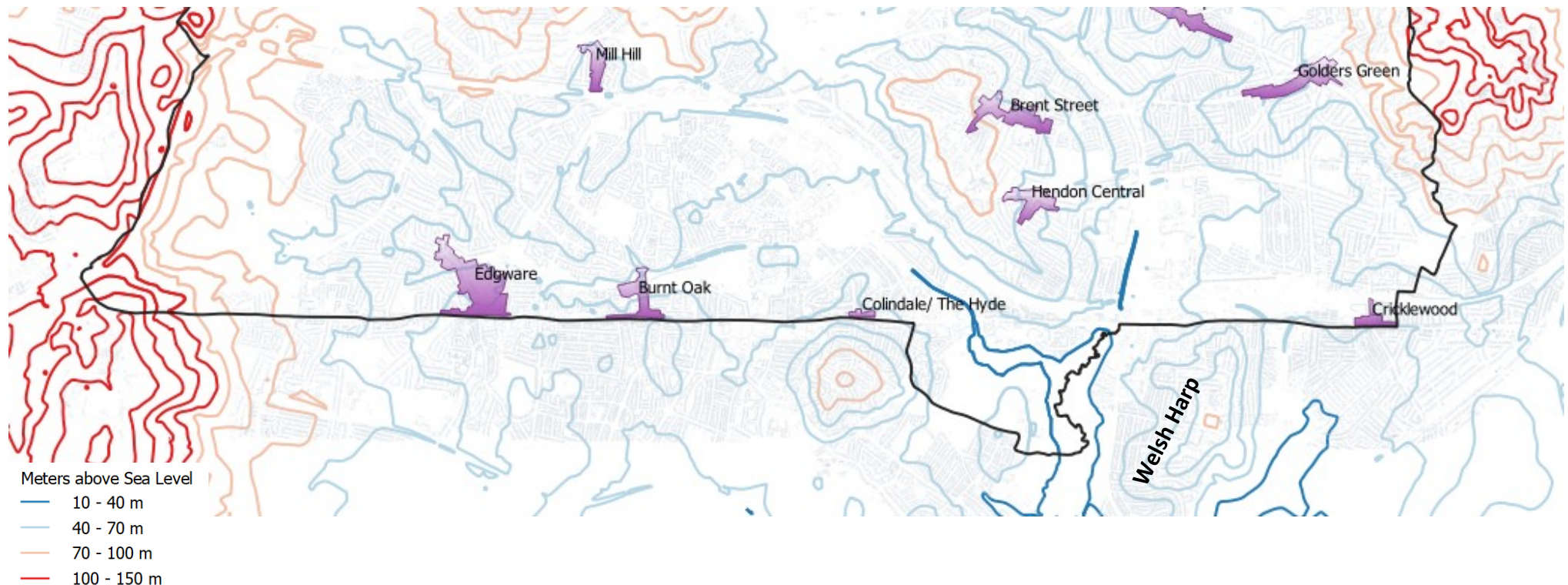


A5 Edgware Road

Today's Edgware Road began as an ancient trackway within the Great Middlesex Forest. The Romans later incorporated the track into Watling Street and the road extends 10 miles in an almost perfect straight line. Many centuries later, the road was improved by the Edgware-Kilburn turnpike trust in 1711 and the Northern Line reached Edgware in 1924 with stations at Colindale and Burnt Oak, where the London County Council (LCC) established the large Watling housing estate.

Topography

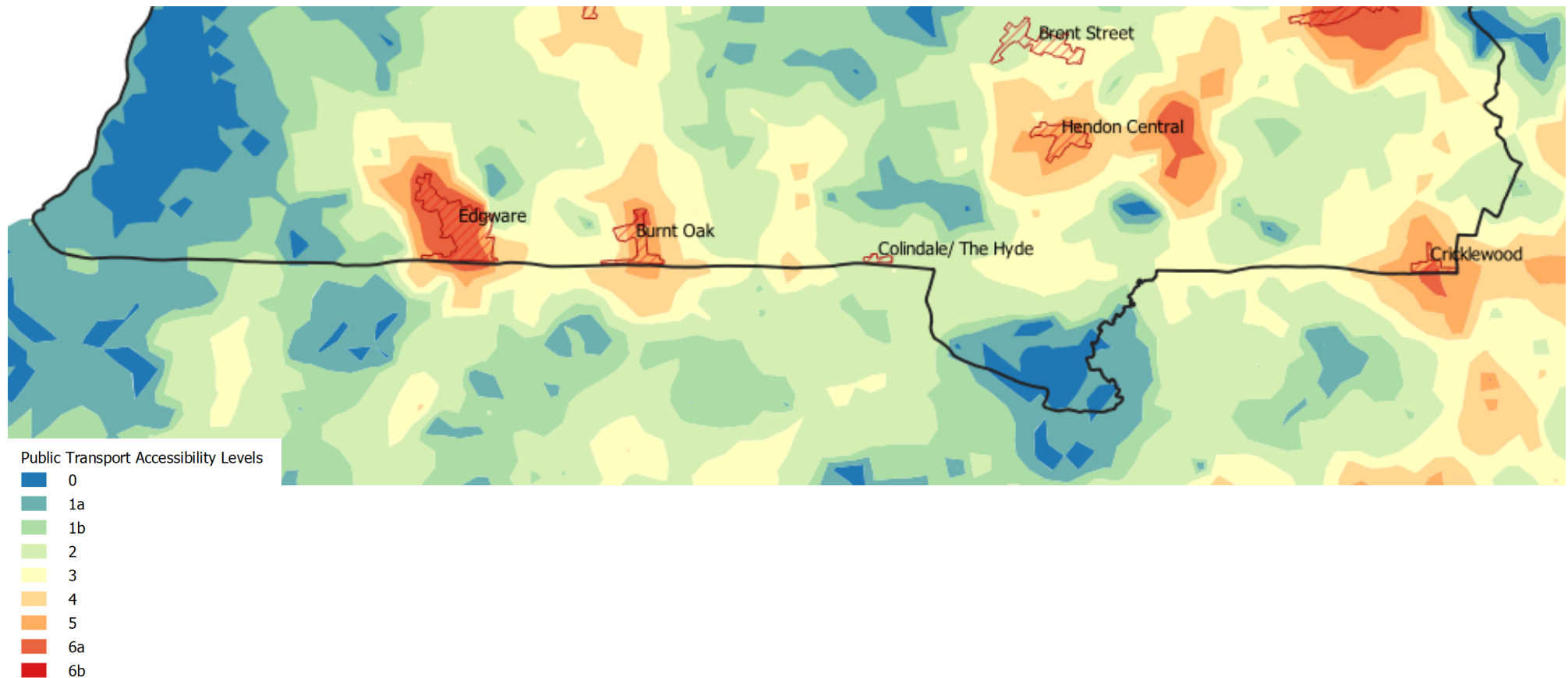
The topography is generally uniform along the A5. The main dip in the Borough landscape occurs along the Welsh Harp in the West Hendon area where the land falls steeply towards the reservoir. Topography should be studied in order to inform townscape views towards the A5. Higher points would be visible from longer range views while low points will be less prominent .



A5 Edgware Road

Public Transport Accessibility Level (PTAL)

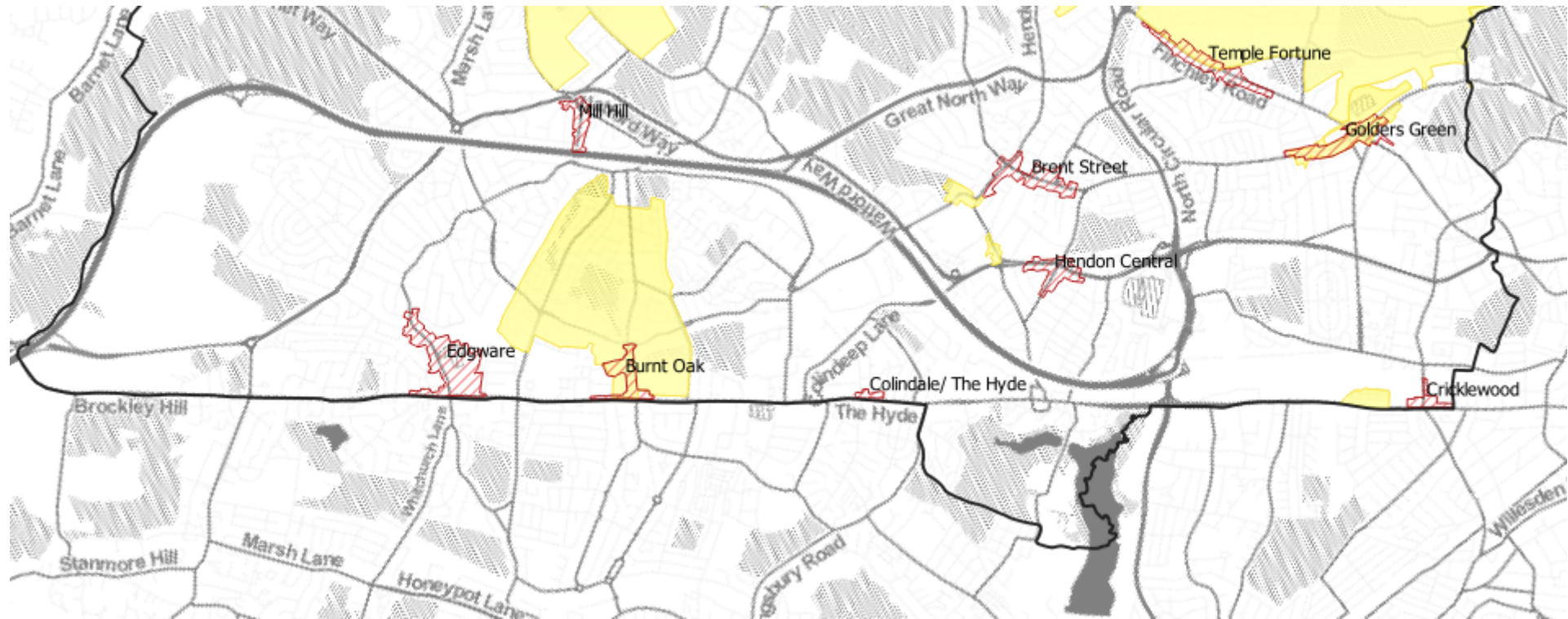
The A5 is mainly served by bus routes which run along the road. The underground stations associated with the A5 are located to the east for access to the Northern Line and at Hendon and Cricklewood Stations Thameslink trains provide an alternative overground service. The majority of the A5 boasts PTAL levels of 2-3 which although offers some public transport accessibility, the higher ratings are focused around stations such as Edgware, Burnt Oak and Cricklewood (up to 6a). A new station for Thameslink services will also open at Brent Cross in 2022. The West Hendon Area, Stonegrove and Part of Hendon are currently the most deprived areas for public transport in this regard.



A5 Edgware Road

Conservation

There are two conservation areas adjacent to the A5 in Barnet. The Watling Estate is located in the Burnt Oak area and the Railway Terraces, which is a smaller designated area located in the Cricklewood area. Height around conservation areas should be designed in such a way that it does not adversely impact on the conservation area and the surrounding views to and from it. Potential negative impact of tall buildings falling within the back-drop of key views to listed buildings and within conservation areas is most likely to be an issue where views are long and open and it is likely that tall buildings will have an unacceptable impact on the character and setting of protected areas.

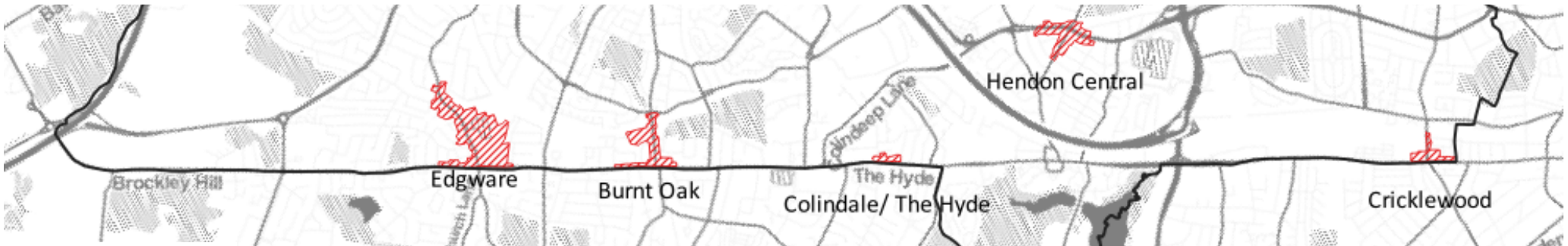



Conservation Areas

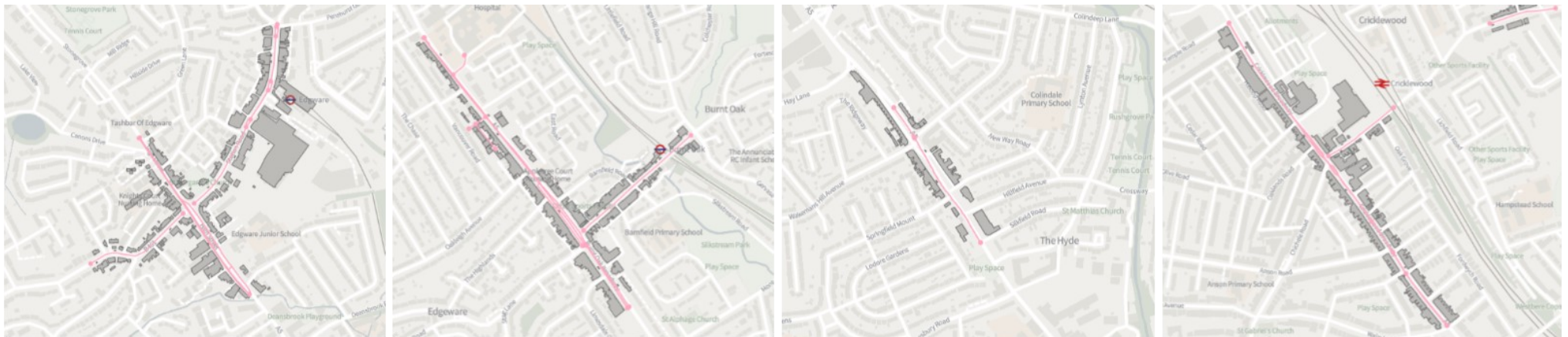
A5 Edgware Road

Town Centres

The town centres of Edgware, Burnt Oak, Colindale/The Hyde and Cricklewood lie along the A5. The concentration of activity in town centres and the proximity to public transport allow for building heights to increase. Height in town centres is generally accepted up to seven storeys (with the exception of strategic locations identified in 2012 Local Plan), provided that it is designed appropriately in massing terms and allows for benefits such as mixed use environments and placemaking to take place around tall elements. Nonetheless, there are certain town centres such as Burnt Oak that have a unique character formed by older buildings of similar height that is relatively low. In cases where the existing urban fabric in a town centre is low (2-4 storeys) height needs to be designed in such a way that it complements the existing fabric.



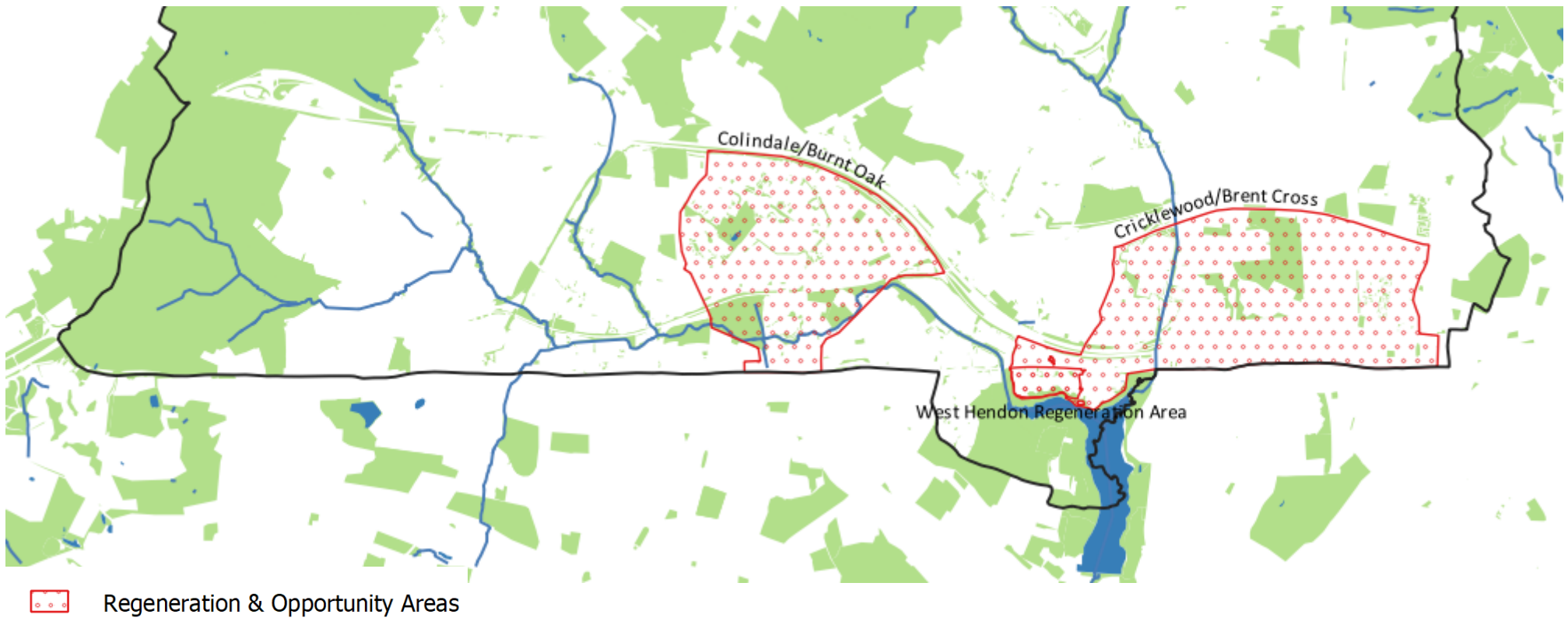
 Town Centres



A5 Edgware Road

Growth / Opportunity Areas

The London Plan has identified two main Opportunity Areas that are located along the A5 corridor, at Colindale/Burnt Oak and Cricklewood/Brent Cross. In these areas of growth, there will be opportunity to intensify development, which may be by increasing height in appropriate locations. The map below shows the location of the two main Opportunity Areas and West Hendon regeneration area, which are located along the A5 corridor.



Existing Tall Buildings

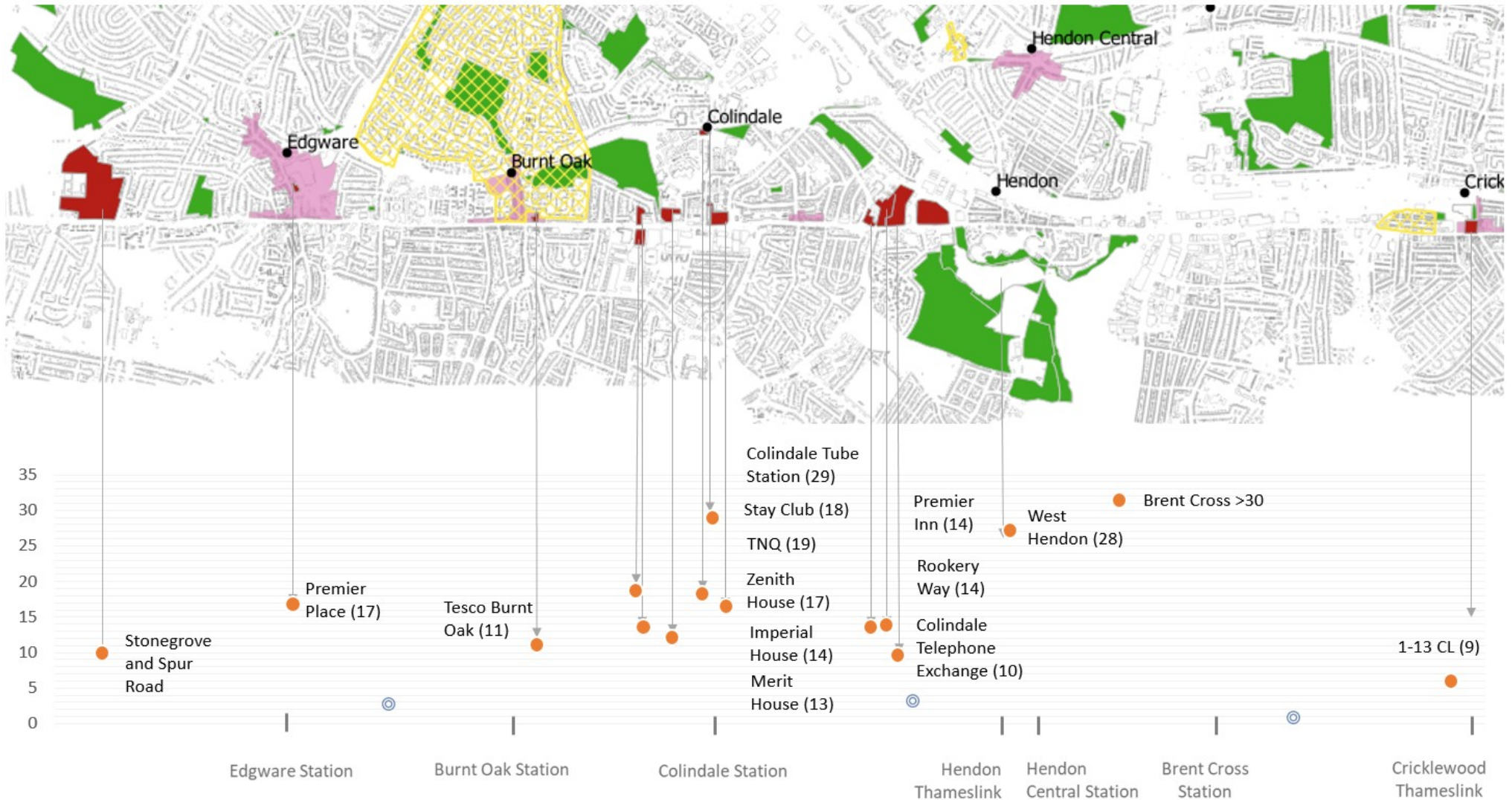
The wider character along the A5 corridor is mixed, with different architectural forms and building heights evident. Existing tall buildings are concentrated along the central area of the corridor and more specifically along the stretch between Colindale and Hendon. The existing tallest building along the east side (Barnet) of the A5 has a maximum height of seventeen storeys. Tall buildings with an average height of 10 storeys are also located around Stonegrove and Spur Road; however, the Opportunity Area of Brent Cross will significantly represent the largest area of tall buildings where the height will exceed 30 storeys.

The TNQ Capitol Way building, located within Brent, is currently under construction and will have a height of nineteen storeys when complete. Whilst a number of pre-application submissions are coming forward varying widely in height, this development is at present the tallest permitted along the A5 corridor.



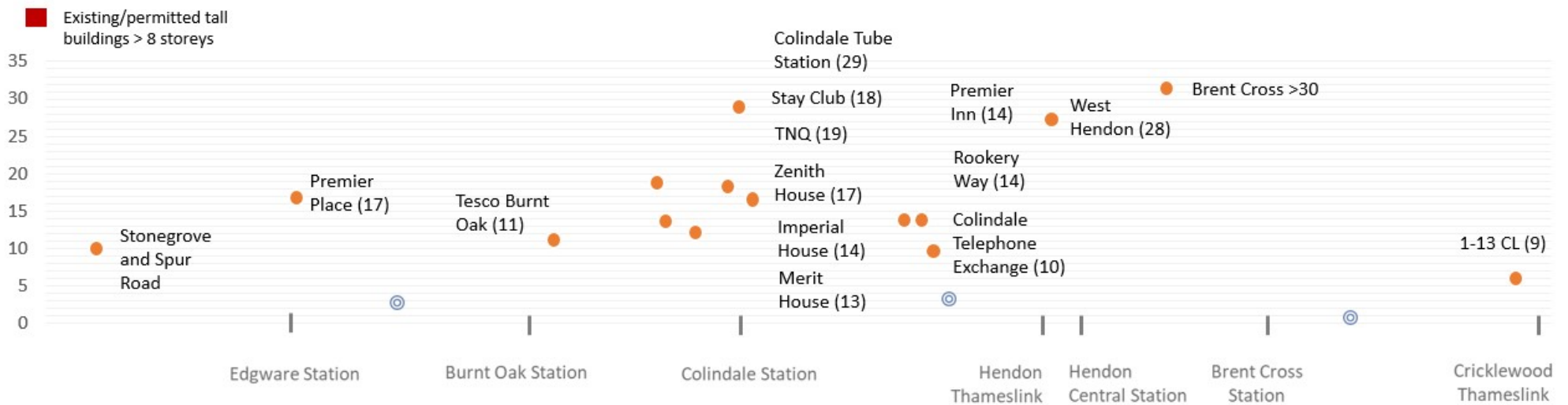
Existing & Permitted Tall Buildings

The map below indicates the concentration of the existing and approved tall buildings along the A5 corridor.



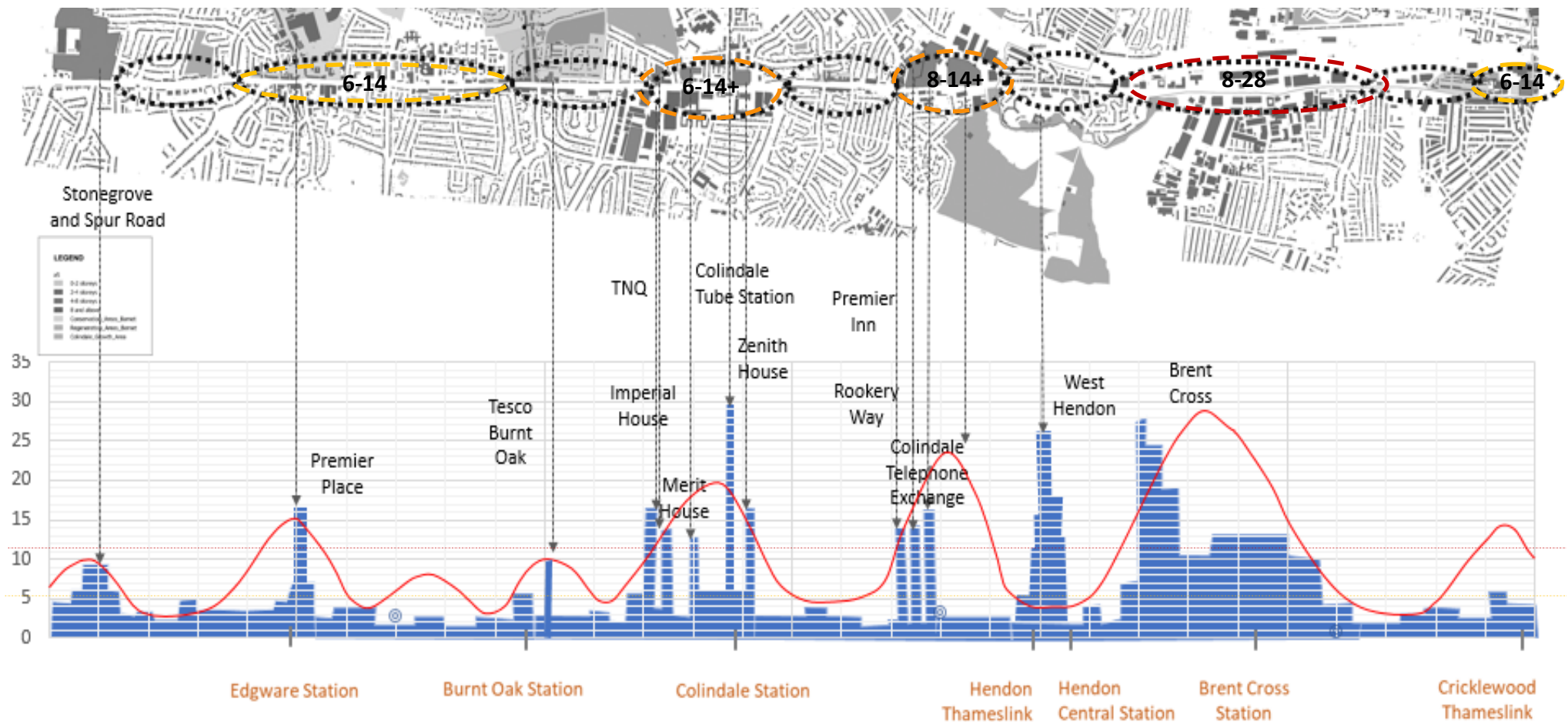
Existing & Permitted Tall Building Clusters

Following site analysis and data collection, 10 clusters of varying heights have been identified along the A5 corridor. Taking into consideration parameters such as existing and permitted heights, opportunity areas, conservation areas and proximity to town centres, five clusters are suitable for taller buildings and could support height above 8 storeys with notable concentration of existing development of height (denoted by red numbers). Barnet Council has been working closely with the neighbouring local authorities to gather an accurate database of building heights and understand their approach to the scale of future development.



Height Guidance

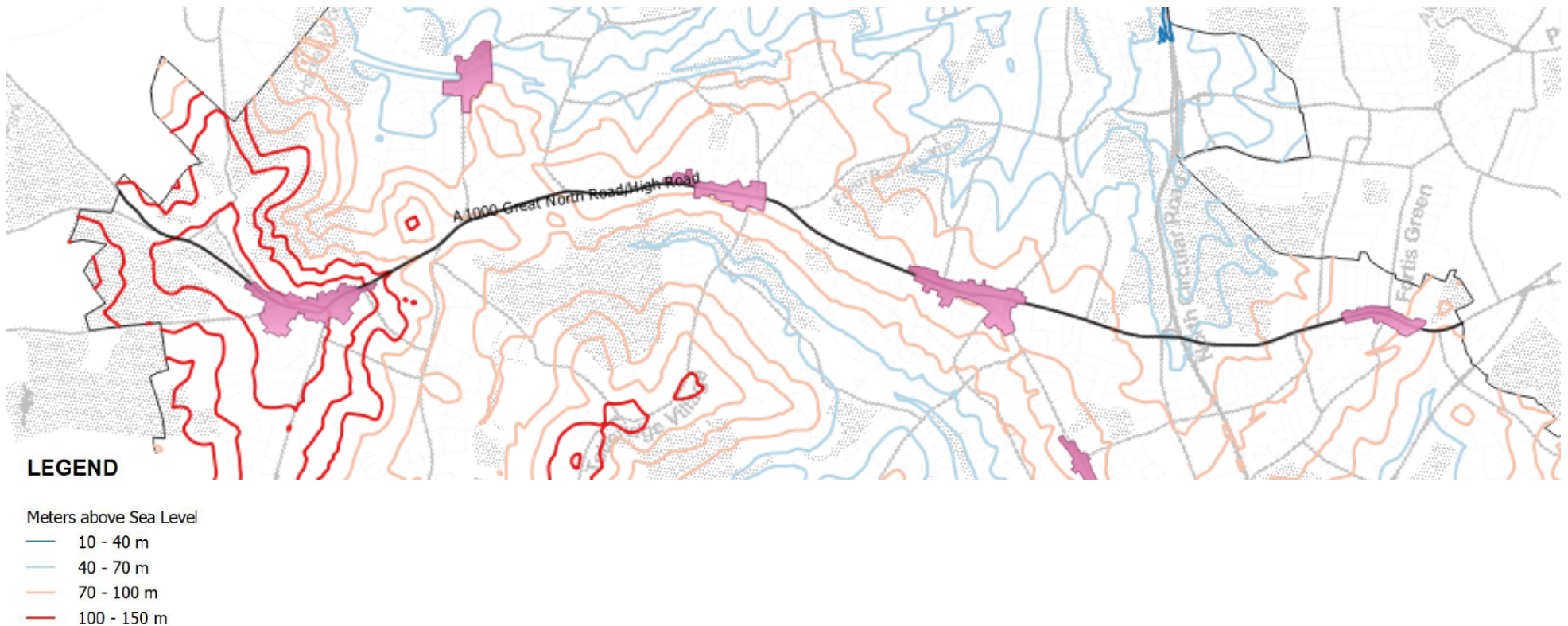
The analysis of development height along the A5 Edgware Road corridor has taken a design-led approach to establish parameters, scale and height that is appropriate. The diagram below outlines the recommended approach to highlight the four clusters that are considered acceptable for tall buildings, with the two opportunity areas of Colindale/Burnt Oak and Cricklewood/Brent Cross identified as having potential to bring forward very tall buildings at suitable locations. This guidance on height is an indicator of appropriateness within the cluster area; however, this is dependent on the individual site compliance with policy and visual impact assessment that should be conducted as part of the planning application process.



A1000 Great North Road

Topography

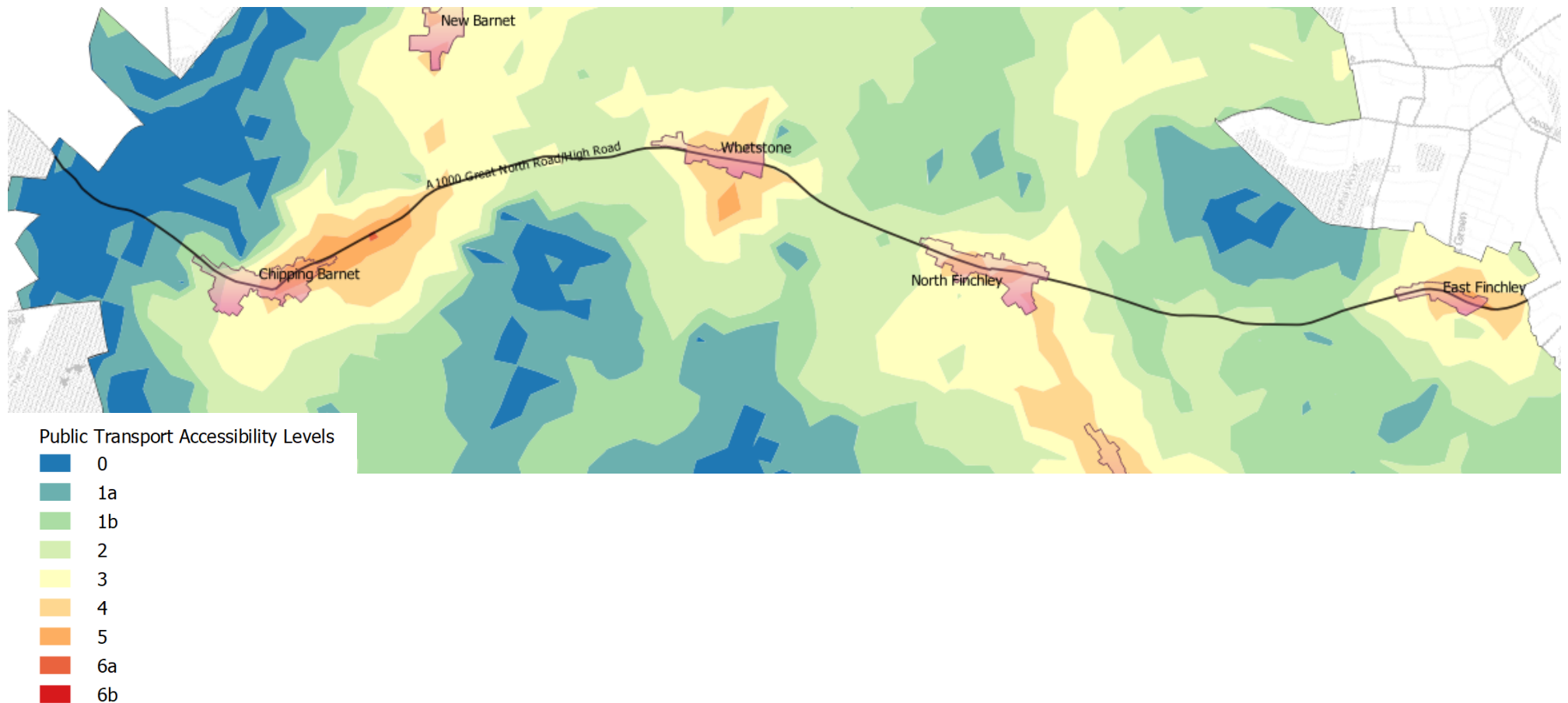
The Great North Road corridor is along a well-defined ridge, rising in height to the north beyond High Barnet. This means that tall buildings within this area are likely to be highly visible and some examples have a significant impact on the skyline of the Borough. Development built on higher ground will need to be particularly sensitive to the impact on surrounding views and the existing character along this ridge. The lowest point is found between North Finchley and East Finchley at the junction with the A406.



A1000 Great North Road

Public Transport Accessibility Level (PTAL)

As is clearly indicated from the map below, the higher PTAL locations along the A1000 are linked to the town centres ranging between 4 and 5, with the exception of Chipping Barnet and East Finchley, which are graded 6a (the highest in the Borough). Outside of these centres, PTAL rating is low and combined with the topography as discussed, would appear less likely as favourable locations for taller buildings.



A1000 Great North Road

Conservation

There are two conservation areas to the far north of the A1000 corridor, Monken Hadley and Wood Street. Hampstead Garden Suburb is located to the southern part of the corridor, however, only a small boundary abuts the A1000.



A1000 Great North Road

Town Centres

The A1000 corridor follows the former route of the A1 from East Finchley to Chipping Barnet and many sections of it are known as Great North Road. The road passes through Chipping Barnet, Whetstone, North Finchley and East Finchley town centre. Tall buildings are currently located in Whetstone Town Centre and North Finchley Town Centre. The concentration of activities in town centres and the proximity to public transport allow for additional height.



A1000 Great North Road

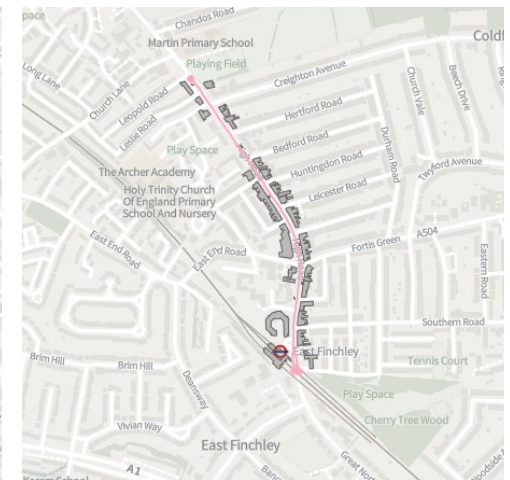
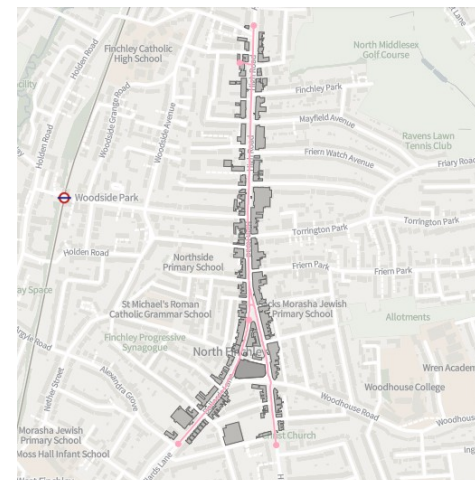
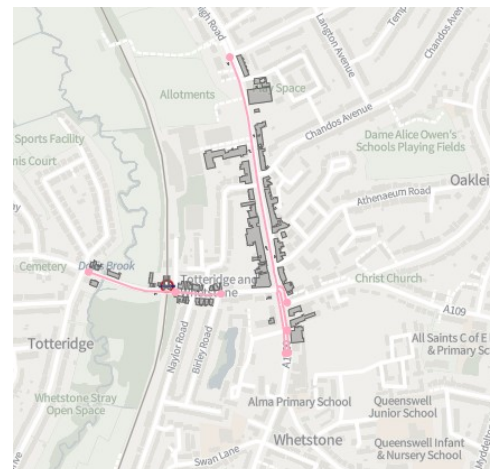
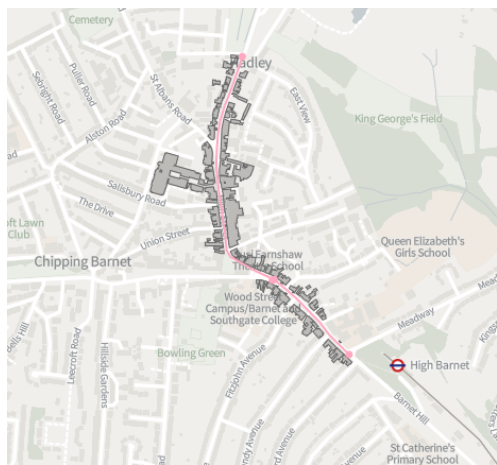
Town Centres

Chipping Barnet and Whetstone

Although Chipping Barnet does have a good PTAL rating, it is partially within Wood Street Conservation Area and the existing building form is low to medium rise. Whetstone displays an interesting pattern as the town centre is predominately comprised of low rise buildings with the exception of Barnet House and Northway House at opposing ends of the settlement boundary.

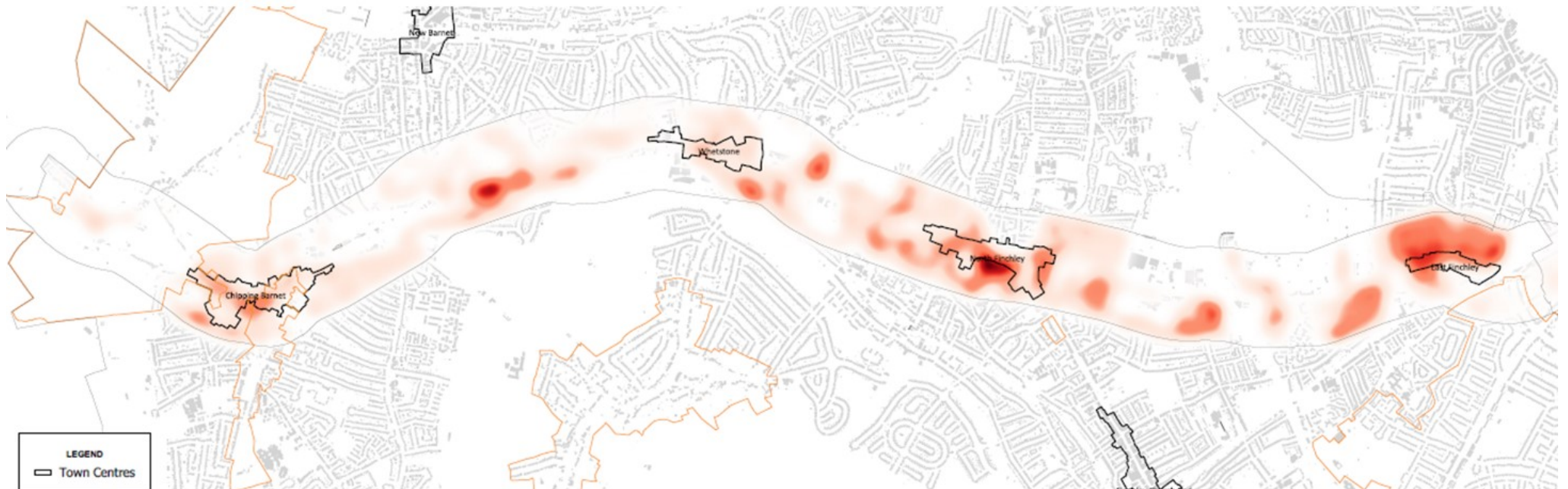
North Finchley and East Finchley

The tallest building along this major route through the Borough is located in North Finchley as outlined in its Town Centre Framework SPD. East Finchley is predominately low rise buildings and has a 'village' type character which does not lend itself to greater intensification from taller building height.



Existing Tall Buildings

The heat map below shows concentration of height along the A1000 corridor. Darker tones of red illustrate higher concentration of height which is found mainly around the town centres. The A1000 consists of different building typologies with the existing height ranging from 2 storeys up to 16 storeys (Artsdepot in North Finchley).



Existing & Permitted Tall Building Clusters

Existing tall buildings along the A1000 corridor are shown below. The Artsdepot building in North Finchley consists the existing taller element within this part of Barnet. The North Finchley SPD has identified three Key Opportunity Sites (KOS) as suitable for sensitively designed tall buildings; namely KOS 1 Tally Ho Triangle and Artsdepot, KOS 2 Ballards Lane/Nether Street and KOS 3 Finchley House. Going further north towards Whetstone, there is Northway House (13 storeys) and Barnet House (11 storeys) which characterise heights in this particular area.



Existing & Permitted Tall Building Clusters

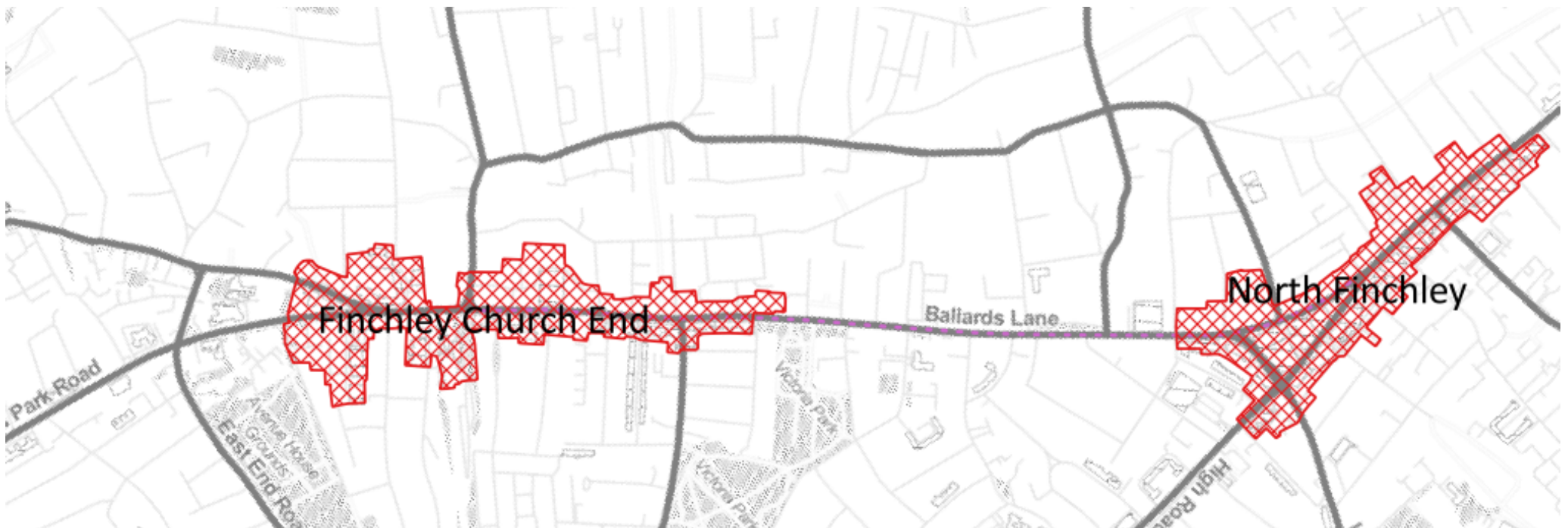
Following the site analysis, seven clusters of varying height have been identified along the A1000 corridor. Taking into consideration the existing heights, the character of the area, proximity to town centres and public transport accessibility, two clusters have been identified as suitable for tall buildings of between 8 and 14 storeys. The two clusters are linked to the town centres of Whetstone and North Finchley; however, the overall pattern in the area is predominately low to mid rise so a full site appraisal would be required with particular consideration for existing form and high quality design to promote integration of taller buildings. Linked to the A1000 is the town centre of Finchley Central Church End, located to the south of North Finchley along Ballards Lane, which has also shown some concentration of existing tall buildings and reasonably good PTAL.



Finchley Central Church End (Ballards Lane)

Town centre

Finchley Church End Town Centre is located to the south of Ballards Lane and is broadly comparable in size to North Finchley. It has a linear form with predominately late 19th-early 20th century buildings with retail and commercial uses at ground floor. It has been identified in Barnet's Core Strategy (2012) as suitable for tall buildings of 8 storeys and above. As one of the Borough's main town centres, it offers potential for growth in commercial floor space, together with residential-led proposals offering a mix of uses, supported by good public transport accessibility.



Finchley Central Church End (Ballards Lane)

Topography

Ballards Lane runs on a relatively level ridge of high land that falls noticeably to the west. From the north to the south (Hendon Lane) there is a gradual fall that allows for views both into and out of the Conservation Area. The important views should be maintained so to preserve the character of the Finchley Church End Conservation Area.



LEGEND

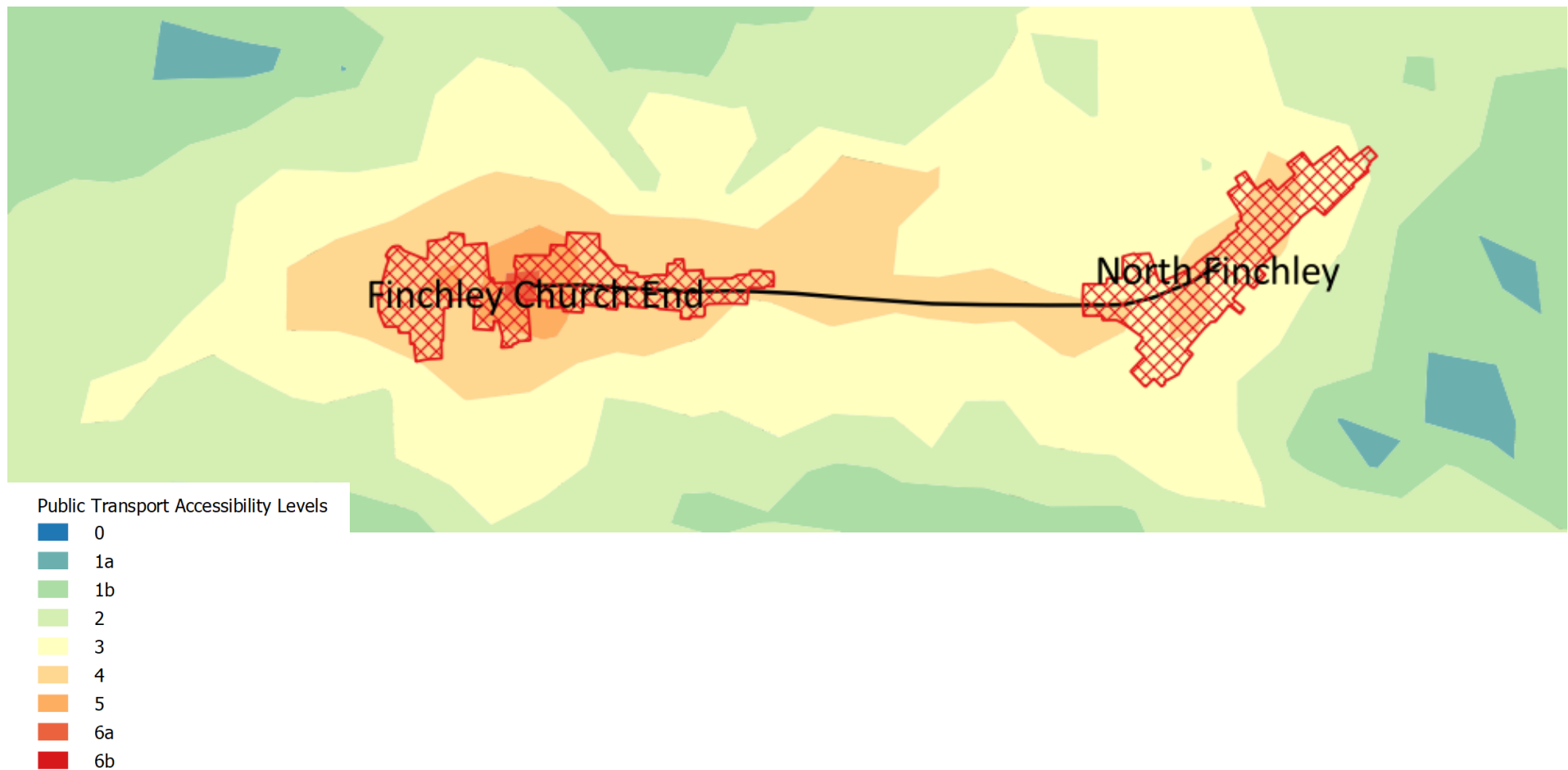
Meters above Sea Level

- 10 - 40 m
- 40 - 70 m
- 70 - 100 m
- 100 - 150 m

Finchley Central Church End (Ballards Lane)

Public Transport Accessibility Level (PTAL)

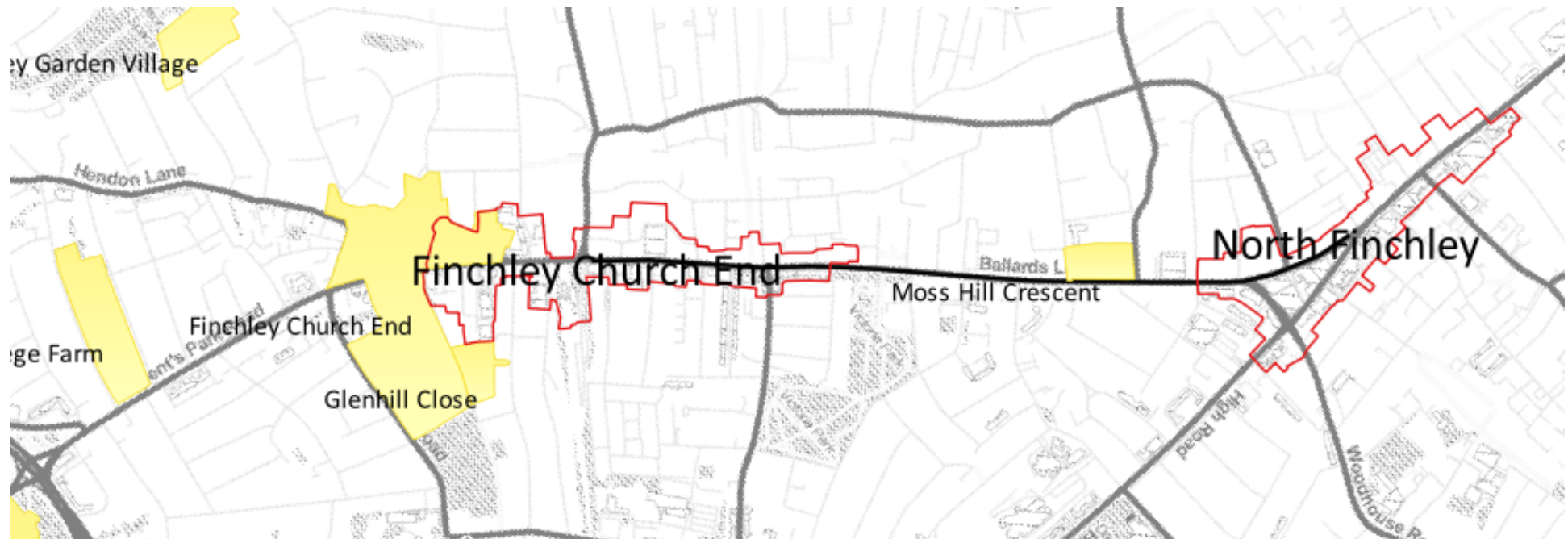
Finchley Church End benefits from good public transport links with the Finchley Central Underground Station located at the heart of the centre where PTAL is 5 but remains at level 4 between Finchley Church End and North Finchley, including bus connections.



Finchley Central Church End (Ballards Lane)

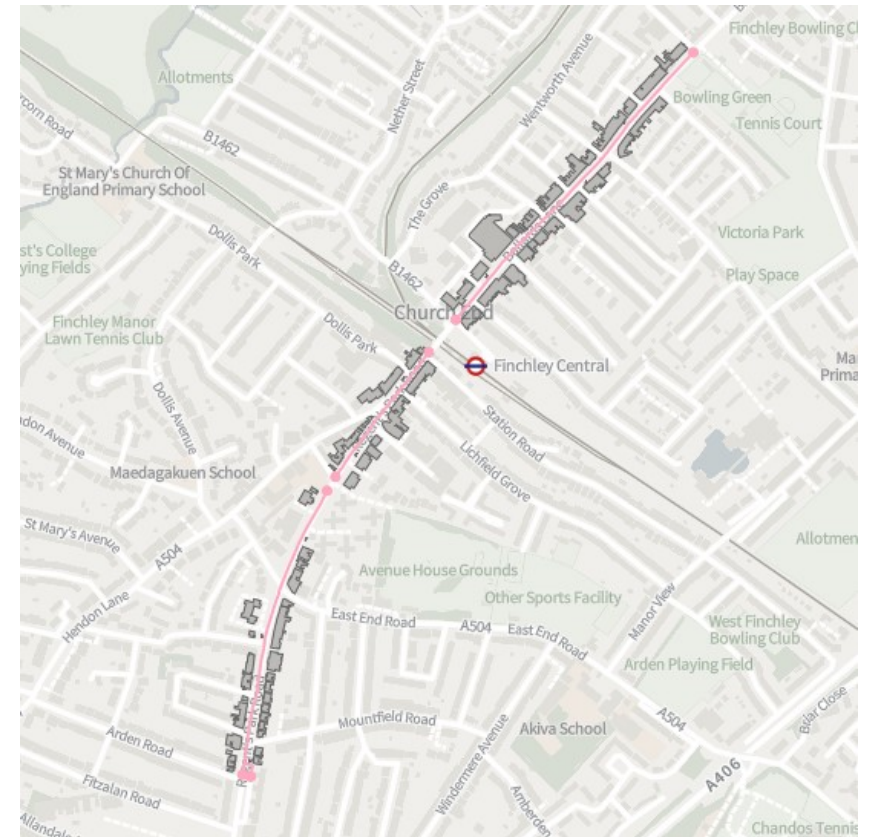
Conservation Areas

The southern section of the town centre is designated as a Conservation Area and includes the original Church End village and historic core of the town centre. The height of the new buildings in Finchley Church End should respect the character of the town centre and respond positively to the surrounding built form.



Finchley Central Church End (Ballards Lane)

The maps below highlight the linear form of the town centre with the heat map indicating areas of concentration for existing height along Ballards Lane.



Finchley Central Church End (Ballards Lane)

Existing building heights

The map below illustrates the existing building heights along Ballards Lane, from North Finchley to Finchley Church End. The average height is three to four storeys, however, there are some significantly taller buildings (Gateway House, Central House). The character of this stretch is distinctive and sometimes referred to as 'Finchley Vernacular'. Recognising existing form and character, with particular consideration of the conservation area, proposals for taller buildings must demonstrate a high standard of design and be sited appropriately in accordance with the guidance and parameters of this study, which informs the emerging Local Plan policy.



Tall Buildings Guidance

Key policy direction for tall buildings and intensification of development draws out a number of elements for consideration; namely, site context, public transport and infrastructure accessibility and growth potential. This study has considered each of these parameters across the Borough, with particular focus on the two major thoroughfares that have seen the historic evolution of key settlements along the route. The A5 has two of Barnet's Opportunity Areas located along the route, which should be recognised as an intensification corridor, where there is opportunity to maximise the use of brownfield land and development potential in certain areas. Heat maps have also provided a useful tool within this study to identify clusters of existing tall buildings, which have been considered in further detail with regard to the wider contextual analysis.

When considering proposals for tall buildings we must scrutinise the following:

- Public transport accessibility levels (PTAL) and potential to reduce the need to travel by offering a range of uses.
- Existing and permitted building heights adjacent and around the site in question.
- Siting within an Opportunity Area or designated Regeneration area.
- Protected views that should be considered.
- Conservation areas and the impact of height.

The height, form and proportions of any tall building should respect and respond to the existing character and surrounding context. Proposals should use the Characterisation Study as a starting point for a 360° appraisal of the impact of the design of tall, medium-rise and very tall buildings on their surrounding area. Varying heights, proportion, silhouette and facing materials at the design stage may all help contribute to integration within the existing context and lessen any potential negative impacts.

The presence of an existing tall building does not necessarily mean that its replacement or a further tall building in the same area will be acceptable. The massing, siting, orientation and configuration of buildings can have a significant localised effect on the climatic conditions, funnelling wind or creating sun-traps. Good design can be used to minimise these effects to benefit in particular users of the public realm, such as stepbacks at the building base, terraces or overhangs, projecting cornices or permanent landscaping features can be used to help mitigate wind impacts. Consideration of the potential microclimatic effects will need to be demonstrated and further detail on this is set out in the Sustainable Design and Construction SPD.

The cumulative visual and environmental impacts of the proposed and planned tall buildings in the area must be considered and assessed when developing proposals for tall buildings within identified suitable locations.

Appendices

Tall Building Planning Consents and Allocations

Reference	Address	Storeys	Date Completed/ Approved/ Started
Completed			
16/0601/FUL	112-132 Cricklewood Lane, London, NW2 2DP	8	15/05/2019
15/04039/FUL	Plot 8, Lanacre Avenue, Colindale, NW9	9	09/05/2019
14/07964/RMA	West Hendon Estate Phases 3b and 3c	8	01/03/2019
H/00146/12	Blocks C5 to C12 Beaufort Park, Land between Aerodrome Road and Grahame Park Way, NW9 5JJ	10	01/05/2018
H/05856/13	British Library Newspapers, 130 Colindale Avenue, London, NW9 5HE	11	01/10/2017
F/03933/13	Gateway House, 318-330 Regents Park Road, London, N3 2TX	8	06/09/2017
H/03982/10	Land At Station House And Part Of Colindale Hospital, Colindale Avenue, London, NW9 5HG	18	01/03/2017
H/00093/13	Former College Plot Within the Former Colindale Hospital Site, Colindale Avenue, London, NW9 5DZ	9	17/08/2015
H/04595/10	Green Point Edgware Road Colindale London NW9 5AR (Previously Known As Millet House)	8	19/03/2015
H/04167/10	Zenith House, Edgware Road, London, NW9 6EW	16	18/03/2014
Started			
17/2564/RMA	Peel Centre Phases 2a-c, Colindale	16	01/02/2019
17/6827/FUL	Prospect Ring, London N2 8BP	13	01/01/2019
H/05828/14	Homebase, Rookery Way, London, NW9 6SS	14	01/07/2016
H/03551/14	Barnet And Southgate College, Grahame Park Way, Colindale, NW9 5RA	9	01/01/2016
H/00308/11	New Hendon Village, Grahame Park Estate, Phase 1b	13	21/02/2012
Approved			
17/6434/FUL	60 West Hendon Broadway, London, NW9 7AE	8	01/10/2019
18/6409/RMA	Land In The Vicinity Of Claremont Way, Brent Cross Cricklewood Regeneration Area, North West London	13	11/04/2019
18/6337/RMA	Land In The Vicinity Of Claremont Way, Brent Cross Cricklewood Regeneration Area, North West London	16	18/03/2019
18/0352/FUL	Colindale Telephone Exchange, The Hyde, London NW9	17	05/11/2018
17/6662/RMA	Brent Cross Cricklewood Regeneration Area North West London	13	28/02/2018
16/5296/FUL	Tower Service Station, 617 Finchley Road, London, NW3 7BS	8	30/10/2017
17/0017/RMA	Phase 4, West Hendon Regeneration Area, NW9	21	18/08/2017
16/0972/FUL	Tiles Direct, 60-68 West Hendon Broadway, London, NW9 7AE	8	15/03/2017
16/0112/FUL	102-124 Station Road and Car Park to Rear, Edgware, Middlesex, HA8 7BJ	17	07/10/2016
16/1713/FUL	Imperial House, The Hyde, London, NW9 5AL	14	17/03/2017 (through appeal)

Tall Building Planning Consents and Allocations

Reference	Address	Storeys	Date Completed/ Approved/ Started
Approved			
H/04753/14	Colindale Gardens (former Peel Centre), Peel Drive, Colindale, NW9 5JE	21	23/12/2015
14/07064/FUL	Buildings A1-4, B1-2 and D1-2, Beaufort Park, Colindale, NW9 5ZG	10	21/04/2015
Refused			
15/07932/ OUT	North London Business Park, Oakleigh Road South, London, N11 1GN (Appeal in progress)	8	15/09/2017
Pending			
19/4661/FUL	Unit 4 Hyde Estate Road (Sainsbury Site) NW9 6JX	4 - 28	TBC
19/0859/OUT	Colindale Station Colindale Avenue	6 - 29	TBC
Allocated			
North Finchley SPD			
KOS 1	Tally Ho Triangle and artsdepot	Up to 12	
KOS 2	Ballards Lane/Nether Street	Up to 8	
KOS 3	Finchley House	Up to 10	

Methodology

This study of building height was conducted through open source software and data obtained by the London Data Store and GLA data which is widely available.

LiDAR technology was used to gather height data. The first stage was mapping of the terrain, then proceeding to overlay maximum heights as read through the roofs of buildings. With these two valuable datasets it was possible to derive building heights along the major thoroughfares and then across the Borough. The resulting imagery containing building heights as derived is illustrated in the top right image

The next stage involved joining the building footprints with the height data in order to obtain a visual representation of height along. Heights were checked through site visits and crosschecking with other popular mapping services.

The resulting three dimensional map allows for an accurate representation of height, which has been studied in parallel to the 2D maps presented within this document.

