

<u>MEETING</u> PLANNING AND ENVIRONMENT COMMITTEE
<u>DATE AND TIME</u> WEDNESDAY 13TH APRIL 2011 AT 7.00PM
<u>VENUE</u> HENDON TOWN HALL, THE BURROUGHS, HENDON NW4 4BG

TO: MEMBERS OF THE COMMITTEE (Quorum 3)

Chairman: Councillor Wendy Prentice
Vice Chairman: Councillor John Marshall

Councillors:

Maureen Braun	Anita Campbell	Jack Cohen	Alison Cornelius
Claire Farrier	Hugh Rayner	Andreas Tambourides	Jim Tierney

Substitute Members:

Sury Khatri	David Longstaff	Andrew McNeil	Graham Old
Monroe Palmer	Barry Rawlings	Agnes Slocombe	Stephen Sowerby
Reuben Thompstone	Darrel Yawitch		

You are requested to attend the above meeting for which an agenda is attached.
Aysen Giritli – Head of Governance

Governance Services contact: Maria Lugangira 020 8359 2761

Media Relations contact: Sue Cocker 020 8359 7039

To view agenda papers on the website: <http://committeepapers.barnet.gov.uk/democracy>

CORPORATE GOVERNANCE DIRECTORATE

ORDER OF BUSINESS

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4.	PUBLIC QUESTION TIME (if any)	-
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7.	ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT	
8.	MOTION TO EXCLUDE THE PRESS AND PUBLIC:- That under Section 100A (4) of the Local Government Act 1972 the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in the paragraphs of Part 1 of Schedule 12A of the Act (as amended) shown in respect of each item:	-
9.	ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT	

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PLANNING AND ENVIRONMENT COMMITTEE

13 APRIL 2011

ITEM 6

REPORT OF THE
ASSISTANT DIRECTOR OF PLANNING AND
DEVELOPMENT MANAGEMENT

BACKGROUND PAPERS – GENERAL STATEMENT

The background papers to the reports contained in the agenda items which follow comprise the application and relevant planning history files, which may be identified by their reference numbers, and other documents where they are specified as a background paper in individual reports. These files and documents may be inspected at:

Building 4, North London Business Park
Oakleigh Road South
New Southgate
London N11 1NP

Contact Officer: Mrs V Bell, 020 8359 4672

PLANNING AND ENVIRONMENT COMMITTEE

DATE: 13 April 2011

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Inglis Barracks, Price Close, London, NW7 1PX

Outline application for the comprehensive redevelopment of the site for residential led Mixed use development involving the demolition of all existing buildings (excluding the Former Officers' Mess) and ground re-profiling works, to provide 2,174 dwellings, a primary school, GP surgery, 1,100sqm of 'High Street' (A1/2/3/4/5) uses, 3,470 sqm of employment (B1) uses, a district energy centre (Sui Generis) and associated open space, means of access, car parking and infrastructure (with all matters reserved other than access). Full application for the change of use of former Officers' Mess to residential (C3) and health (D1)

Approve Subject to Conditions

	246 - 252
F/00907/11	
Childs Hill Ward	

Pavement adjacent to Basing Hill Park, opposite 137 & 139 Hendon Way, NW2

Installation of a 12.5m high monopole with associated antennas and 1no. equipment cabinet to be used by O2 and Vodafone. (Telecommunications Installation).

Prior Approval is REQUIRED and GRANTED

LOCATION: Inglis Barracks, Price Close, London, NW7 1PX

REFERENCE: H/04017/09

Received: 30 October 2009

Accepted: 30 October 2009

WARD: Mill Hill

Expiry: 19 February 2010

APPLICANT: The Inglis Consortium

PROPOSAL: Outline application for the comprehensive redevelopment of the site for residential led mixed use development involving the demolition of all existing buildings (excluding the former Officers' Mess) and ground re-profiling works, to provide 2,174 dwellings, a primary school, GP surgery, 1,100sqm of 'High Street' (A1/2/3/4/5) uses, 3,470 sqm of employment (B1) uses, a district energy centre (Sui Generis) and associated open space, means of access, car parking and infrastructure (with all matters reserved other than access). Full application for the change of use of former Officers' Mess to residential (C3) and health (D1)

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RECOMMENDATION:

1. That the application be referred to the Greater London Authority (Under Article 5 of the Town and Country Planning (Mayor Of London) Order 2008) and the Secretary of State.
2. Subject to the applicant and any other person having a requisite interest to be invited to enter by way of an agreement into a planning obligation under section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes of seeking to secure the following:
 - (i) Affordable Housing - minimum of 15% provision (312 units + 12 replacement units for consented Annington scheme) target of 50% subject to viability assessment and for which 60% are to be of social rent tenure. The detail of the affordable housing review mechanism to be agreed before referral to the Mayor of London.
 - (ii) Acute and Intermediate Healthcare Contribution - **£700,000**.
 - (iii) Doctor's Surgery - provision of GP practice on site to shell and core fitting (agreed) at peppercorn rent for 25 years (not agreed).
 - (iv) Bittacy Hill Park Contribution - **£285,000**.
 - (v) Employment and Training Contribution - **£326,100** plus 30 apprenticeships and a bone fide graduate training scheme. (Headline figure agreed subject to details to be settled).
 - (vi) Education Contribution - **£9,000,000**
 - (vii) Provision of the School Site and Playing Fields – Site of 1.78 hectares to be transferred to Council at nil cost.
 - (viii) Secondary School Contribution – subject to a viability review mechanism up to a maximum of £3,300,000.
 - (ix) Bus Services Contribution – to enhance local bus services.
 - (1) **£150,000** - to extend the 382 bus route into the site (Agreed subject to settling trigger).
 - (2) **£475,000** to divert the 240 bus route through the site (Agreed subject to settling triggers).
 - (x) Libraries Contribution - **£319,745**
 - (xi) Local Transport and Parking Measures Contribution - **£237,000** towards a transport fund to cover the costs of feasibility detailed design and implementation of mitigation measures to address highway

impacts that emerge during the development including off-site traffic management, parking control and improvements to footways and cycleways in the vicinity of the site.

- (xii) Off Site Sports Contribution - **£100,000**
- (xiii) Parking Survey Contribution - **£10,000** towards monitoring and regulating, if required, the car and cycle parking provision for subsequent phases of the development.
- (xiv) Travel Plans (residential, school, workplace) – an undertaking to prepare and implement Travel Plans for the residential, school and workplace elements of the development, including the appointment of a Travel Plan Co-ordinator and details of car club.
- (xv) Residential Travel Plan Incentives Fund – **£652,000** to implement travel plan initiatives including Oysters Cards and cycle vouchers.
- (xvi) Travel Plan Monitoring Contribution - **£25,000** towards monitoring the initiatives and targets set within the Residential, School and Workplace Travel Plans.
- (xvii) Safer Neighbourhood Office - Office accommodation at ground floor level provided to shell and core fitting at peppercorn rent for 25 years.
- (xviii) Station Forecourt Improvement Contribution – Provision of improvements to the Station Forecourt area in two phases including the re-alignment of the bus stopping arrangements. To a detailed specification and timetable to be agreed with the Council and Transport for London (TfL).
- (xix) Step-Free Access Contribution – A minimum contribution of £150,000 up to a maximum of £2,900,000 subject to a viability review mechanism towards the implementation of Step Free Access at Mill Hill East underground station.
- (xx) Bus Drivers' Facility – Provision of Bus Driver facilities within the site to accompany the diverted bus routes. Direct provision.
- (xxi) Bus Stop Works - Provision of bus stops within the development. Bus stops to be designed in accordance with TfL's guidance and in consultation with TfL, direct provision.
- (xxii) Bus Stops (Off site) Contribution - **£50,000** for bus stop upgrades to 5 bus stops identified in the vicinity of the site.
- (xxiii) Bus Turnaround Works – Provision of a bus turnaround facility to enable the diverted bus routes to turnaround with the site. Design to be worked up in consultation with the Local Planning Authority and TfL and subject to relevant safety audits. Direct provision.

(xxiv) Highway Works – undertake to deliver as direct obligations the following highways works subject to a detailed design to be approved in writing by the Local Planning Authority in consultation with Transport for London:

- (1) East West Route (by the completion of 298 units)
- (2) North South Route (by the completion of 1429 units)
- (3) Frith Lane Junction Works (by the completion of 298 units)
- (4) Holders Hill Circus Highway Works (by the completion of 298 units)
- (5) Bittacy Hill Junction Works (by the completion of 298 units)
- (6) Bittacy Hill/Engel Park Junction Works (by the completion of 107 units accessed off Henry Darlot Drive)
- (7) Bittacy Hill Cycleway Works (by the completion of 609 units)
- (8) Temporary Cycle and Pedestrian Link through depot site to Mill Hill East Station. (by the completion of 442 units)
- (9) Bittacy Hill Site/Civic Square Junction Works (by the completion of 1429 units)
- (10) Frith Lane/Business Area Junction Works (by the completion of 298 units)
- (11) Bittacy Rise/Pursley Road/Devonshire Road Junction Works (by the completion of 298 units or later at the discretion of the LPA)
- (12) Bittacy Hill/Frith Lane Junction Works (by the completion of 298 units)
- (13) Henry Darlot Drive/Bittacy Hill Junction Works (by the completion of 107 units accessed off Henry Darlot Drive)
- (14) Zebra crossing outside tube station (by the completion of 442 units)

(Direct provision is required, triggers agreed)

(xxv) Energy Centre - direct provision required.

(xxvi) S106 Monitoring Contribution - **£120,000**

(xxvii) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and 278 Agreements and any abortive work as a result of the agreement not being completed.

All the contributions listed above are to be index linked.

- 3) That (subject to obtaining the Mayor's and the Secretary of States respective decisions not to direct refusal or decide to determine the application and/or call in the application) upon completion of the above S106 agreement in accordance with Recommendation 2 above the Assistant Director of Planning and Development Management be instructed to APPROVE the application ref: H/04017/09 under delegated powers and grant planning permission subject to conditions substantially in the form outlined in Appendix B (with such detailed amendments as the Assistant Director of Planning and Development

Management may consider to be reasonable and necessary in the course of negotiating the detail of the S106 and in the light of the Stage 2 response from the Mayor).

RECOMMENDED REASONS FOR APPROVAL

The reasons for this grant of planning permission or other related decision are as follows:

The proposed development accords generally and taken as a whole with strategic planning guidance and the policies set out in the Mayor's London Plan (consolidated with alterations since 2004) (published 19 February 2008) ("the London Plan") and the Adopted Barnet Unitary Development Plan (UDP) Saved Policies (May 2009) and the Mill Hill East Area Action Plan (January 2009) ("the AAP"). The proposals will deliver the comprehensive redevelopment of a large part of the Area of Intensification identified in the London Plan and the area covered by the AAP. The Environmental Statement together with consultation responses received from statutory consultees and other stakeholders and parties, provides sufficient information to enable the Council to determine the application with knowledge of the likely significant impacts of the proposed development.

It is considered that the proposed development can be satisfactorily accommodated on the site without causing significant harm to the character and appearance of the locality or to the amenity of neighbouring residents.

This decision is taken on the basis of the proposed controls, mitigation measures and delivery commitments contained in the draft conditions and Heads of Terms for the Section 106 Agreement which are considered to provide an adequate framework of control to ensure as far as reasonably practicable that the public benefits of the scheme will be realised in accordance with relevant planning policies whilst providing the mitigation measures and environmental improvements needed to address the likely significant adverse impacts of the development.

In particular the following policies are relevant and the proposed development is generally in accordance with the development plan generally and taken as a whole:

The Mayors London Plan (Consolidated with Alterations since 2004)

2A.1, 2A.2, 2A.6, 2A.9, 3A.1, 3A.2, 3A.3, 3A.5, 3A.7, 3A.8, 3A.9, 3A.10, 3A.15, 3A.18, 3A.23, 3A.24, 3B.4, 3B.11, 3C.1, 3C.2, 3C.3, 3C.4, 3C.9, 3C.11, 3C.13, 3C.20, 3C.21, 3C.22, 3C.23, 3D.8, 3D.9, 3D.11, 3D.13, 3D.14, 4A.1, 4A.2, 4A.3, 4A.4, 4A.5, 4A.6, 4A.7, 4A.11, 4A.12, 4A.13, 4A.14, 4A.16, 4A.17, 4A.19, 4A.21, 4A.22, 4A.24, 4A.28, 4A.30, 4A.31, 4B.1, 4B.3, 4B.5, 4B.6, 4B.8, 4B.15, 5A.1, 5B.1, 5B.3, 6A.3, 6A.4, 6A.5, 6A.7, 6A.8 and 6A.9.

Barnet Unitary Development Plan Saved Policies (May 2009)

GSD, GMixed Use, GBEnv1, GBEnv2, GBEnv3, GL1, GRoadNet, GParking, GCS1, GEMP1, GEMP", GEMP3, GTCR2, ENV7, ENV12, ENV13, ENV14,

D1, D2, D3, D4, D5, D6, D9, D10, D11, HC15, HC17, O1, O2, O7, O12, O13, L11, L12, L13, L14, L19, L26, M1, M2, M3, M4, M5, M6, M7, M8, M9, M10, M11, M13, M14, H1, H5, H16, H17, H18, H20, H21, H24, CS1, CS2, CS4, CS5, CS8, CS10, CS11, CS13, EMP8, EMP9, TCR7, IMP1 and IMP2.

Mill Hill East Area Action Plan (January 2009)

MHE1, MHE2, MHE3, MHE4, MHE5, MHE6, MHE7, MHE8, MHE9, MHE10, MHE11, MHE12, MHE13, MHE14, MHE15, MHE16, MHE17, MHE18 and MHE19.

Having regard to these relevant policies of the statutory development plan and all other material considerations (including all environmental information put forward under the EIA process) the officers consider that subject to completion of the section 106 agreement prior to the grant of permission and the imposition of conditions substantially in accordance with those set out in **Appendix B**, the development will achieve the comprehensive redevelopment of the site in accordance with the Council's planning policy objectives and those of the Mayor of London.

The application is therefore considered to comply generally and taken as a whole with relevant policies of the London Plan and the UDP and there are no other material considerations which the officers consider would override the grant of planning permission in accordance with the development plan.

1.0 SUMMARY

The application proposes a mixed use redevelopment of the former Inglis Barracks and the Council Depot at Mill Hill. The application (part outline/part detailed) is for consideration of an outline 'Master Plan' for this area for means of access only' with 'layout', 'scale', 'appearance' and 'landscaping' reserved for consideration at a later date. All buildings on the site are being demolished with the exception of the locally listed Officers' Mess for which a detailed application is made for change of use to residential. The application is supported by an Environmental Statement and a Transport Assessment. Officers have carefully assessed the application and the necessary level of mitigation proposed. The development is recommended for approval subject to conditions and a S106 agreement.

1.1 Land Use

The application proposes 2174 housing units, a wide range of complementary uses including a two form entry primary school, open space, employment and retail floorspace. The retail floorspace will be provided in a new local high street in the proposed new public square adjacent to Mill Hill East underground station. The employment floorspace will effectively provide an extension to the existing Bittacy Business Park. The principle of the proposed land uses are considered acceptable and in line with the Mill Hill East Area Action Plan (AAP) (2009). It is considered that the development will result in sustainable new 'quarter' for Barnet.

1.2 Density

Different character areas and densities are proposed which respond to the policies of the AAP and produce a varied but still essentially suburban form of development. The character areas respond to the physical characteristics of the site and respect the nature of its surroundings. Density reduces towards the Green Belt edge and is highest close to the Underground Station. The density of the scheme is within the ranges specified in the London Plan and the AAP.

1.3 Green Belt

No new development is proposed in the Green Belt but the new pedestrian links through and from the site will improve access to the Green Belt. The bulk and mass of development proposed is reduced adjacent to the Green Belt boundary. The Scout Camp remains unaltered. It is considered that the development has an acceptable relationship with the Green Belt and will enhance access to it.

1.4 Design and Layout

This is an outline application establishing (through a series of Parameter Plans) access to the site and the network of internal roads and footpaths, the location type and extent of open spaces and the maximum and minimum

heights, widths and lengths of buildings for each plot. Further detailed consideration to design will be given through the production of a Design Code which will need to be agreed by the Planning Authority before development commences. The scheme is considered to respond appropriately to the character and appearance of the surrounding area and the urban design principles established through this outline application will result in a sustainable and coherent development.

1.5 Impact on Amenity

The existing road network separates the application site from existing residential uses with the exception of the Notting Hill Housing Trust development at Bray Road/Curry Rise. It is considered that there will be no unacceptable impacts on the amenity of adjoining residents in respect of noise disturbance, air quality, privacy, outlook and overshadowing. Any potential impacts as a result of the construction process will be mitigated and controlled through planning conditions.

1.6 Housing

The scheme will deliver a suitable range of housing types and tenures including social and family sized housing to cater for the needs of the borough. Full details of the proposed mix are outlined in the Housing section of the committee report. The quality of accommodation for future occupiers of the development is considered high given the standards being achieved including Lifetime Homes, Code for Sustainable Homes and the provision of substantial and accessible amenity and playspace.

1.7 Trees and Ecology

Proposed new parks and open spaces will be focused around retained trees. This will be further enhanced by new planting which will extend along the proposed streets creating a network of green corridors. It is acknowledged that the proposal will result in the removal of a substantial number of trees from the site to accommodate the required development. However, on balance the wider planning and housing benefits arising from the development are considered to justify the loss of the trees and conditions are proposed that will require detailed tree planting and landscaping schemes to be submitted.

An Ecological Mitigation Management Plan will be secured through planning condition and the protection of species, particularly bats, will be further considered at the detailed design stage.

Overall the proposals will result in a significant net gain in ecological terms providing new and replacement trees; enhanced and replacement wildlife habitats and a network of open spaces.

1.8 Sustainability

The application proposes a range of renewable and sustainable energy measures resulting in CO2 emission reductions in accordance with London Plan policy. This includes the provision of a combined heat and power plant (CHP) to be located in the employment zone in the south of the development area. The CHP plant will not be provided until a later phase of the development but earlier residential flatted development and commercial/retail phases will be able to connect to the CHP where physically possible.

1.9 Transport, Highways and Car Parking

The transport aspects of the scheme including the detailed modelling have been the subject of robust independent testing and it is considered that the proposed scheme can be accommodated within the surrounding highway network with appropriate highway mitigation works. All proposed highway works will be subject to further assessment and review as part of the detailed design, including further road safety audits. A series of planning conditions linked to a 'trigger' expressed as numbers of residential units will ensure that new and improved highway infrastructure keeps pace with the roll out of the development and can be accommodated safely on the highway network.

A series of public transport improvements, which have been identified in consultation with TfL, will be secured through the S106 agreement. Improvements at the tube station, additional bus services and facilities, travel plans and facilities for pedestrians and cyclists, to encourage the use of more sustainable forms of transport, will also be secured through the planning agreement.

The level of parking (2,522 spaces) is considered reasonable and acceptable in this outer London borough context.

1.10 Environmental Statement

In accordance with the Environmental Impact Assessment Regulations and the Scoping Opinion issued by Barnet, the application is supported by a comprehensive Environmental Statement (ES) including a Transport Assessment (TA). This has assessed the potential construction and operational impacts of the scheme and proposed appropriate mitigation where necessary and is considered to have satisfactorily addressed the issues raised at this outline stage. Appropriate conditions are recommended in relation to contamination, remediation, air quality, noise, mitigation, flood impact mitigation, ecological protection and enhancement, phasing and transport.

1.11 S106 Planning Obligations

Planning obligations (or 's106 agreements') are agreements negotiated, between local planning authorities and applicants and intended to ensure development impacts are mitigated.

In addition to conditions a package of planning obligations is proposed that includes £9m towards the funding of a two form entry primary school together with the provision of a site suitable for the school and playing fields, a contribution towards libraries and life long learning, contributions to the enhancement of Bittacy Hill Park and upgrading of facilities at Copthall, the provision of a GP facility in the Officers Mess and a financial contribution towards the provision of acute and intermediate health care, a Safer Neighbourhoods Office for the Police will be provided and training and development opportunities will be secured. There are also contributions proposed towards transport related matters including improvements to off-site junctions; step free access to Mill Hill East Underground Station, station forecourt improvements; a residential travel plans incentive fund; a parking management contribution and bus stop upgrades.

A guaranteed minimum of 15% affordable housing for the scheme overall is proposed with a target of 50% should scheme viability improve.

The viability of the scheme is limited and there are a number of mitigation measures that are considered desirable but are currently considered to be unaffordable. The viability of the proposals has been independently appraised by the Valuation Office which has advised that the application is only marginally viable. It is proposed that a review mechanism should be secured as part of the S106 agreement allowing additional contributions to be secured should viability improve as the various phases of the development come forward. The priorities for this review mechanism will be contributions towards the provision of step free access at Mill Hill East Underground Station, contributions towards secondary school provision and the provision for affordable housing above the guaranteed 15% minimum. The full detail of this review mechanism will need to be agreed before the application is referred to the GLA.

Overall officers consider that the package of planning obligations is comprehensive and satisfactory.

2.0 PROCEDURE FOR DETERMINING THE PLANNING APPLICATION

The planning application for Mill Hill East was submitted in October 2009 and has undergone extensive consultation. An initial period of consultation was carried out and the application was the subject of three further periods of consultation in September 2010, January 2011 and March 2011. Approximately 5,000 properties were notified as part of each consultation exercise. Two Planning and Development Forums attended by members of the public and local Councillors were held in February 2010 and in January 2011. (The consultation process is covered in more detail in section 10 of this report).

The application is one of strategic importance (as the scheme includes more than 150 residential units) and is therefore referable to the Mayor of London. The Mayor of London formally considered the proposal in January 2010 and issued a 'Stage 1' report. The contents of this report have been considered by both the Council and the applicant over the intervening year and there have been further discussions with the Greater London Authority (GLA) and Transport for London (TfL) officers to ensure that their concerns and comments are addressed.

Should Members resolve to grant planning permission for this application, the application will be referred back to the Mayor of London prior to the issue of any decision as a 'strategic development'. The Mayor has a period of 14 days from the date of referral to consider the Council's resolution before issuing his decision. The Mayor will direct that either the Council can determine the application at a local level; direct that the application should be refused or choose to take the application over and determine the application directly. If the Mayor chooses to determine the application the GLA will effectively become the Local Planning Authority for the purposes of determining the application including issuing a decision notice and signing a Section 106 agreement. Under revised powers given by the GLA Act 2007 the Mayor can choose to either approve or refuse the application.

Section 77 of the Town and Country Planning Act 1990 allows the Secretary of State to give directions requiring applications for planning permission, or for the approval of any local planning authority required under a development order, to be referred to him instead of being dealt with by local planning authorities. Under the Town and Country Planning (Consultation) (England) Direction 2009 the Government Office for London has been notified of the application as it involves development on playing fields.

Should Members resolve to grant planning permission for this application, the application will be referred to the Secretary of State prior to the issue of any decision notice. He then has a period of 21 days from the date of notification to consider the Council's resolution before issuing a decision. The Secretary of State will direct that either the Council can determine the application at a local level or that the application should be 'called in' and be the subject of a Public Inquiry where an independent Planning Inspector will consider the

proposals and make a recommendation to the Secretary of State who will then determine the application.

3.0 BACKGROUND TO THE CURRENT APPLICATION

The London Borough of Barnet (LBB) and the Mayor of London have designated the Mill Hill East area as an Area of Intensification in the London Plan and Unitary Development Plan (UDP). The area covered by this designation is larger than the current application site and includes the former Inglis Barracks; Mill Hill East station; IBSA house; the Council Depot and recycling centre; Bittacy Court; the Scout Camp and former Mill Hill Gas Works (the area now centred around Lidbury Square).

The area was first highlighted as an area which could be redeveloped in the London Plan in 2004. This is primarily as a result of Project MoDEL (Ministry of Defence Estates London) which involves the consolidation and sale of surplus MoD properties around London. The activities from Inglis Barracks were transferred to RAF Northolt and the base vacated in 2008 thereby providing an opportunity for redevelopment. The Council recognised that Mill Hill East was an area where more detailed policies were required to guide future development and in 2006 commenced work on an Area Action Plan (AAP) which covered an area of 48 hectares focused primarily on the former Inglis Barracks site. The aim of the AAP was to seek to ensure that development takes place in a balanced and coordinated manner by setting out a comprehensive framework to guide the delivery of housing, employment, leisure and associated community facilities, infrastructure, transport initiatives and environmental protection and enhancement.

The AAP was the subject of lengthy public and stakeholder involvement which culminated in an Examination in Public (EiP) in October 2008. Following receipt of the Inspectors decision notice the AAP was amended and in January 2009 the Mill Hill East Area Action Plan (AAP) was adopted by the Council.

A partnership comprising of a number of the key landowners and developers (the Inglis Consortium) has prepared and submitted the outline application for the comprehensive redevelopment of most of the area covered by the AAP. This involved extensive pre and post application consultation with the Council as local planning authority, the GLA, TfL and other agencies and stakeholders, including the local community.

3.1 Relevant Previous Decisions

As most of the site was previously in use as military barracks, the majority of development on site was exempt from the statutory planning process having benefited from Crown Immunity.

Parts of the barracks have however been disposed of for redevelopment over the last 15 years. This includes an area of 2.7 hectares around Bray Road which was sold to Notting Hill Housing Trust and is currently used to provide

social rented housing and an area of land at the junction of Frith Lane/Partingdale Lane which has an extant consent granted in 2002 for 360 residential units. This area is currently under construction by Countryside/Annington Properties and is known as Ridgemont.

Planning History for Ridgemont:

W01708X/99

Redevelopment of north eastern corner of the Barracks for residential purposes with access from Frith Lane and Bittacy Hill (Outline application)
Approved 30.8.02

W01708AA/04

Details of siting, design, external appearance of buildings, means of access and landscaping pursuant to Condition 1 of the outline planning application ref.W010708X for the redevelopment of the north eastern corner of the Barracks for residential purposes with access from Frith Lane and Bittacy Hill approved 30 August 2002.
Refused 21.9.05

Reason for refusal:

The proposed detailed scheme, by reason of its layout, design, scale, height and bulk would be detrimental to the established character and appearance of the surrounding area including adjoining Green Belt land and would represent an unsatisfactory and unsustainable development which would set an undesirable precedent for the future development of the wider Mill Hill East and Inglis Barracks area contrary to Policies G1, G4, T1.1, T1.2, O1.3, H1.2 and H3.2 of the Barnet Unitary Development Plan (1991), Policies GBEnv2, D1, D2, D3, D6, D7, D9, D11, H16, H18 and O7 of the Barnet Unitary Development Plan revised Deposit Draft Modifications (June 2005), Policies 3A.4, 4A.8, 4A.9, 4B.1, 4B.5, 4B.6, 4B.7 and 5E.3 of the London Plan (February 2004) and Planning Policy Statement 1 (PPS1) - Delivering Sustainable Development and Planning Policy Guidance Note 3 (PPG3) - Housing.

Dismissed at appeal 21.12.05

W01708AB/04

Details of siting, design, external appearance of buildings, means of access and landscaping pursuant to Condition 1 of the outline planning application ref.W010708X for the redevelopment of the north eastern corner of the Barracks for residential purposes with access from Frith Lane and Bittacy Hill approved 30 August 2002 (duplicate application).

Appeal for non-determination.

Allowed at appeal 21.12.05

The former Bittacy Hill Gas Works which was included in the Area for Intensification and lies to the south of the application site was recently redeveloped and the relevant planning history is detailed below:

W01141N

Demolition and removal of existing depot, office and operational equipment. Construction of new depot, offices, training area and car park; care home for the elderly and sheltered housing; foodstore; hotel and pub/restaurant; residential development and associated car parking. Formation of access and other highways improvements (Outline Application)
Approved 23.7.98

This site has delivered 466 new residential units comprising flats and houses; an elderly person's care home; a Waitrose store; Virgin Active gym and doctors surgery.

4. CORPORATE PRIORITIES AND DECISIONS

4.1 Barnet's Sustainable Community Strategy

Local Authorities have a duty under section 2 of the Local Government Act 2000 to prepare a community strategy for their area. 'Barnet: A Successful City Suburb, a Sustainable Community Strategy for Barnet 2008-2018' was published in 2008.

The Sustainable Community strategy was drawn up by Barnet's Local Strategic Partnership, which brings together organisations from the public, private, community and voluntary sectors. The key objective of the partnership is to improve the quality of life in Barnet by addressing important issues affecting those who live and work here, such as health, housing, community safety, transport and education.

The vision for Barnet states:

"It is 2020. Barnet is known as a successful London suburb. It has successfully ridden difficult times to emerge as resilient as ever. The public service is smaller than before but the organizations within it, through effective partnerships, work together to deliver good services and there is a healthy relationship between them and residents who do things for themselves and their families.

Established and new residents value living here for the borough's excellent schools, strong retail offer, clean streets, low levels of crime and fear of crime, easy access to green open spaces and access to good quality healthcare.

Barnet is an economically and socially successful place. With high levels of educational qualifications and access to good transport networks, residents continue to have access locally, in other parts of London and beyond to jobs in a wide variety of different industries.

Barnet's success is founded on its residents, in particular through strong civic society, including its diverse faith communities, founded on an ethos of self help for those that can, and support through a wide range of volunteering activities for others. Different communities get on well together with each other".

To realise the vision, the strategy proposes priorities arranged under the following four key themes:

- (a) A Successful London Suburb**
 - Delivering sustainable housing growth
 - Keep Barnet moving
 - People have the right skills to access employment opportunities
 - Environmentally responsible
 - Supporting Enterprise (including Town centres)
 - A clean and green suburb
- (b) Strong Safe Communities for everyone**
 - Reduce crime and residents feel safe
 - Strong and cohesive communities
- (c) Investing in Children Young People and their Families**
 - Safety of children and young people
 - Narrow gap through targeting support at young people at risk of not fulfilling their potential
 - Prevent ill health and unhealthy lifestyles
- (d) Healthy and Independent Living**
 - Better health and healthy lives for all
 - Better access to local health services
 - Promote choice and maximise independence of those needing greatest support.

4.2 Barnet's Corporate Plan

The Council's Corporate Plan covers the period 2010/11 to 2012/13. The plan sets out the Council's vision for the organisation and the aspirations for Barnet as an organisation and place, serving its residents. The effective delivery of a successful new suburb of the highest quality at Mill Hill East supports the priorities of the Corporate Plan.

In particular it will deliver a Successful London Suburb through the framework of the AAP to ensure effective growth, the delivery of new homes and businesses with supporting and sustainable infrastructure to create an economically prosperous new place.

The proposals will secure funding for new community and physical infrastructure including a new two form entry primary school; highways improvements on and off site; investment in public transport provision and accommodating a site for a new GP practice.

4.3 The Three Strands Approach – A Spatial Strategy for Barnet’s Successful City-Suburbs

In autumn 2004 the Council approved its Spatial Development and regeneration strategy the "Three Strands Approach", setting out a vision and direction for future planning, development and regeneration within the Borough. It updated this document and brochure in 2008, to reflect ongoing policy development and regeneration. The approach, which is based around the three strands of Protection, Enhancement and consolidated Growth, will protect Barnet's high quality suburbs and deliver new housing and successful sustainable communities whilst protecting employment opportunities.

Mill Hill supports all three strands through the adoption of the AAP and by:

- 1) protection of Green Belt, Scout Land and adjoining woodland;
- 2) enhancement of Barnet's classic suburban form by delivering a new suburban quarter; and
- 3) high quality sustainable planned growth and supporting infrastructure co-ordinated through the AAP to deliver 2,174 new homes, 500 new jobs, a new school, parks and open space, energy centre and significant investment in the transport network.

5. KEY RELEVANT PLANNING POLICY

5.1 Introduction

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals shall be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the development plan is The London Plan (consolidated with Alterations since 2004) published 19 February 2008 and the adopted London Borough of Barnet Unitary Development Plan (Adopted May 2006). These statutory development plans and the Mill Hill East Area Action Plan (2009) are the main policy basis for the consideration of this planning application. A number of strategic and local supplementary planning guidance and other documents are also material to the determination of the application.

5.2 The London Plan, Barnet UDP and Mill Hill East AAP

This section examines in some detail the policies which are most relevant to the planning application and appraises the proposed development against these statutory development plan policies. The London Plan, the UDP and the Mill Hill East AAP contain a large number of policies which are relevant and this analysis focuses on those which are considered to be particularly relevant to the determination of the application.

The analysis of the London Plan, UDP and AAP policies is contained in Appendix A1.

Overall the analysis concludes that the proposed development is generally in accordance with the relevant statutory development plan policies and relevant supplementary planning guidance. Where there are specific policies which are not fully complied with reference is made to those and how material circumstances warrant the recommendation to support the application.

In subsequent sections of this report dealing with specific policy and topic areas, there is further discussion where appropriate of the key policy background.

OTHER MATERIAL CONSIDERATIONS

5.3 National Planning Policy Guidance

The statutory development plan policies are generally considered to be consistent with relevant national planning policy guidance and whilst reference is made to such guidance (where material) in other sections of this report, on specific topic areas, it is not felt to be appropriate to include a detailed analysis of that policy guidance here. However, officers are of the view that there is nothing in national policy guidance which would justify a conclusion on the determination of the planning application which is inconsistent with the recommendation based on the statutory development plan policies.

A list of the most relevant national planning guidance documents is set out below.

- Planning Policy Statement 1: Delivering Sustainable Development (2005)
- Planning and Climate Change - Supplement to Planning Policy Statement 1 (2007)
- Planning Policy Statement 3: Housing (2006)
- Planning Policy Statement 4: Planning for Sustainable Economic Growth (2010)
- Planning Policy Statement 5: Planning and the Historic Environment (2010)
- Planning Policy Statement 9: Biodiversity and Geological Conservation (2005)
- Planning Policy Statement 12: Local Spatial Planning (2008)
- Planning Policy Guidance 13: Transport (Jan 2011)
- Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation (2002)
- Planning Policy Statement 22: Renewable Energy (2004)
- Planning Policy Statement 23: Planning and Pollution Control (2004)
- Planning Policy Guidance 24: Planning and Noise (1994)
- Planning Policy Statement 25: Development and Flood Risk (2006)

The Community Infrastructure Levy Regulations 2010

5.4 Barnet Core Strategy – Development Plan Document September 2010 (publication stage)

The Local Development Framework (LDF) will eventually replace the UDP. It will provide the overarching local policy framework for delivering sustainable development in Barnet. The LDF is described as a 'folder' of separate documents the most important of which is the Core Strategy. This contains the 'vision' for the LDF and the objectives and policies that the local authority will seek to deliver. In September 2010 Barnet reached **publication stage** with the Core Strategy and it is now a material consideration when determining applications.

As outlined in the previous section the adopted London Plan identifies Mill Hill East as an Area of Intensification. In order to support early delivery of housing, the Council, in agreement with advice from the GLA and the Government Office for London, prepared the Mill Hill East AAP ahead of the borough-wide Core strategy.

5.5 Strategic Supplementary Planning Guidance

These documents are not part of the statutory development plan however they provide detailed guidance on how those policies should be applied.

Strategic Supplementary Planning Guidance (SPG)

- Mayor of London SPG: Providing for Children and Young People's Play and Informal Recreation (March 2008)
- Mayor of London SPG: Planning for Equality and Diversity in London (October 2007)
- Mayor of London SPG: London View Management Framework (July 2007)
- Mayor of London SPG: Land for Transport Functions (March 2007)
- Mayor of London SPG: Sustainable Design and Construction (May 2006)
- Sub-Regional Development Framework: North London (May 2006)
- Mayor of London SPG: Housing (November 2005)
- Mayor of London SPG: Accessible London: Achieving an Inclusive Environment (April 2004)

In the detailed topic areas of this report, specific references are made to these policy documents where they are relevant.

It should be noted that the Sub Regional Development Framework for North London (May 2006) refers to the development of Mill Hill East and identifies:

“opportunities for redevelopment exist around the Underground station at Mill Hill East, principally at the MOD Inglis Barracks, Mill Hill Gas Works and council depot sites. Development would be primarily new housing at higher densities, with a mix of uses to provide local employment and servicing.”

The proposals are considered to be generally in accordance with the advice contained within this guidance.

5.6 Local Supplementary Planning Documents and Guidance

The following supplementary planning documents and guidance are relevant to the application.

Local Supplementary Planning Documents and Guidance

- Barnet Supplementary Planning Document: Contributions to Education from Development (February 2008)
- Barnet Supplementary Planning Document: Contributions to Library Services from Development (February 2008)
- Barnet Supplementary Planning Document: Sustainable Design and Construction (June 2007)
- Barnet Supplementary Planning Document: Affordable Housing (February 2007)
- Barnet Supplementary Planning Document: Planning Obligations (Section 106) (September 2006)

6. STRUCTURE OF THE PLANNING APPLICATION

The application is submitted in a hybrid form (part outline/part detailed) and seeks approval for the following matters:

- The principle of the development;
- Land uses;
- Quantum of development;
- Key means of access to the site; and
- The change of use of the existing Officers' Mess building.

All remaining details relating to layout, design and appearance and landscaping are reserved for future consideration. The amount of development and uses for which planning permission is sought is set out later in this report in Tables 1 and 2.

The application seeks approval of the details of the means of access to the site from Bittacy Hill, Frith Lane and the Ridgemont scheme.

The detailed part of the application relates to the change of use of the Officers' Mess to 10 flats (3, one bed and 7, two bed units) and a GP surgery (Use Class D1) of 530 sqm. The Officers' Mess is a locally listed building and the proposal would result in a number of alterations internally and externally.

In view of the size of the development and the long construction period, the planning application seeks to establish a series of parameters and principles to create a clear framework of planning control and fix the

quantum of development, land uses, levels and access arrangements. The Parameter Plans (see **Appendix A2**) are key documents forming part of any consent for development and cover the following items:

- **Parameter Plan 1: Access and Movement**
Establishes the locations of the primary and secondary access points to the site for vehicles, cyclists and pedestrians; internal circulation arrangements for vehicles, cycles and pedestrians including street hierarchy and bus routes and defines locations for bus stops.
- **Parameter Plan 2: Landscape**
Establishes the location, type and extent of open spaces and areas of structural landscaping; arrangements for street planting; removal and retention of existing trees and the indicative locations of key SUDS infrastructure.
- **Parameter Plan 3: Land Use**
Establishes the parameters for the distribution of land uses across the site.
- **Parameter Plan 4: Scale**
Defines the maximum extent of the building zones and sets the maximum and minimum parameters for the height, width and length of buildings for each plot.
- **Parameter Plan 5: Character areas;**
Defines the extent of each character area.
- **Parameter Plan 6: Levels strategy**
Identifies existing ground levels and sets parameters for future ground levels within the site.

In addition an indicative masterplan (see **Appendix A3**) has been submitted to demonstrate how the development could be built out.

In order to ensure a comprehensive approach to development and to support the detail contained within the Parameter Plans, the applicant has submitted a number of additional documents that form a 'strategic development framework' in accordance with the requirements of Policy MHE18 of the AAP. The 'framework' establishes a series of development principles that will be used to guide detailed elements and the preparation of Reserved Matter applications. The Framework comprises the following documents:

- Design Principles Document;
- Transport Strategy and Assessment;
- Public Realm and Open Space Strategy;
- Technical/Infrastructure Strategy;
- Housing Strategy;
- Community Facilities/Social Infrastructure Strategy;
- Environmental Sustainability and Energy Strategy; and
- Phasing and Delivery Strategy.

There are a number of further documents that aim to explain/analyse/assess the above proposals in further detail. These include:

- Illustrative Masterplan;
- Design and Access Statement;
- Planning Statement;
- Environmental Statement;
- Economic/Regeneration Statement;
- Health Impact Assessment;
- Statement of Community Engagement;
- Outline Estate Management Strategy;
- Open Space, Sport and Recreations Study;
- Aborigicultural Constraints Report; and
- Planning Application Non-Technical Summary.

7. DESCRIPTION OF DEVELOPMENT, THE SITE, AND SURROUNDING AREA

7.1 Description of Proposed Development

The application proposes the comprehensive redevelopment of the former Inglis Barracks and the Council depot and recycling centre. The application is a 'hybrid' proposal in that it is presented in outline for most of the proposal with full permission sought for the change of use of the Officers' Mess.

The application is for a residential-led mixed use development, involving the demolition of all existing buildings (excluding the Officers' Mess building) and ground re-profiling works, to provide 2,174 dwellings, a primary school, GP surgery, 1,100sqm of 'High Street' (A1/2/3/4/5) uses, 3,470sqm of employment (B1) uses, a district energy centre and associated open space, means of access, car parking and infrastructure.

The application proposals subdivide the site into a number of character areas, or 'development zones.' There are three development zones in total: the Green Belt edge; Central Slopes and Southern Hub/Mixed Use Local High Street, opposite Mill Hill East station.

The development zones are identified in **Appendix A2** (Parameter Plan 5). With the exception of the Southern Hub the majority of the site will accommodate residential development.

The uses and amount of development proposed are set out in the table 1 (overleaf):

Table 1: Development Schedule

Use		New Buildings	Conversion of existing Officers' Mess Building	Total
Residential (use Class C3)	One bed	638	3	641
	Two bed	959	7	966
	Three bed	290	0	290
	Four bed	239	0	239
	Five bed	38	0	38
	Total		2,164	10
High Street Uses (Use Classes A1/2/3/4/5 plus ancillary)	Total Floorspace (GIA)	1,100 sqm (11,840sqft)	-	1,100sqm (11,840sqft)
Primary School (Use Class D1)	Total Floorspace (GIA)	3,430sqm (36,920sqft)	-	3,430 sqm (36,920sqft)
Employment (Offices and Light Industry) (Use Class B1)	Total Floorspace (GIA)	3,470 sqm (37,351sqft)	-	3,370sqm (37,351 sqft)
GP Surgery (Use Class D1)	Total Floorspace (GIA)	-	530sqm (5,700 sqft)	530sqm (5,700sqft)
Energy Centre (Use Class Sui Generis)	Total Floorspace (GIA)	630sqm (6,781 sqft)	-	630 sqm (6,781 sqft)

Table 2: Parking Schedule

Use	Car	Cycle
Residential	2,522 spaces	2,172 spaces
Primary School	16 spaces	50 spaces
Employment (offices and light industry)	17 spaces	10 spaces
High street use	11 spaces	10 spaces
GP surgery	10 spaces	10 spaces
Total	2576 spaces	2252 spaces

The proposed development is intended to be carried out in phases which are presently defined on an indicative Phasing Plan (**Appendix A4**). These phases may in future be varied with the prior approval of the Council on the application of the developers, provided the variations are unlikely to cause significant unassessed adverse environmental effects and/or to undermine comprehensive development in accordance with planning policy.

7.2 Description of Site and Surrounding Area

The application site covers an area of approximately 33.6 hectares (83 acres) and is located within the Mill Hill ward. The site is bounded to the east by Frith Lane, to the north by Partingdale Lane and to the west by Bittacy Hill (B552). Bittacy Business Park is immediately to the south of the site and Mill Hill East Underground station (Northern Line) lies to the south west.

The application site comprises of Inglis Barracks, the Councils depot and recycling centre and the Scout camp.

Access to the site is limited with individual uses operating in isolation and each having their own independent means of access. As a result the sites permeability is restricted with limited internal connections between the different uses. The main access to the site is currently from Bittacy Hill via Bray Road.

Inglis Barracks

This forms the majority of the application site and totals approximately 20.5 hectares (50.6 acres). Until 2007 it was in use by the MoD operational military barracks accommodating the headquarters of the British Forces Post Office (BFPO) and Defence Courier Service (DCS). The use has now been relocated to RAF Northolt and the buildings on the site have a temporary consent for use as B1 (Business) and B8 (storage and distribution).

When in use as a military barracks the site accommodated 373 dwellings in total (191 flats and 182 houses) in addition to 12,243sqm of barrack accommodation. The applicant estimates that at its peak the site housed between 1,200-1,600 servicemen and their families and 440 people worked at the BFPO. However the resident population of the site has declined since 2005 as the MoD has relocated to RAF Northolt.

The site is made up of three distinct areas;

Barracks - This forms the northern part of the site and is enclosed by a security perimeter fence. The estate is made up of four accommodation blocks, the Officers' Mess, numerous administrative buildings, car parking, a formal parade ground and 3 tennis courts. Development of this part of the site largely occurred in a piecemeal way, most notably between 1900-05, and during the 1960's and the 1980's. This is reflected in the design and quality of the buildings which range from poorly maintained utilitarian post war blocks up to four storeys in height to the higher quality original military buildings including the locally listed Officer's Mess and the regimental war memorial.

Open Space - An area of open space extends southwards from the main barracks area which consists of amenity grassland, a sports pitch, trees and an area of mature woodland.

British Forces Postal Office (BFPO) – Located on the east side of the barracks site adjacent to Frith Lane, this consists of the former tank maintenance shed built in the 1930's and service yard.

The key dates for the historical development of Inglis Barracks are as follows:

Date	Stage of Development/Event
1905	Original facility built to house the Middlesex Regiment – Comprised 3 long barrack blocks, parade ground and Officers' Mess.
Circa 1918	War memorial added for the Middlesex Regiment following WWI.
1930	Construction of tank maintenance shed (now BFPO building)
1940's	Barracks enlarged during WWII with the establishment of a hutted camp.
1968-70	Further expansion of the barracks.
1985	Construction of Physical and Recreational Training Centre.
2007	Relocation of operations to RAF Northolt and closure of the site.

There are four further areas covered by the barracks and had previously provided residential accommodation to military personnel. These extend to approx 8.4 hectares (20.7 acres) and consist of 150 units which are owned and managed by Annington Property. They can be described as follows:

East Site – This site falls within the area covered by the Ridgemont development and as part of the 2002 planning permission has consent for the erection of 98 units consisting of houses and apartment blocks. This area hasn't been built out and now forms part of the current application site. There are a number of existing houses on the site which are currently vacant.

Central Site – This site comprises a narrow tranche of land which runs between the back of the Ridgemont development and the barracks. This site currently accommodates a number of existing units (comprising 2 storey houses and 4 storey blocks of flats).

South West Site – This site comprises approx 1.5 hectares and lies in the south west of the application site adjacent to the depot site (fronting Bittacy Hill). The site currently accommodates a number of existing dwellings (2 storey houses).

North West Site – This area consists of a number of two storey houses which previously provided the Officer accommodation; they are located

to the south of IBSA House and front onto Bittacy Hill and include the Officers' Mess.

The majority of these units are currently let on short hold tenancies to people on the LBB Housing List.

Council Depot and Recycling facility

The depot site extends to approximately 4 hectares (9.9 acres) and lies in the far south corner of the application site adjacent to Bittacy Hill. The Council Depot is accessed directly from Bittacy Hill and the Recycling facility from Frith Lane. The site consists of a number of single storey buildings, an area of hardstanding for the refuse fleet and a large industrial shed which is used for maintenance and storage. The principle purpose of the depot is for LBB waste vehicle and equipment storage in addition to the recycling facility. 630 people are currently based at the depot and recycling facility although due to the nature of the work the majority of the time is spent off site.

Scout Camp

A small camp site used by the scouting movement lies to the far south east of the application site and extends to approx 0.7 hectares (1.7 acres). The site is designated as Metropolitan Green Belt and consists of 3 large single storey wooden 'huts' which are interspersed with outdoor amenity space and used for outdoor activities and camping by both local, national and international scouting groups.

Physical features of the site:

A key feature of the application site is its steep topography which drops 44 metres in height from the northwest to the southern corners. The steepest slopes are in the centre of the site with gradients of around 1:12. The site is visible from parts of the adjacent Green Belt, with oblique views from the adjoining residential neighbourhoods of Woodside Park and North Finchley.

The landscape is characterised by mature trees and lawns in the northern part of the site and sloping grassland to the south. The trees around the Officers' Mess are covered by a Tree Preservation Order (TPO). A mature hedgerow bounds the site along Bittacy Hill, Partingdale Lane and Frith Lane. An area of mature woodland is located adjacent to the Scout Camp and over time has been incorporated into the boundary of the camp. The site is surrounded to the north, east and south by the Green Belt which is characterised by thick broadleaved hedges and trees giving a semi-rural feel to the edges of the site.

Surrounding Area:

The northern boundary of the site acts as an interface between suburban North London and rural Hertfordshire. The area to the north of the site is designated as Metropolitan Green Belt and includes Mill Hill Sub-station Pastures; the Darlands Lake Centre, a large electricity substation and a number of equestrian establishments. The limited amount of development that can be found to the north of the site is characterised by large detached suburban style residential dwellings.

Immediately adjacent to the south east corner of the site is the Ridgemont development which is currently under construction. The site comprises 7.72 hectares (19.07 acres) and previously formed part of the Barracks site but came forward in an earlier phase. The site is accessed via Frith Lane and Bittacy Hill (via Drew Avenue). The site previously consisted of 187 units (24 two bedroom houses and flats and 163 three bedroom houses and flats) providing accommodation for armed forces personnel. The current development is of 360 units (204 flats and 156 houses). The site is characterised by the use of contemporary architecture and modern materials.

To the North West of the site is IBSA House the administrative Headquarters of the International Bible Study Association (IBSA) and the location of their publishing facility. This site falls within the area covered by the AAP but does not form part of the current application.

To the east of the site lies open countryside and Finchley Golf Course and the small modern residential development of West Linton Close which consists of 14 detached houses. This area also falls within the Green Belt.

Mill Hill East underground station lies to the south of the site and is the terminus of a branch line of the Northern Line off the High Barnet Branch from Finchley Central. The former Mill Hill Gas Works site is located on the south side of the underground line and has recently been developed for a mix of uses including 466 dwellings (comprising houses and flats at 2-6 storeys); a Waitrose supermarket; large health and fitness centre and healthcare facilities including a GP's surgery. Interwar suburban 2-3 storey residential development is the dominant land use in the surrounding area.

Adjoining the south western edge of the site is Bittacy Business Centre which consists of 6 light industrial shed style units. The site is designated as a Primary Industrial Site in the adopted UDP.

Located to the west of the site is a residential estate, comprising 3-4 storey blocks of flats owned by Notting Hill Housing Group that previously formed part of the Barracks. This site of 79 units is also included within the area covered by the AAP but does not form part of the current application.

The application site currently has a public transport accessibility level (PTAL) ranging between 1 to 3, where 1 is low and 6 is high.

8. PHASING STRATEGY AND CONTROL OF DEVELOPMENT

The Council will apply a series of controls established through planning conditions and a section 106 agreement to ensure that the development is brought forward in a manner consistent with the Environmental Statement, Design and Access Statement and the TA. These controls will enable the Council to ensure that emerging proposals are in accordance with the principles and parameters set out in the application documents and are compliant with the policy requirements set out in the London Plan, UDP and Mill Hill East AAP. These controls include:

- Development Phasing Condition
- Site Wide Pre-Commencement Conditions (including the requirement for Design Codes)
- Infrastructure Triggers and thresholds
- Reserved Matters application requirements.

8.1 Development Phasing Controls

A Phasing Plan has been submitted as part of the application documents. The applicant has stated that the exact phasing (number of units contained in each phase) may vary from time to time. A condition is proposed to ensure that the scheme is rolled out in a way that is consistent with the EIA process, including the TA. The Phasing Plan submitted with the application documents indicates that the development will come forward in phases (see table 3 overleaf)

8.2 Pre-Commencement Site Wide Requirements,

Due to the size and complexity of the scheme there are a number of issues that require resolution prior to the commencement of development to ensure that development is brought forward in an acceptable way having regard to the EIA process and the environmental, social and transport impacts.

Prior to the submission of any Reserved Matters applications the applicant will be required to submit for approval to the Council a series of thematic strategies to address issues relating to the development and mitigation of the development of the scheme. These include:

- Design Code
- Estate Management Framework
- Construction Transport Management Plan
- Code of Construction Practice
- Demolition and Site Waste Management Strategy

- Landscape and Ecological Strategies Management Plan
- Scheme of Archaeological Investigation

Table 3: Development Phases

Phase	No of units	Non-residential uses	Infrastructure
Phase 1	133	None	None
Phase 1a	58	None	None
Phase 2	107	2 FE Primary School 530sqm GP practice	East/West link; Frith Lane Junction works; Holders Hill Circus Highways Works; Bittacy Hill Junction works; Frith Lane/Business Area Junction works; Bittacy Hill/Frith Lane Junction works; Provision of school playing field and Officers Mess Open Space Provision of new off site link to Bittacy Hill Park
Phase 3	144	None	Provision of temporary cycle and pedestrian link through to Mill Hill East station; Zebra crossing outside Mill Hill East Station.
Phase 4	167	None	
Phase 5	174	None	Provision of new Panoramic Park Bittacy Hill Cycle works
Phase 6	172	Energy Centre and 3,470sqm B1 use floorspace	
Phase 7	164	None	Provision of Central Community Park
Phase 8	310	1,100 sqm A1/2/3/4/5 floorspace	Provision of Public Square and Station forecourt improvements North/south link Bittacy Hill site/Civic Square Junction works
Phase 9	355	None	
Phase 10	188	None	
Phase 11	202	None	

8.3 Infrastructure Triggers and Thresholds

A further safeguard to ensure that infrastructure is brought forward in a timely manner comprises a series of triggers and thresholds based upon an analysis of scheme sequencing and mitigation requirements. These triggers will be secured as part of the conditions (and in some cases

planning obligations) ensuring that a specific quantum of development cannot be operational until the relevant infrastructure is provided

8.4 Reserved Matter Application Requirements

Following approval of the site wide pre-commencement requirements, Reserved Matters applications will be brought forward for all detailed elements of the development. Reserved Matters applications will deal with all matters not fully addressed within the outline consent including remediation, local roads, the precise location and design of plot access, landscaping and detailed building design and appearance as necessary.

9. ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

The proposed development falls within Schedule 2 of the Town and Country Planning (Environmental Impact Assessment – England and Wales) Regulations 1999 (the EIA Regulations). The EIA Regulations identify what information is required to be included in an ES; i.e. as is reasonably required to assess the environmental effects of the development. The Council's scoping opinion issued in May 2009 indicated the environmental issues against which the impacts of the development could be assessed. The applicants submitted an Environmental Statement (ES) to accompany the planning application and this has been used to assess the full range of environmental impact. The ES was revised following changes to the quantum of affordable housing and Transport Assessment.

The information provided within the ES addresses the issues identified by the Council's scoping opinion. The environmental information before the Council (which includes relevant representations from statutory and non-statutory consultees as well as the public representations) is considered to be sufficient to enable the planning application to be determined in accordance with the EIA regulations.

The ES and application documents assess the significance of the impacts likely to arise from the proposals. The Officers' Mess (the detailed application) will need to be developed in accordance with those plans (including the parameter plans) submitted for approval with this planning application. Any Reserved Matters submitted pursuant to the area of the site for which outline planning permission is sought will need to be in accordance with the parameters and principles of the development as identified and assessed in the ES.

Subject to Committee Members' approval of these proposals, the parameters and principles established for the development will be secured by conditions and legal obligations attached to the planning permission. Such conditions will ensure that all the Reserved and Other Matters applications subsequently submitted are brought forward in accordance with these parameters and principles.

In accordance with the EIA Regulations the environmental information submitted as part of the EIA process in respect of this planning application (including the likely significant environmental impacts of the development) has been fully considered by officers prior to the application being determined.

10. CONSULTATION

This section of the report describes the consultation process and summarises consultation responses.

10.1 Pre-Application Consultation by the applicants

The current application has been subject to pre-application public consultation carried out by the applicant. Full details of this consultation are included in the Statement of Community Engagement accompanying the application. The applicant's pre-application consultation consisted of the following:

a) **Exhibition**

In February 2009 the applicant hosted a three day exhibition in the Officers' Mess which displayed the emerging plans for the site. Over 300 people attended. The exhibition was supported by feedback forms and a website.

b) **Leaflets and Mailing**

The applicants promoted the exhibition with leaflet drops to 5,000 households and articles in the local press.

c) **Website**

The applicants have maintained a website and have kept this updated with all the planning application documents in addition to other relevant information on the planning proposal.

10.2 Consultation by the London Borough of Barnet

The Council has carried out extensive consultation on the planning application. This has involved sending out consultation letters to 5,000 local residents and businesses. In addition 10 site notices were placed in various locations in and around the application boundary and a notice was placed in the local press in November 2009, September 2010, January 2011 and March 2011.

The Council has also consulted the relevant statutory and non-statutory bodies and interest groups on the application. Further consultation was carried out in September 2010, January 2011 and March 2011 when amended and additional information was submitted by the applicant.

The Council has also held two Planning and Development Forums for the local community and local councillors at Frith Manor School opposite

the application site in February 2010 and January 2011. The forums consisted of an exhibition of the proposals staffed by officers and the applicant; a presentation of the proposals including comprehensive coverage of the transport assessment and proposed mitigation measures and a detailed question and answer section where residents were able to ask questions direct to the applicant and Council representatives.

10.3 Consultation and Views Expressed

Comments from Residents

83 responses were received from local residents raising the following concerns:

i) Traffic and Transportation:

- Existing road network is at capacity therefore the additional traffic movements from this development will cause gridlock.
- The traffic surveys are not extensive enough nor cover the right areas.
- The traffic surveys are based on data from the 2001 census which is over 10 years old.
- The increase in traffic has been severely underestimated
- Insufficient parking is proposed, which will lead to parking on the street, causing further congestion and the potential for further parking zones.
- Proposed traffic lights on Frith Lane and Bittacy Hill will increase congestion and delay
- The proposed bus should be rerouted to the top of the site and not the centre of the site as is currently proposed.
- Current tube services are totally inadequate to manage the increase in demand
- The east/west link needs to be brought forward in an early phase in order to mitigate the impact of construction traffic.
- Concern that there is no assurance that the proposed improvements to public transport necessitated by the development will be delivered.
- The bus stop on Bittacy Hill should be moved further north to prevent bottlenecks from occurring on Holders Hill Roundabout.
- The layout of the mini roundabout at the junction of Frith Lane/Bittacy Hill needs to be amended to enable buses to turn into and out of Frith Lane.
- Concern that the new access to Bittacy Business Centre on Frith Lane will be hazardous due to the 3.7m drop in the road at this point.
- Damage to cars on Engle Park from buses trying to pass which will be worsened by proposal
- Concern for the safety of pedestrians given the volume of traffic.

- Apprehension about the proposed cycle route through Langstone Way which could cause conflict for the elderly residents of Farthing Court.
- Concern that the proposed incentives/disincentives intended to discourage the use of the car won't work.
- Traffic volume on adjoining roads will double.
- Concern that traffic modelling has limitations and its accuracy at best is an estimation and much weight has been placed on this to demonstrate acceptability of proposals.
- £200,000 for traffic management measures is insufficient for a development of this size.
- Proposals would increase number of mini roundabouts on Bittacy Hill adding to risk of congestion, particularly at peak times.
- Concern that the conclusion that there will be no noticeable effect on the highway network is not justified.

Comment: Most of these have been covered in the Transport and Highways section (11.6) of the report. However the following specific responses can be made:

- The new access to the Business Centre is proposed to be a priority junction and drawing MHE014 in Volume 2 of the TA illustrates the scheme and shows that drivers turning out of the junction will have good visibility. The plan is an outline proposal at this stage and the scheme will be subject to detailed design and safety checks prior to it being implemented when it is anticipated that that the issue highlighted here can be fully addressed.
 - There is a section 106 contribution of £237,000 available to address traffic management issues on local roads and this can be used to address traffic problems on Engel Park where related to the development.
 - The proposals do not include a cycle route through Langstone Way.
 - The contribution is £237,000 for local traffic management, pedestrian and cycling improvements and any parking management measures that may be needed on local roads as a result of the development. However, this does not include the cost of all the proposed new roads within the development, including the East – West and North – South link roads, or the junctions where these will connect to Bittacy Hill and Frith Lane or the highway improvements proposed for existing junctions, such as at Holders Hill Circus and Bittacy Hill / Frith Lane
- ii) Density, Design, Townscape and Visual Impact:
- Members need to visit the site before determining the application in order to appreciate just how steeply the site slopes.
 - Density and number of units is excessive and will put an undue strain on the infrastructure of the area.

- Density is too high and scheme should be reduced to below 1,000 dwellings.
- Density out of character with surrounding area not in accordance with London Plan requirements
- The densely populated, high rise buildings proposed (76% of the development will be flats) are incongruous given the surrounding suburban area and adjacent Green Belt.
- Too many people on too small a site with too little green space
- Too many flats are proposed.
- The development will have an oppressive impact on visual amenity.
- There are very few buildings locally which are higher than two storeys, buildings higher than this will change the character of the locality.
- Development is out of character with the surrounding area.
- Proposal will fundamentally change the nature of the area from suburban to urban.
- The ES does not consider views into the site which given its prominent location it should do.
- Concern about the increase in population that will result from the development.
- Flats should be built to a minimum standard to ensure that they are a decent size.
- Mixing architectural styles adds nothing to the overall aesthetics of the development.
- Ridgmont scheme of poor design and quality and concern that this may be replicated on the application scheme.

Comment: The principle of the redevelopment of the site is supported in the London Plan and Barnet UDP. The Mill Hill East Area Action Plan 2009 tested options for bringing forward appropriate development of the site including setting appropriate densities, building heights and urban form. The proposals are considered to be generally in accordance with AAP policy. This is covered in further detail in section 11.3 (Physical impact of Development) of the report.

iii) Social Infrastructure:

- The only community facilities proposed are in the primary school on a shared use, out of hours basis. This insufficient for the amount of development proposed.
- Recreational facilities, schools and medical services need to be developed alongside residential development, there needs to be a football pitch, area for ball games, swimming pool and recreational all purpose hall.
- The Officers' Mess was allocated as recreational facilities in the AAP and is now to be residential.
- Existing facilities such as doctors and the hospital are already at capacity.

- Concern that the PCT will not be around to ensure provision of Drs Surgery.
- The health provision is insufficient; the minimum provision should be a polyclinic.
- Concern that the health provision could be dropped at a later stage
- Existing local schools are oversubscribed
- Concern that existing residents will become outside the catchment for Frith Manor School.
- One two form entry primary school is inadequate for the size of development and no consideration has been made for the provision of a secondary school.
- School needs to be built early in the development.
- School should be located at the top of the site as this is a healthier option being further away from the energy centre and traffic.
- Given the ageing national population there is a severe lack of suitable accommodation for the elderly and infirm.
- Concern that there seems to be no proposals to increase emergency services, police and social care.
- Lack of facilities for young people.

Comment: The Revised Community/Social Infrastructure Strategy and the Revised Environmental Statement provides projections of the future population that will result from the development and demonstrates that there will be sufficient facilities to meet the needs of the development. This is covered in further detail in section 11.5.2 of the report.

iv) Open Space:

- The internal roads need to be rerouted to maximise the opportunities for open space.
- Destruction of green space will be highly detrimental to the quality of life in the area as well as natural habitats.
- Concern that existing vegetation on site will be lost as part of the development.
- There will be a significant loss of trees and other natural habitat.
- Insufficient space afforded to parks and green spaces in the development given the density proposed.
- Concern that replacement tree planting will be small and immature.
- Unlikely, given its location that the panoramic park will provide any panoramic views as it will be surrounded by 3-4 storey development.
- Open space proposed is insufficient and does not comply with policy

Comment: The proposal provides open space in accordance with the requirements of adopted AAP policy. Furthermore, enhancements to off-site open space are also proposed. It is considered that an appropriate

amount and mix of open space will be provided as part of the development. This is covered in further detail in section 11.3.3 of the report.

v) Amenity:

- Play provision is too vague and restricted.
- Local Playable space is very small.
- Overlooking and loss of privacy to houses in Partingdale Lane due to proximity of proposed development.
- Increase in noise and air pollution.
- There is no landscaped buffer between the boundary of IBSA House and the proposed new areas of residential accommodation.
- General quality of life in Mill Hill East will be significantly degraded.

Comment: The impacts of the proposal have been considered in the Revised Environmental Statement and appropriate mitigation proposed. This will be secured through the use of planning conditions and obligations. These aspects are covered in more detail throughout the report.

vi) Process:

- It does not comply with the AAP.
- The consultation letter does not adequately explain the proposal.
- Given how quickly things change planning permission should only be granted for three years in order that the LPA may retain better control.
- Concern about the practicalities of managing the proposed development.

Comment:

- The application is considered to be in accordance with the AAP.
- In addition to the standard consultation letter the application has been the subject of extensive consultation including two Planning and Development Forums where both Council Officers and the applicant were available to explain the application. In addition to which Non-technical summaries of the main documents were provided.
- A condition limiting the time period for submission of the Reserved Matters application and for the commencement of development is recommended.
- The delivery of the development will be controlled through the Reserved Matters applications; conditions and S106 obligations.

vii) Other:

- Concern that the existing sewage system will not cope with the demand from this development.
- Insufficient electricity to provide for the development.
- Concern that there are a number of inaccuracies and omissions in the documentation.
- Devaluing of existing properties.
- Current proposals do not make the best use of the site to provide a sustainable community with minimal impact on existing residents and infrastructure of the local area.
- Lack of green/brown roofs.
- Concern about noise and disturbance from construction traffic.
- Application is overdevelopment and should be refused.
- The proposal will increase the population of the ward by 30%.
- Risk of flooding to surrounding area.
- Site suffers from low level radiation.
- Significant reductions in migration suggest the scale of development as envisaged by the London Plan will no longer be required and the Council should look again at this site.
- The proposed planning obligations are totally inadequate.
- Local opinion has been ignored.
- Local police have not been notified of proposals.
- Will the increase in population result in the redrawing of the ward boundaries?

Comment: Some of these have been considered in detail in the main report; however the following additional comments can be made:

- Both Thames Water and the Environment Agency are satisfied with the proposals subject to a number of conditions.
- The proposal will require the provision of a number of sub-stations on site and the applicant is in discussion with National Grid.
- The application documents have been amended to address earlier omissions and errors.
- Property values are not a material consideration.
- A condition requiring a minimum of 10% Green/Brown roofs is recommended.
- The impact of construction traffic was covered by the Environmental Statement.
- The proposed development will result in a population of approx 4,310 people; however 344 people currently live on the site. The additional population generated by the site would result in an increase in the ward population of 24%.
- Whilst migration has reduced there is still a need for the borough to deliver new housing.
- The Police were consulted on the proposals at both a local and regional level.

- The ward boundaries would not be redrawn as a result of the proposals.

Comments from Members, MPs and GLA Assembly Members

CLlr John Hart, Ward Member Mill Hill

- Proportion of flats too high and out of character with the suburban architecture of Mill Hill.
- Concern over quantum of traffic that would be generated and insufficient parking.
- Pressure on local road network will be higher than implied.
- The retention of the Officers' Mess is welcomed and the plaques on the exterior of the building should be retained to serve as historical reminders of the previous use of the site.
- Concern that the impact and disruption during construction has been severely underestimated.

Comment: Many of these points have been covered in detail in the main report. However in summary:

- Due to the topography of the site, in order to deliver the number of units required by the AAP a high proportion of these will need to be flats. The AAP acknowledges that the form of development within the AAP will be different from the surrounding area.
- Traffic and parking issues have been thoroughly tested by the applicant and independently tested on behalf of the Council and the Council is satisfied that the development is acceptable in highways terms.
- A condition is recommended requiring a historic record of the Officers' Mess to be made prior to any redevelopment to ensure that important historic elements are retained and handled sympathetically.
- The impact from construction has been thoroughly assessed in the Environmental Statement and a number of conditions are recommended to mitigate its impact further.

Theresa Villiers MP Chipping Barnet

- Request for additional time for local residents associations to comment.

Comment: This request came in relation to the consultation period after the Planning and Development Forum in February 2010. Additional time was granted.

Brian Coleman, GLA Assembly Member for Barnet and Camden

Formally objects:

- Development is too dense and if taken with other potential development in the AAP area could exceed the 2,660 unit target set by the AAP.
- Proposal would overwhelm local transport infrastructure, especially within the adjoining Woodside Park area.
- Concern that the Transport Assessment underestimates the number of vehicle movements generated by the development.
- Proposed heights of up to 14m, which is equal to 4 storeys, is excessive given the adjacent Green Belt.
- Application has generated a lot of concern locally.

Following the Planning and Development Forum of the 18th January 2010, Councillor Coleman submitted a further letter of objection which reiterated the points outlined above and made the following additional comments:

- Development is excessive in terms of residential and commercial content and is an overdevelopment of the site.
- Development does not adequately address parking and traffic concerns.
- Development does not fit the aspirations of the AAP.
- Development fails to address the impact on adjoining roads.
- Development fails to provide adequate parking.

Comment: These points have been addressed in detail in the main report. However, the following specific responses can be made:

- The density of the proposed development is in accordance with the targets set by the AAP and the London Plan. The proposal covers 87% of the AAP area. The AAP has a target of delivering 2,660 units consisting of 360 consented units (the Annington Scheme), 300 replacement units and 2,000 new units. The current proposals would result in the replacement of 150 existing units and 98 consented units. Resulting in the provision of 1,926 new units in accordance with the AAP.
- The transport assessment and highways proposals have been the subject of independent testing on behalf of the Council and are considered to be robust. The mitigation measures proposed are considered appropriate.
- The maximum height adjacent to the Green Belt is 14m which is between 2-3 storeys as the height is to the apex of the ridge.
- 5,000 local residents were consulted on the proposals and the Council have received just over 80 responses.
- The application is considered to provide sufficient parking in accordance with UDP and AAP policy.
- The proposal is considered to be in general conformity with the AAP.

Comments from Resident Associations and Other Local Groups

Woodside Park Garden Suburb Residents Association Object to the proposal on the following grounds:

- The application is large and complex and given the application material submitted difficult for many residents to comprehend or understand the effect that the proposal may have.
- Concern that the 2,660 unit cap set by the AAP will be exceeded given the quantum of development proposed if other areas covered by the AAP come forward for development.
- On a habitable room basis the maximum number of people that could inhabit the site would be 6,763 which when added to the other AAP areas would give a total population of 8,363. This level of population is not sustainable.
- The employment uses on the site could generate a further 2,110 people which is higher than the 500 AAP target.
- The amount of parking proposed is totally inadequate.
- Concern that the traffic movements are severely underestimated.
- Concern about the amount of traffic that would use the mini roundabout at Sussex Ring and that the impact of traffic at this location and further afield has not been properly assessed.
- Heights of the buildings proposed are excessive, in particular along Frith Lane and Partingdale Lane.
- Whilst the application is in outline and design is not a matter for consideration, concern that the Ridgemont Scheme may predicate the design for the rest of the site.

Comment: Many of these points are considered in the main report. However, the following specific responses can be made:

- The application has been the subject of two Planning and Development Forums where the applicant and Council Officers have explained the proposals and detail and answer any questions that residents wished to raise.
- Population is not calculated on the basis of habitable rooms. The Council considers that the site will generate a population of approx 4,310 people.
- It is estimated that the employment uses will generate 486 permanent direct jobs plus 41 indirect jobs.
- The amount of parking proposed is considered acceptable.
- Further traffic surveys were undertaken in November 2010 which assessed the impact of traffic at Sussex Ring roundabout. The results of these surveys have been included in the revised Transport Assessment.
- The heights of the proposed buildings are in accordance with the AAP. The heights of the buildings along Frith Lane and Partingdale Lane would be a maximum of 14m.

- If permission is granted a condition requiring the submission of a Design Code which will provide a framework for the design of the future development is recommended.

Mill Hill Preservation Society Object to the proposal on the following basis:

- The proposal is an overdevelopment of exceptionally high density – effectively ‘urban in character’ - being applied to a suburban site which in reality is verging on rural.
- The proposal will result in loss of green space and a scheme that ignores the minimum standards.
- As a result there will be too many people, on too small a site, with too little green space and too few facilities to enable this scheme to integrate with the existing area.
- The densities proposed are above the average national increases; they are above the average density for new homes in Barnet; they are above the requirements of PPG3 including the minimum for a viable bus service; half the site is at a high density where it is not possible to provide gardens unlike most of the properties in the surrounding area; the Southern Hub has densities higher than central Paris and Barcelona.
- Too many 1 and 2 bed apartments are proposed. This will have a negative impact on the chances of an established community being created.
- The proposal reduces the amount of open space further from that set by the AAP. Concern that Bittacy Hill Park will become overused.
- The trees on site should be covered by a Tree Preservation Order in order that they are considered individually before they can be removed.
- Ancient hedgerows on the adjoining Ridgemont site have been destroyed and there is concern that hedges on this site may also be lost.
- The Green Belt edge should be a maximum of 2 not 3 storeys.
- The higher buildings in the southern hub (up to 6 storeys) will be opposite 1 and 2 storey buildings and will therefore be out of character.
- Need for a community centre which is adaptable and could also cater for adult education, arts and some sports as well as the needs of young people should be provided.
- Prefer that the whole of the ground floor of the Officers’ Mess be used for community uses (including the possibility of relocating the Borough Registry Office).
- Concern that the existing road network will not be able to cope.
- Parking provision is proposed to be less than the maximum and less than current local average on the basis that car ownership may reduce in the next 10 years. MHPS do not agree with this assumption or the resulting reduction.

- Concern about the levels of construction traffic that may go through Mill Hill Conservation Area and that this may damage the fragile buildings.

Comment: The main report addresses many of the issues raised. However in summary:

- The Examination in Public (EiP) into the AAP considered the issue of housing numbers, densities and impact on local character were justified by Government Guidance, by the London Plan and by the evidence provided for the AAP. The proposals are in general conformity with the AAP and are therefore considered acceptable.
- Whilst a large proportion of 1 and 2 bed units are proposed, the application is for a mixed use development which will deliver a social infrastructure which will help in the creation of a new community.
- The AAP set a target of 5.5 hectares of open space. The application is proposing to provide 5.95 hectares of open space in addition to a financial contribution to enhance facilities at Bittacy Hill Park.
- There is a Tree Preservation Order covering the trees around the Officers' Mess.
- Conditions are recommended which will require details of how trees and hedges to be retained on site will be protected and maintained.
- The proposed building heights are in accordance with the parameters set by the AAP. The Inspector acknowledged that this would deliver an intensification of development and a much more urbanised feel however he considered that the AAP site was large enough and sufficiently well defined for it to develop its own new character.
- The proposed primary school will provide community rooms; a multi use games area and playing fields which will be available to the wider community.
- There are no current plans to relocate the Borough Registry Office.
- The proposal is considered to be acceptable in Highways terms.
- The level of parking proposed is considered acceptable and accords with London Plan and UDP policy.
- A condition is recommended that would require the submission of a Construction Management Strategy which would control the routes of construction vehicles.

Federation of Residents Associations in Barnet consider that the scheme does not comply with adopted AAP or UDP policies in particular they object to the application on the following grounds:

- The proposal exceeds the numbers of units and people approved in the AAP.
- The proposal is a gross overdevelopment of the site.
- The development will lead to overloading of the existing road structure.
- Fails to make alternative provision for public transport.
- Does not provide adequate open space.
- Provides the opportunity for further growth in excess of the targets contained within the AAP, by the insertion of additional floors, filling in of green spaces and provision of smaller units at the Reserved Matters stage.
- Fails to reflect the impact that proposed growth on other sites in the vicinity will have on the utilities and amenities of the area.

Comment: As detailed in the main report the proposal is considered to comply with both AAP and UDP policies. However, in response to the specific points raised:

- The proposal is in accordance with Policy MHE1 which advocates the delivery of around 2,660 residential units. There is no policy in relation to the number of people.
- The proposal is considered to deliver densities in accordance with government guidance, the London Plan and AAP Policies.
- The proposal is considered acceptable in Highways terms and the Transport Assessment has been the subject of independent testing.
- The proposal will improve access to public transport through enhancements to the public transport infrastructure such as upgrades to bus stops; two existing bus routes will be extended into the site and accessibility at Mill Hill East Station will be improved.
- The proposal provides open space in accordance with Policy MHE7.
- A condition is recommended that limits the number of units allowed on the site.
- The proposal is considered through the S106 agreement to mitigate its impact on the amenities of the wider area by provision of facilities on site such as the school and off site through contributions to libraries, health care and sports provision. Additional utilities infrastructure will be required as part of the development and the applicant is in discussions with the relevant providers.

The International Bible Students Association (IBSA) who occupy IBSA House located adjacent to the application site made the following comments:

- The proposals fail to provide an appropriate landscaped buffer between the northern most part of the application site and the

southern and eastern boundary with IBSA House where it is proposed that housing will be built.

- The buffer should be between 30-50m and should be separate from gardens which should commence after the buffer area.
- The buffer should be of sufficient size to mitigate noise disturbance in the event of future expansion at IBSA House.

In a subsequent letter in January 2011 IBSA advised that they considered that the noise surveys undertaken by the applicant were done on a day that the printing presses were not running and that therefore the noise report was flawed.

They have also raised a concern that the proposed off site highways works will not accommodate their largest delivery vehicles and a number of issues in relation to highway safety.

Comments: The non highways issues are considered in detail in section 11.3.1 of the report. However, the following specific responses can be made:

- The application is in outline. The detailed design and location of units on the site will be considered at the Reserved Matters stage. Further noise survey work has been undertaken in consultation with the Councils Environmental Health Officers which establish a baseline noise level. The Environmental Statement has been updated to include this additional work. The results of the surveys will inform a detailed Acoustic Design report which will in turn inform the layout and design of the units in this location to ensure that internal noise standards in accordance with the relevant British Standard can be achieved. A further condition requiring a landscape buffer in this location is also recommended.
- Noise can be mitigated in a number of different ways including acoustic fencing; buffers; double/triple glazing; ventilation systems; orientation of buildings and design of internal layouts. It is envisaged that in addition to a buffer a number of devices may be used which would reduce the size of any buffer needed.
- The impact of any future expansion at IBSA House does not form part of the planning appraisal for this application. Any future application and mitigation proposed for expansion at IBSA House will be considered on its merits at the relevant time.
- More detailed design work has been undertaken to address IBSA's comments on highways issues. IBSA were reconsulted and subsequently confirmed that the changes addressed their concerns. However, IBSA then raised some further detailed comments, which the applicant has subsequently addressed including an update to the road safety audit.

Access in the Borough of Barnet advised that they have been involved with Mill Hill East from the beginning and their comments and concerns have been answered to their satisfaction. Lifetime home standards are

provided and affordable housing and wheelchair accessible housing will also be available. Thought has been given to resolving the change in levels on the site, especially the Central slopes.

Comment: None.

Barnet District Scout Council

Lease the campsite in the southern area of the site. The campsite was opened in 1936 and the Scouts currently have a 99 year lease on the site which expires in 2086. The campsite is well used and an important asset to the Scouts and the Borough. The camp would be retained under the current proposals but it is essential that the security of the campsite is not endangered and the safety of children using the site is maintained and they request that the current perimeter fencing to the camp should be strengthened or replaced when the surrounding development begins.

Comment: A condition is recommended to ensure that the perimeter fence is secured prior to the commencement of development to enable the Scouts to continue to use the camp in an unrestricted manner.

10.4 Consultation Responses from Statutory Consultees and Other Bodies

Brent Council

No objection to the proposal provided full consideration is given to the impact on public transport and highways leading to and through Brent.

Comment: Due to the location of the site it is not considered that the proposal will impact on Brent's public transport and highways.

Commission for Architecture and the Built Environment (CABE)

Concerned that the taller blocks at the southern end of the site will not appropriately relate to the scale of the buildings outside of the site, recommend that sections be provided to take a view on the appropriateness of this relationship.

It is unclear how the analysis of the site and the surrounding area has informed the design of the development. Concern that the development will impose its design on the area rather than using the contextual analysis to help it grow from what it is already.

Concern that the early phases are at the top of the site which is furthest from the tube station. Without appropriate works to make walking between the early phases and the tube station attractive, too many people will be inclined to use their car.

CABE were reconsulted on the amended proposals in September 2010 which included the sections that they had requested. However, they advised that their previous comments still applied.

Comment: A key issue when the Inspector considered the amount of development proposed by the AAP was achieving the right balance between the need to achieve growth and sufficient respect for local character. The Inspector was satisfied that the densities for the northern and eastern edges of the site allow the character of Partingdale Lane, Frith Lane and the Green Belt beyond to be preserved. Whilst the AAP acknowledges that development of the site at the densities proposed by the AAP will provide a more urbanised feel, particularly when compared to the housing opposite the site and that the site was large enough and sufficiently well defined to develop its own new character. Furthermore, he considered that the existing character of the built environment to the west and south of the site is not so special or uniform that it should dictate the density and design for new housing. The application has been designed in accordance with the parameters set by the AAP.

A temporary pedestrian/cycle route through the site is proposed to enable residents in the early phases access to Mill Hill East station and to encourage more sustainable patterns of travel. This will be replaced by a permanent route in the later stages of development once the Council Depot site becomes available.

Greater London Authority & Transport for London (GLA and TFL)

The Mayor of London considered the application on 6 January 2010 and issued a substantial Stage 1 response to the Council. The Mayor advised that the land use principle to provide a large mixed use residential led development to include commercial and business accommodation is in accordance with strategic planning policies and meets the policy requirements of the adopted Mill Hill East AAP. However the application does not comply with the London Plan for the following reasons:

- Question as to whether the proposed 30% (habitable rooms) affordable housing is the 'maximum reasonable amount'.
- It is anticipated that there will be approximately 959 children on site which would require the provision of 9,590sqm of dedicated play space throughout the site.
- Not enough detail on biomass boiler is provided in terms of ambient noise and air quality.
- Scale, massing, permeability and layout broadly accords with the AAP and is therefore supported. However detailed design is unknown but appropriate conditions should ensure that the highest quality finish is achieved.
- A comprehensive access statement has not been submitted to explain the design thinking behind the application and demonstrate how the principles of inclusive design, including the

specific needs of disabled people have been integrated into the proposed development and how inclusion will be maintained and managed contrary to strategic policies 3A.5 and 4B.5.

- More living roofs are requested.
- TfL cannot support the planning application and transport assessment in its current form as a significant amount of information is missing which renders the application non-compliant with the London Plan, including the consultation draft replacement plan or in accordance with TfL Transport Assessment best practice guidance.

Comment: Following receipt of the Stage 1 response the Council and the applicant have been in constructive discussions with the GLA and TFL. Further information has been supplied and various matters have been agreed with the GLA and TFL to address the concerns raised in the Stage 1 response. The planning and transport aspects of the Stage 1 response are further considered in the appraisal sections of this report. Should Members resolve to grant planning permission the application will need to be referred to the Mayor.

Highways Agency

The Highways Agency raised no objection to the proposals.

English Heritage (Archaeology)

No objection subject to a condition to secure a written scheme of archaeological investigation.

Comment: A condition is recommended in accordance with English Heritages request.

Environment Agency

No objection in principle to the proposed development subject to a number of recommended conditions.

Comment: Conditions in accordance with the requests of the Environment Agency are recommended.

London Fire and Emergency Planning Authority

As it is an outline application fire safety comments cannot be provided at this stage. Detailed comments will be provided at Reserved Matters stage.

Comment: The London Fire and Emergency Planning Authority will be consulted on the Design Code and the Reserved Matters Application.

Metropolitan Police Authority

A letter was received in January 2010 with an assessment of the need for floor space for police facilities within the development. Discussions have continued with the applicant about the locations and size of unit needed for a Safer Neighbourhood's Team office the detail of which will

be considered at the detailed design stage. These facilities will be secured by planning condition and obligation.

Detailed applications will be required to meet Secured by Design standards.

Comment: The Metropolitan Police Architectural Liaison Officer will be consulted on the Design Code and the Reserved Matters Application.

Natural England

The applicant indicates that the proposed open spaces will link to existing open spaces outside the site. Whilst English Nature supports these principles, the indicative masterplan does not show these spaces linking to one another or to existing open spaces. It is important that the open spaces and other environmental features are considered as a functioning network of green infrastructure and that it is better integrated into the development to ensure that it delivers maximum benefits.

Whilst the ES states that a number of green roofs will be incorporated into the development, the Design Principles Document shows that only a very limited number of the buildings will have green roofs (three in the south east corner). The opportunities for green roofs should be maximised

Although there may be a reduction in the amount of habitats in terms of quantity there is potential for a net gain in biodiversity through an increase in habitat quality. Recommend that a condition be required to produce an Ecological Mitigation and Management Plan.

There are bats present on the site; mitigation will need to be put in place and Natural England licenses will be needed for works that affect roosts. Tree felling should be minimised and wildlife corridors retained (such as the woodland edge around the site) and created in order to enable species movement.

Conditions are also recommended to secure the preparation of a lighting strategy to ensure that wildlife is not affected.

Comment: Whilst the application is in outline the Public Realm and Open Space strategy which has been submitted with the application indicates how green corridors will be created by the use of street trees and swales to link the open spaces and to the surrounding area. This will be worked up in further detail at the Reserved Matters stage.

Conditions requiring 10% of the roofs on site to be green/brown roofs; the submission of an Ecological and Mitigation Plan; further bat surveys and a lighting strategy are recommended.

NHS Barnet (PCT)

Broadly satisfied with the proposals which would provide healthcare provision on site and a commuted sum for off site acute and intermediate needs. Requested that the on-site provision be provided at peppercorn rent.

Comment: This is covered in detail in section 11.5 of the report.

Sport England

The development of the site is of significant concern to Sport England as the site contains land proposed to be built on that meets the statutory definition of playing fields. The proposal proposes to remove these playing fields which amount to circa 2.54 hectares which will not be replaced in or outside the site.

In addition to this outdoor impact, the proposal will create substantial additional demand for built (indoor) sports and active recreational facilities in the western part of the Borough. An appropriate level of investment into community sport in accordance with PPG17 therefore needs to be made to mitigate the impact of the development.

Comment: This is covered in detail in section 11.3.3 of the report.

Sustrans (Sustainable Transport)

Supports the outline application in relation to the needs of cyclists and pedestrians.

Thames Water

Thames Water has no objection in principle but have requested conditions relating to waste water infrastructure be imposed.

Comment: Conditions in accordance with the requests of the Environment Agency are recommended.

11. PLANNING APPRAISAL

11.1 The Principle of Development

The principle of redeveloping the former Inglis Barracks has been recognised for over 20 years and is underpinned by a robust planning policy framework. The site was first identified for redevelopment in a Planning Brief adopted by the Council in 1990; it was allocated as a housing site in the UDP; designated as an Area of Intensification in the London Plan and most recently was the subject of an AAP covering the wider area of Mill Hill East. The outline application represents the next stage in realising development in this location and has undergone thorough and detailed assessment against this policy background.

The principle of the comprehensive redevelopment of the Mill Hill East area is supported by local and London wide planning policy. As an area Area of Intensification in the London Plan where it is anticipated and expected that substantial new housing and employment will be provided. The site is designated for a residential led mixed use scheme within the adopted UDP. The Mill Hill East Area Action Plan provides detailed guidance as to how a high quality suburban quarter should be brought forward and what will be acceptable to support such a redevelopment in terms of land uses, housing numbers/mix and design parameters.

It is considered that the proposals contained in the application will deliver a comprehensive redevelopment of a major brownfield site and the establishment of a new sustainable suburb for Barnet and North London in accordance with local and regional planning policy.

11.2 Consideration of Alternatives

The Town and Country Planning (Environmental Impact Assessment – England and Wales) Regulations 1999 (the EIA Regulations) require that an Environmental Statement includes an outline of the main alternatives studied by the applicants for the use of the site and an indication of the main reasons for their choice, taking into account environmental effects. Chapter 3 of the Revised Environmental Statement deals with the alternatives that the applicant has considered. It considers the likely evolution of the site without the proposals and the alternatives that were considered for specific site uses. Retention and reuse of the existing buildings on the site and the potential for higher density development was also considered and discounted as not providing the benefits of the current scheme. The Council considers that the information as to alternatives considered by the applicants is sufficient to satisfy the requirement in the EIA regulations.

The Revised Environmental Statement considers that in the absence of a comprehensive approach landowners may make piecemeal applications for a mix of uncoordinated and poorly planned land uses over a number of years. This approach would be unlikely to achieve the comprehensive redevelopment of the area in line with current planning policy, nor secure the step change in infrastructure investment required to unlock the potential of the area and achieve sustainable development.

11.3 Physical Impact of the development

11.3.1 Masterplan and Design

Key Policy Background

Planning Policy Statement 1(PPS1): ‘Delivering Sustainable Development’ states that good design ensures attractive usable, durable and adaptable places and is a key element in achieving sustainable

development. Good design is indivisible from good planning. It advocates that planning authorities should plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. Good design should contribute positively to making places better for people.

PPS 3: Housing addresses design in a number of ways and states that good design is fundamental to the development of high quality new housing, which contributes to the creation of sustainable, mixed communities.

Policy 4B.1 of the London Plan sets out key principles for the design of new development for the compact city including maximising the potential of sites, promoting high quality inclusive design including improving the public realm, mitigating the effects of climate change, respecting local context, providing a mix of uses, creating permeable and accessible environments that are sustainable secure and attractive, respecting the natural environment, enhancing green networks and addressing health inequalities.

The policies in the Built Environment Chapter of the Adopted UDP encourage high quality design and emphasise the need to create accessible, legible environments (GBEnv2, Policies D1 and D2).

Policies MHE15 and 16 of the AAP confirm that the Council will seek the highest standards of urban design for Mill Hill East.

Proposal

Whilst the application is in outline, a number of documents have been submitted which form the strategic development framework setting out the design parameters and principles for the development. They will act as the basis for informing and assessing the acceptability of detailed proposals for individual parts of the site at Reserved Matters and Other Matters Stage.

As outlined in section 6 a number of Parameter Plans provide an indicative layout by setting the location of blocks, character areas and access routes. The layouts contained in the Parameter Plans show how the development could be built out. Further detail is provided by the Design Principles Document and the Design and Access Statement.

The applicant is proposing to build on the principles contained within the submitted documents by developing a detailed site wide Design Code. This will ensure that a high quality development is delivered consistently across each phase of the project. The Design Code will be secured through a planning condition.

Due to the size of the development proposed it will be built out in a phased way over many years, each phase will be subject to Council approval and will need to accord with these parameters and principles and the approved Design Code.

Design Principles

Key Policy Background

The AAP provides the framework for development on the site to ensure the delivery of a high quality scheme.

The AAP was the subject of robust testing through an Examination in Public where the Inspector considered the AAP's assumptions on housing numbers, densities and impact on local character. The AAP establishes a number of character areas which provides both a target density and guidance on how varying housing densities can be achieved to ensure the site develops its own character whilst respecting the character of the surrounding area. The Inspector considered that the densities for northern and eastern edges of the site will allow the character of Partingdale Lane, Frith Lane and the Green Belt beyond to be preserved. The AAP provides for higher densities in the central and southern parts of the site. Here the Inspector recognised that the form of development will bring a much more urbanised feel to Mill Hill, particularly when compared to the existing housing surrounding the site.

However, the Inspector considered that the site is large enough and sufficiently well defined for it to develop its own new character and that the built environment to the west and south of the AAP site is not so special or uniform that it should dictate the density and design for new housing.

Policy MHE15 of the AAP advocates the creation of three residential character areas which are responsive to the suburban character and setting of the development:

- **Green Belt Edge:** Lower density development along the northern and eastern perimeters of the site;
- **Central Slopes:** an area where development needs to respond to the steep slopes in the centre of the site; and
- **Southern Hub:** higher, more urban densities near the underground station.

Appendix A5 contains the key illustrative framework plans from the AAP.

Proposal

Due to the former military use of the site much of it has been inaccessible to the wider community and physically separated from the

surrounding area for many years. In accordance with the AAP the applicant has developed three development zones across the site (Parameter Plan 5 – **Appendix A2**). This is reinforced by the Design Principles Document which aims to exploit and enhance the natural features of the site and to open it up making it both accessible and permeable. New connections, together with a new network of streets and open spaces will establish a high quality and varied suburban grain.

Southern Hub Character Area

The Southern Hub consists of a residential area; the civic square; central community park; employment zone and community use area.

The residential Southern Hub comprises 9.24 hectares of land to the south and east of the retained Notting Hill Housing Trust site and to the west of the retained scout camp and proposed schools site. This part of the site is closest to Mill Hill East station.

Given its proximity to the station and that at this point the site is at its lowest and flattest it considered to be the most able to accommodate the highest densities and tallest buildings (4-6 storeys) without compromising the immediate context of the site. Furthermore, taller blocks in this location will have minimal visual impact on the Green Belt edge.

The proposed building frontage heights will be between 7–20 metres (between 3-6 storeys). Residential density in this area is anticipated to be approximately 144 dwellings per hectare. A perimeter block approach (flats designed around an internal courtyard) has been taken to the design of the site which generates a traditional street pattern and enables a clear demarcation between public and private realm to be established.

The area also contains the central community park; 0.46Ha of open space forming a social and amenity ‘hub’ for the new development and will contain a local play space to serve the adjoining blocks of flats.

The AAP advocates a development mix of 90% flats and 10% houses in the Southern Hub. The development schedule for this application indicates a mix of 94% flats and 6% houses within this area. This results in an efficient use of this part of the site in accordance with national guidance and enables lower densities to be delivered elsewhere on the site.

The Public Square (0.3ha) will be the focus of activity in this area. It will be an urban space enclosed by larger scale buildings and connecting the key routes through the site. It is intended that ground floor frontages will be active containing a range of commercial uses. Within the square pedestrians will be given priority over vehicles with space for outdoor activities and events. It will provide a clear visual and physical gateway into the development from Bittacy Hill and Mill Hill East Station. A

detailed design specification will be considered at the Reserved Matters stage in consultation with TfL (the landowner of the station) to ensure that it provides a strong linkage to the station. This will be delivered in one of the later phases of the scheme as it is proposed in the area where the Council's depot is currently located.

The employment uses are located in the southern corner of this character area and comprise an area of approximately 0.73 hectares. It is proposed that 3,470sqm of B1 (office and light industrial use) floorspace will be provided as an extension to Bittacy Business Park. Whilst the application does not seek to define the format/size of these units, which will be fixed at the Reserved Matters stage, it is anticipated that this space would be suitable for small/medium sized enterprises. The proposed energy centre will also be located here.

This character area also accommodates the retained scout camp; woodland area (1.3Ha) and new two form entry primary school (0.48Ha) and associated playing fields (1.3Ha).

Conclusion

Policy MHE-CA3 advocates a more urban, higher density form of development for the Southern Hub given the flatter topography in this location, proximity of the Mill Hill East station. It sets a target density of around 120 dwellings per hectare with a target development mix of around 90% flats and 10% houses. The proposals maximise the use of the site in accordance with the London Plan and the AAP.

Central Slopes Character Area

The Central Slopes Character Area covers approximately 15.17 hectares and spans the land between the new Ridgemont development to the east and Bittacy Hill to the west. This part of the site is the most challenging due to the steepness of the topography. There is a change in level of 30m between the southern corner and the northern edge of this zone.

Frontage heights of between 7-19 metres (between 3-6 storeys) are proposed. The residential density in this zone will be approximately 66 dwellings per hectare.

The AAP advocates a development mix of 60% flats and 40% houses which has been achieved by the proposal.

The Central Slopes Character Area adjoins the existing NHHT development. Care will need to be taken, at Reserved Matters stage to ensure that the amenity of existing residents in this area is protected. The Design Principles Document and the indicative masterplan sets out a clear transition of scale which is lower towards the smaller scale existing residential properties on Bittacy Hill and towards the Green Belt Edge area.

The upper part of the Central Slope Area adjoins the boundary with IBSA House, where the AAP requires appropriate mitigation measures to ensure the residential amenity of proposed units is not adversely affected by the activity of this site. The indicative masterplan shows how this might be achieved and this will be the subject of further detailed consideration at Reserved Matters stage. The Reserved Matters application will use the baseline noise surveys that have been undertaken to establish the appropriate mitigation measures to ensure that the existing use of IBSA house is not compromised by the proposed development. This would be undertaken before any development is commenced on site. A further condition requiring the provision of a landscape buffer in this location is also recommended.

This character zone also contains three areas of public open space. The Panoramic Park (1.37Ha) will form the key piece of public open space for the site overall. The park will contain new trees and planting to define spaces for play, recreation and pedestrian and cycle routes in addition to surface water attenuation ponds. There will be a clear pedestrian link into this open space to encourage its use and to increase permeability. The public gardens in front of the Officers' Mess (0.76Ha) provide a further informal recreational amenity space which has the benefit of panoramic views to the south. The third area known as the Eastern Park (0.42Ha) comprises a further area of informal amenity space but is subject to considerable change in levels across it and will need to be the focus of careful design at the detailed stages.

Conclusion:

Policy MHE-CA2 advocates that careful design of this area is required to make the best use of the steep topography. A density of 80dph with a mix of 60% flats and 40% houses is envisaged. The proposals are considered to reflect the guidance contained within the AAP.

Residential Green Belt Edge

The residential Green Belt Edge character area covers approximately 4.47 hectares, along the northern and eastern edges of the site, with frontage to Partingdale and Frith Lanes. The two areas are separated by the existing Ridgemont development.

These are the most sensitive areas of the site given their proximity to the adjoining Green Belt and the semi rural character of Partingdale and Frith Lanes.

The Design Principles Document indicates that there will be a mix of building typologies including 2, 2.5 and 3 storey three and four bedroom terraced town houses and mews 'cottages'; 2, 2.5 and 3 storey four and five bedroom detached and semi-detached houses and 3 storey blocks of one and two bed flats.

Minimum frontage heights will be 7 metres with the maximum building height of up to 14 metres (2-3 storey). Approximate residential density will be 40 dwellings per hectare. The AAP advocates a mix of 85% houses and 15% apartments, however the Development Schedule is proposing a mix of 95.5% houses and 4.5% flats as these areas are particularly favourable for housing. This higher family housing mix is welcome in this 'greener' and more sensitive suburban zone, and partially offsets the lower family housing provision opposite Mill Hill East Station.

Conclusion:

The AAP advocates lower density development along the northern and eastern perimeters of the site to reflect the proximity of the Green belt boundary. The proposals are considered to accord with the requirements of the AAP.

Density of Development

Key Policy Background

The density matrix set out in Table 3A.2 of the London Plan sets a strategic framework of appropriate density ranges in relation to location, setting and the Public Transport Accessibility Level (PTAL) for a site.

The AAP advocates that the average density for the site should be 85 Dwellings per Hectare (dph), however it is recognized that density and housing design will vary to reflect the different nature of the character zones and their PTAL.

Table 4: Average Densities

Character Area	AAP Target Density	Proposed Density
Green Belt Edge	35-50 dph	40dph
Central Slopes	70-90 dph	66dph
Southern Hub	100-145 dph	144dph
Average Density	85dph	88dph

Proposal

The average density for the proposed scheme is 88dph. This density is achievable as the majority of units proposed are flats (76% or 1657 units) and these will be delivered in the lower part of the site where the PTAL is highest.

It is estimated that the Southern Hub will have a PTAL of 2/3 (the highest public transport accessibility being 6) due to its proximity to Mill Hill East Station and access to the extended bus routes. Indicative housing densities range from 70-200 dph with an average density of 144 dph.

These are at the upper end of the density ranges outlined in the London Plan. However this density range is considered acceptable due to the proximity to public transport and the proposed location of a new 'high street'

The Central Slopes character area has a PTAL ranging from 1 to 3 as it progresses up the site away from the east/west route and Mill Hill Station. Indicative housing densities range between 25-100 dph with an average density of 66 dph

The Green Belt edge has a PTAL of 1 which reflects its location on the perimeter of the site furthest from the station. Indicative housing densities range between 20-70 dph with an average density of 40 dph. The majority of development within this area will be houses with higher densities being delivered in a number of small apartment blocks.

Conclusion:

The proposals are generally in accordance with the London Plan, UDP and AAP policies.

11.3.2 Inclusive Access

Key Policy Background

London Plan Policy 4B.5 'Creating an inclusive environment' states: "Design and access statements should be submitted with *development proposals explaining how the principles of inclusive design, including the specific needs of disabled people, have been integrated into the proposed development, and how inclusion will be maintained and managed*". The policy further states that "*the Mayor will require all future development to meet the highest standards of accessibility and inclusion... so that development:*

- *can be used safely, easily and with dignity by all regardless of disability, age, gender, ethnicity or financial circumstances,*
- *are convenient and welcoming with no disabling barriers, so everyone can use them independently without undue effort, separation or special treatment,*
- *are flexible and responsive taking account of what different people say they need and want, so people can use them in different ways,*
- *are realistic, offering more than one solution to help balance everyone's needs, recognising that one solution may not work for all."*

Policy MHE2 reinforces this by requiring that development on site should be built to Lifetime Homes standards.

Proposal

The Design and Access Statement sets out the applicants approach to access and provides a commitment to achieving an inclusive environment across the site. The document identifies broad principles for the overall scheme and commits to addressing detailed issues for individual plots and buildings at the Reserved Matters stage. A statement will be provided with each individual application demonstrating how the application will deal with inclusive access.

Improvements to access at Mill Hill East Underground Station are included in the development. These include improvements to the station forecourt to enhance accessibility; the funding of a feasibility study into 'step free' improvements and a financial contribution towards the provision of a lift at the station. These enhancements will be secured during the final phases of development to tie in with the creation of the new Public Square.

'Lifetime Home' standards will be met for all new residential buildings as far as it is possible to do so in a high density mixed use development. Where one or more standards cannot be met for an individual scheme the reasons will be highlighted and explained at the Reserved Matters Stage.

The London Plan standard of 10% of new homes designed to meet wheelchair housing standards or easily adapted for wheelchair users will be met.

Conclusion:

The application is considered to accord with the requirements of the London Plan, UDP and the AAP/ These commitments to inclusive design and access will be secured through planning condition and obligation.

11.3.3 Open Space, Play Space and Amenity Space Provision

Key Policy Background

PPG17 states that open spaces underpin people's quality of life. It identifies that the provision of local networks of high quality and well managed and maintained open spaces help create urban environments that are attractive, clean and safe.

Development involving the loss of open space should include new provision that is at least equivalent in terms of size, usefulness, attractiveness and quality. Wherever possible, the aim should be to achieve qualitative improvements to open spaces, sports and recreational facilities.

PPG17 encourages local planning authorities to use planning obligations or conditions to secure the exchange of land, ensure that any necessary works are undertaken and that new facilities are capable of being maintained adequately through management and maintenance agreements.

London Plan Policy 4B.3 – Enhancing the quality of the public realm – states that there should be a coherent and strategic approach to public realm which should be accessible and usable for all.

UDP Policy H20 seeks to ensure that new housing developments provides for proportionate amounts of public recreational space and facilities or contribute to providing for children’s play, sports grounds and general use where a deficiency of open space exists to the National Playing Fields Association Standard of 2.43 hectares per 1000 population.

Policy MHE7 advocates the need for the site to deliver open space provision of around 5.5 hectares including the provision of 4 new local parks; retained woodland and sports pitches. Policy MHE8 states that provision of children’s play space on site will be based on an assessment of need.

Proposal

The proposal includes a series of open spaces shown on Parameter Plan 2 (Landscape) (**Appendix A2**). In addition, the Revised Design and Access Statement and the Design Principles Document sets out the applicant's aspiration to knit together the development through the provision of a network of new and existing parks, gardens, streets and squares. The Revised Public Realm and Open Space Strategy sets out the background and detail to the open space proposals contained in the planning application.

Amount of open space

The scheme proposes a series of new formal parks and open spaces. Whilst there are a number of existing areas of open space within the site it is difficult to quantify current open space provision. Currently, in addition to the formal provision surrounding the Officers’ Mess, playing pitch and surrounding land, there is a large amount of open grassland around the existing residential buildings which provides informal amenity space. UDP Policy L12 and associated Map 6.1 identify approximately half the site as being deficient in local parks and states that the Council will seek to negotiate additional provision where possible. The application proposes the following provision:

Proposed Open Space			
Description	Area (ha)	Public access	
		Unrestricted	Restricted
Panoramic Park	1.37	Yes	
Central Community Park	0.46	Yes	
Officers' Mess Public Gardens	0.76	Yes	
Eastern Park	0.42	Yes	
Public Square	0.30	Yes	
Northern Pocket Parks	0.35	Yes	
Open Space north/south of Officers' Mess	0.29	Yes	
School Playing Fields	1.30		Yes
Woodland	0.70		Yes
Total	5.95 ha		

A three tier approach is set out for the proposed development based on large, medium and small open spaces. Parameter Plan 2 (**Appendix A2**) defines each type of open space. The Parameter Plan and the Revised Public Realm and Open Space strategy identify the network of open spaces and new public realm that will be created.

It should be noted that as this is an outline application, the exact size of individual open spaces cannot be confirmed at this stage. However the parameters and principles will ensure that the total amount of open space to be provided in the application is at least 5.95 hectares. The detailed design and size of each open space will be subject to Reserved Matter applications at a later date. The minimum areas for each open space is outlined above and the total amount of open space and the minimum sizes of each open space will be secured through planning conditions.

These spaces will contain a variety of facilities for play, leisure and sport for residents and visitors. Indicative design specifications for each open space are provided in the Public Realm and Open Space Strategy.

Playing Fields

The current site provides approximately 2.54Ha of land that meets the statutory definition of playing fields. It is proposed that a new playing field of 1.3Ha will be provided as part of the proposed new primary school. These playing fields will be made available to the wider community outside of core school hours and be delivered early on in the development programme. Due to the topography of the site it is acknowledged that there are limited opportunities to provide further playing fields within the site and as a result the applicant is proposing a combination of on and off site sports provision to mitigate this loss. In addition to the proposed playing field this includes:

On site:

- Provision of a rounders pitch within the panoramic park
- Provision of a type 3 Multi Use Games Area (MUGA) of 0.07Ha at the proposed primary school which will be available to the wider community outside core school hours

Off site:

- Upgrading of two tennis courts at Bittacy Hill Park
- Provision of Multi Use Sports Area (MUSA) of 0.12Ha at Bittacy Hill Park
- Financial contribution of £100,000 towards enhanced sports provision at Cophall

Sport England Comments

Sport England has objected to the proposals due to the loss of playing fields and lack of off-site provision of alternative sports facilities. It has indicated that whilst they have accepted the limitations with on-site provision the proposals will only be acceptable if sufficient off site facilities are provided to compensate for the loss on site and to meet the needs of the development. They have requested that their Sports Facility Calculator be used to indicate what this should be.

The Sports Facility Calculator (SFC) is a planning tool which has been created by Sport England to help local planning authorities quantify how much additional demand for the key community sports facilities (swimming pools, sports halls and synthetic turf pitches), is generated by populations of new growth, development and regeneration areas.

In the case of Mill Hill East the outputs from the SFC recommend a contribution of approx £1.6m to cover enhanced provision of swimming pools, indoor sports halls, synthetic pitches and indoor bowls facilities.

Whilst the applicant acknowledges that there is a shortfall between the amount proposed and the contribution suggested by the Sports Facility Calculator they advocate that their research (as set out in the Revised Public Realm and Open Space Strategy) indicates a current 'over-supply' of swimming pools and indoor facilities within a 5km catchments area of the site when assessed against the 'standards' applied by Sport England in their calculator. Accordingly, the applicant considers that a contribution is not needed for pools or halls specifically. The applicant advocates that the proposed provision of a MUGA covers the synthetic sports pitch requirement. In conclusion the applicant considers that only a contribution towards indoor bowls is required. The suggested contribution of £100,000 covers this.

Sport England has advised that they disagree with the applicants' position and that their objections still remain.

Conclusion:

Officers consider that the proposed package of on/off site sports provision outlined earlier (not including the cost of the playing fields) and financial contribution equates to an investment of approximately £335,000 in proposed sports facilities within the area.

Historically the playing fields on site were inaccessible to the wider community as they fell within the barracks and were for the use of military personnel only. The proposed sports provision (both on and off site) will be public facilities which will enable opportunities for access by the general public to be maximised. It is therefore considered that the benefits of the proposal outweigh the loss of playing fields and the shortfall (as assessed by the Sports Facility Calculator) of sports provision both on and off site.

Scout Camp

This is an important local facility, the main camp area being leased by the Scouts from LBB on a long term lease which expires in 2086. The adjoining 0.7 ha woodland is owned by VSM Estates/MoD but has been used on an informal basis by the Scouts for a number of years. Following discussions VSM Estates have agreed in principle that the woodland would be passed over to the Scouts, probably on a long lease at a peppercorn rent, enabling the continued use of the land as part of the overall scout camp facility, thereby securing and enhancing its use by both the scouts and the wider community. The delivery of this will be secured through the S106 agreement.

Delivery of Open Space

The overall provision and location of open spaces within the application is supported by officers. The development will be built out in a number of phases and over a ten year period with the approximate locations fixed in Parameter Plan 2 (**Appendix A2**). The Design Principles Document and the Public Realm and Open Space Strategy provide detail showing indicative layout and illustrative landscaping options.

The applicant will be required by condition to submit details at the start of each phase indicating approximately when the principal areas of open space (comprising all of those included in Parameter Plan 2) will be delivered. Details of the individual designs of open spaces will be secured at the Reserved Matter stage through planning conditions and obligations. The key principles for the design of each open space are contained in the Public Realm and Open Space Strategy and although illustrative, they will form the basis upon which individual detailed applications will be prepared and determined at a later date under the proposed planning conditions.

Management and Maintenance

The maintenance and management of the new and existing open spaces and other public realm is key to securing an acceptable environment for residents, workers and visitors locally. The applicants have proposed that an Estate Management Company will be created to take over the management and maintenance of open spaces in the area. This is not agreed or approved by the LPA at this stage and will be considered under the pre-commencement planning conditions in connection with the approval of the Estate Management Framework.

The detail of this proposed framework will be discussed and agreed with the LPA before any development commences. The principles and parameters for this Estate Management Framework will include an appropriate combination of management arrangements including possible adoption (with commuted sums where appropriate) for some areas of public realm and thoroughfares, to covenants to manage, maintain and repair and renew other parts of the public realm and private communal amenity spaces.

The developers must satisfy the LPA that its proposed arrangements in the Estate Management Framework are acceptable and robust as a long term framework for the future of the development and its public realm before the submission of any Reserved Matters application for Phase 1 or any other phase of the development. This will ensure that there is a clear understanding as to the principles and responsibilities for achieving high quality management of all public realm areas and facilities as well as ensuring access for all.

Play Space Provision

Appendix B of the Revised Public Realm and Open Space Strategy sets out the calculations for the expected child yield for the development (798 children). On this basis, a minimum of 7,980sqm of 'playable space' is required in order to meet the Mayor's 10sqm per child policy requirement. The GLA have advised that they are satisfied with the levels now proposed.

The planning application commits to meeting the above minimum standard as follows:

- Panoramic Park (1.37ha) - This will include a neighbourhood playable space suitable for all ages (including youth/age 12+ facilities) and a small sports pitch.
- Central Community Park (0.46ha) - this will include a local playable space for 0-11 year olds.
- Eastern Park (0.42ha) - this includes a local playable space for 0-11 year olds
- The Officer's Mess Gardens (0.76ha) - this includes an informal play area.

- Primary school - this includes a sports pitch (1.3ha) and MUGA (0.07ha) which will be accessible to the local community out of school hours.

In addition, more informal 'doorstep' playable spaces (0-5 year olds) are proposed within each of the apartment courtyard communal spaces and within the pocket parks distributed across the northern parts of the site.

When considered against existing provision in the local area the strategy indicates that the proposed provision will ensure that most of the new homes are within the recommended distances to facilities (set out in the Mayor SPG on providing for children and young peoples play) for each age group.

On this basis, it is considered that the amount, location and type of play facilities provided is satisfactory and will meet the anticipated requirements for play for both residents and visitors in the area.

Private Amenity Space Provision

UDP Policy H18 provides the following standards for provision of gardens or amenity space in new residential schemes:

- For Flats:
 - > 5 square meters of space per habitable room.
- For Houses:
 - > 40 square meters of space for up to four habitable rooms.
 - > 55 square meters of space for up to five habitable rooms.
 - > 70 square meters of space for up to six habitable rooms.
 - > 85 square meters of space for up to seven or more habitable rooms.

The proposal is for 2,174 units, a mix of houses and apartments. A mix of balconies, terraces, communal courtyards and private gardens will be delivered in accordance with these standards.

The applicants have produced guidance in the Design and Access Statement and Design Principles Document which inform the reserved matters applications to ensure that as residential blocks come forward for development each flat will benefit from direct access to either communal or private amenity space.

Conclusion:

It is considered that - taken together with the applicant's proposals for play space and for open space - the residential amenity space standards are acceptable and accord with the design guidance provided by the AAP.

11.3.4 Ecology and Nature Conservation

Key Policy Background

PPS9 provides guidance on nature conservation in the context of the planning process. This guidance states that the presence of protected species and the potential impact on designated nature conservation sites are material considerations.

Policy MHE9 of the AAP states that ecological surveys will be required before development can commence to ensure appropriate mitigation measures are undertaken including the planting of native species to encourage biodiversity.

Proposals

The ES has identified long term there will be some negative impacts on nature conservation as a result of habitat change, damage or loss of habitats due to the redevelopment of the site.

The ES has identified that no significant residual impacts on birds, invertebrates and amphibians will occur. However, there will be an effect to bats due to the demolition of 4 Maurice Brown Close where a roost of 78 pipistrelle bats is located.

The proposal will provide new landscaped areas on site that will enhance biodiversity by the planting of native species and providing new habitat areas and will represent a significant improvement when compared to the existing site situation. Details are provided in Parameter Plan 2 (**Appendix A2**).

A Construction Management Strategy will provide measures to ensure compliance with protected species legislation and measures necessary to protect the adjoining Sites of Metropolitan Importance to Nature Conservation (SMINCs), namely Mill Hill Pastures and Burtonhole Lane and Pastures site.

In relation to protected species, existing bat roosts will be carefully removed. Mitigation measures proposed include the erection of temporary roosts prior to demolition, followed by the incorporation of permanent roosting features into building designs, inclusion of bat boxes on trees, the management of scrub and woodland habitats for bats and sensitive use of lighting.

Conclusion

The ES concludes that there are no overriding concerns with respect to ecology and nature conservation preventing redevelopment taking place.

It is acknowledged by the AAP that the site is of limited nature conservation importance and it is considered that the development provides the opportunity to enhance the diversity of habitats across the site through the planting of native species and reinforcing wildlife corridors through the strategic use of swales and street trees. The planting of native species will encourage a greater number of birds, invertebrates and other fauna. Bat boxes and bird boxes will also be provided.

Further protected species surveys will be undertaken in advance of any development being undertaken within the appropriate survey season. This will be used to inform licensing requirements for the loss of the roost site in Maurice Brown Close as well as mitigation measures such as location of bat boxes, lighting hoods and the location of new ponds. A planning condition will require the applicant to submit an Ecological Mitigation and Management Plan and lighting strategy in accordance with the requests of Natural England.

It is the officer's view that the ecology and nature conservation impacts have been appropriately addressed.

Trees

Key Policy Background

UDP Policy D13 states that when assessing development proposals the Council will seek to ensure that as many trees of value are retained on site as is practical; that existing trees are protected during works and that an appropriate level of new tree and shrub planting is provided. The AAP reinforces this by advocating that mature trees should be retained wherever possible and that these will be reinforced with new planting.

There is an existing Tree Preservation Order (TPO) which covers the area around the Officers' Mess. A number of trees around Curry Rise and on Partingdale Lane are also protected by TPO's but these are outside the application site.

Assessment

An assessment of the existing tree provision within and adjacent to the site was carried out by the applicants in order to identify both individual and groups of trees that make a significant and positive contribution to the landscape character of the area. A total of 774 trees and groups of trees were surveyed including some on adjacent land outside the application boundary. Details of the tree surveys can be found in the Arboricultural Constraints Report.

The report identifies the following:

- There are 605 individual trees within the planning application site boundary.
(245 of these are categorised as A-B and 360 are categorised as C-R); and
- There are 38 groups of trees within the planning application site boundary.
(2 of these are categorised as A-B and 36 are categorised as C-R.)

The tree categories referred to relate to British Standard BS5837:2005 which provides a method for assessing which trees should be removed or retained should a development occur.

- Category A trees are of high quality and value - making a substantial contribution to amenity
- Category B trees are of moderate quality and value - making a significant contribution to amenity
- Category C trees are of low quality and value, in adequate condition to remain until new planting can be established, or young trees with a stem diameter below 150mm
- Category R trees are those in such a condition that they should be removed for reasons of sound arboriculture management (e.g. dead, structurally unsound, diseased etc)

Category A and B trees should where possible be retained. However, category C trees will not usually be retained where they would impose a significant constraint on development, whilst young trees with a stem diameter below 150mm should be considered for relocation.

The tree report presents a 'snapshot' and the quality of individual trees will vary over time. In addition this survey does not take account of the area of woodland to the south east of the application site adjacent to the Scout camp, as this area is dealt with separately in the survey and is unaffected by the proposals.

Proposal

This is an outline application and the exact position of buildings in relation to existing trees cannot be confirmed at this stage of the planning process. Accordingly precise details of existing tree losses and re-planting proposals will not be fully established until detailed plans are prepared/approved for each phase of development (the Revised Public Realm and Open Space Strategy sets a requirement for each reserved matters application to be supported by an Arboriculture Impact Assessment together with full details to discharge the matter of landscaping). This will be required by planning condition.

The applicant states that the illustrative masterplan and the parameter plans have been developed where possible to respond to the nature and location of existing trees and to allow for their retention where feasible. Emphasis has been placed on retaining important trees such as those around the Officers' Mess. Where this does not prove possible, replacement planting will be required with species appropriate for the location. New tree planting will form an integral part of the overall planting strategy and will, where possible, include the use of native trees.

The development parameters set by the parameter plans (**Appendix A2**) are supplemented by the Revised Public Realm and Open Space Strategy. This commits to retaining the area of woodland and proposes to augment retained trees with new planting. It provides further detail on the location of new planting and sets out a planting strategy in terms of species selection. Reference to this strategy will be made in the planning conditions.

The applicant has estimated (on the basis of the parameter plans) that the proposed development will result in the loss of approximately 513 individual and groups of trees (117 Category A-B trees and 396 Category C-R). Parameter Plan 2 (Landscape) indicates that approximately 218 trees would be retained and the applicant has indicated that approximately 370 new trees would be planted.

Conclusion

The Mill Hill East AAP recognises that there will need to be some loss of trees in order to enable the implementation of the scale of development required by the AAP.

New and retained trees will be focused within parks and along streets. A Tree and Landscape Management Plan will be imposed by condition to ensure appropriate future maintenance.

However, there remain some concerns that the applicant may have underestimated the trees that may be lost as a result of level changes and/or their proximity to proposed blocks which could result in their loss or damage during construction or pressure from future residents for their removal. Additional information was requested from the applicant to further consider this matter. However, the application is in outline with all matters except access reserved and as a result the Applicant could not provide the level of detail required to satisfy the Council at this stage that further trees would not be lost.

Furthermore, although the Landscape Parameter Plan indicates the planting of street trees there will be very limited space (especially when swales and play areas are taken into account) for any substantial tree planting. Given the orientation of the site and the location and height of the proposed blocks shading may potentially be an issue which would also constrain species selection and could restrict growth. New tree

planting is proposed in the areas of open space although SUDS and provision of playspace may limit the areas available for planting. The indicative 'Landscaped amenity decks to apartments' are considered unlikely to provide conditions in which tree planting could realistically be anticipated.

The proposal will result in the removal of a substantial number of trees from the site to accommodate the required development. However, on balance, the wider planning, housing and regeneration benefits arising from the development are considered to justify the loss of trees. Conditions will be attached to the planning permission to require a detailed tree planting scheme to be submitted for approval including a scheme for the protection of existing trees during construction and future maintenance provisions.

11.3.5 Landscape and Visual Impact

Proposal

Despite the overall scale of the scheme, the potential impacts during construction, after completion and in the longer term are considered to be relatively minor.

It is acknowledged that this scheme is denser in nature, compared to the surrounding predominantly post war semi-detached housing. The Design Principles Document aims to minimise the impacts of the scheme along its Green Belt edges in accordance with the requirements of the AAP. The design aspirations illustrated in the application documents are intended to provide a strong green and well designed public realm and landscape framework which will be developed further in the Design Code.

On completion, it is considered that the general visual amenities of the area will be improved, although some existing residents will have lost views of tree cover.

Conclusion

The tallest buildings will be located at the lower and flatter part of the site thereby using its natural topography to mitigate the visual impact. Moreover, densities will reduce towards the perimeter of the site (in particular along the Frith and Partingdale Lanes) thereby reducing the bulk and mass of the proposed development in these more visible locations.

Furthermore, the more efficient use of urban land in the manner proposed has a wider landscape benefit by helping accommodate development away from green field sites, where landscape impacts could be more significant.

11.4 Development Viability Appraisal

Key Policy Background

Planning obligations are normally entered into under Section 106 of the Town and Country Planning Act 1990 (as amended by the Planning and Compensation Act 1991). There are exceptions to this, namely s.278 agreements under the Highways Act 1980, which relate solely to highway works and s.299 agreements.

As part of the proposal the applicant has submitted an open book financial viability appraisal in support of the scheme. The Council independently engaged consultants to evaluate the open book financial viability appraisal. Following extensive negotiation with the applicant, the Council's financial consultant confirmed that viability is affected by the current difficult economic climate.

Clause B10 of the Government's Circular 05/2005 - Planning Obligations makes it clear that in some instances, perhaps arising from different regional or site-specific circumstances, it may not be feasible for the proposed development to meet all the requirements set out in local, regional and national planning policies and still be economically viable.

Where the development is needed to meet the aims of the development plan, it is for the local authority and other public sector agencies to decide what is to be the balance of contributions made by developers and by the public sector infrastructure providers in its area supported, for example, by local or central taxation.

Circular 05/2005 states that decisions on the level of contributions should be based on negotiation with developers over the level of contribution that can be demonstrated as reasonable to be made whilst still allowing development to take place.

Viability Review Methodology:

The basic principle of viability appraisals is that they are assessed on a present day cost and value basis. This is suitable for most developments, which generally will be developed and sold over a 5 year programme. Viability appraisals of longer term developments such as the application site need to consider a further issue- growth over the development period in improving market conditions. There are two ways of accounting for this in a viability review:

- 1) Making reasonable assumptions about market conditions over the period of development and allowing for this growth in the agreed levels of S106 and affordable housing provision. This is sometimes called the "Outturn" approach.

- 2) Valuing based only on current market conditions, but with a review mechanism to review S106 and affordable housing levels on a phase (Or sub-phase) basis.

Viability is usually assessed by valuing all capital receipts and deducting from these development costs, including a target profit level. The residual sum represents the land value. If this is in excess of the market value of the land in its existing planning use the development is considered viable. If it is not, it may struggle to get funding, and would therefore considered to be unviable in the present economic climate.

Viability of Mill Hill East:

Mill Hill East comprises land owned principally by VSM, Annington and London Borough of Barnet. The VSM site comprises the former Inglis Barracks, and is now surplus to MoD requirements. The Annington property is former military married quarters which are occupied on short hold tenancies and managed by Notting Hill Housing Trust. The LB Barnet (LBB) site is a council depot that has still got an operational function, although the buildings are deemed to be at the end of their useful economic life. Under normal valuation criteria the values of the VSM and LBB properties would be no more than development site value. The Annington site has a residential market value which is in excess of development site value.

Assessing viability assuming land values on these assumptions, the Council's consultant considered that 30% of the dwellings in the current scheme could be affordable housing without making the development unviable.

However, guidelines from the GLA viability toolkit explain that if a planning applicant can demonstrate that in order to make the site available for development there is a need to relocate the existing uses elsewhere, these costs can be taken in to account when assessing viability.

It was on this basis that the value of the LBB site was assessed by the applicant, and there is an expectation that the Council Depot will be re-located elsewhere prior to the site being re-developed. The cost of this re-location has been assessed by LBB at about £19m.

A similar approach has been taken with regard to the VSM site. VSM have a development agreement with the MoD as part of Project MoDEL to provide new military facilities at RAF Northolt. The British Forces Post Office and the Courier Defence facility previously at Inglis Barracks relocated there in 2008.

Inglis Barracks is one of six sites that form part of Project Model and agreement has previously been reached by VSM/ MoD with GLA on other sites that the costs of providing facilities at Northolt can be met

from the development values on the sites. In the case of Inglis Barracks, the cost to be met has been assessed by VSM at £60m.

Very limited information has been provided by VSM and LBB explaining how these figures have been arrived at, and the Council's consultant is not able to confirm that these costs are reasonable relocation estimates.

These abnormal site costs make a substantial difference to the overall viability of the application site. The consultant considers that the amount of affordable housing that can be viably provided, where these site costs are included, is 15%, together with other S106 contributions with an estimated cost of about £11.43m.

However, this does not take in to account the issue of improved market conditions considered likely over the period of the proposed development. To take account of this, the independent consultant recommended that the Council and the GLA should seek agreement of the following:

- a) A base level of affordable housing of at least 15% of the total development of 2,076 dwellings. The affordable housing to be split 60% social rented, 40% shared ownership.
- b) Provision of S106 facilities costed at £11,428,533.
- c) A viability review mechanism to provide for additional S106 requirements not included in the list of facilities whose provision is guaranteed. This additional list is still being finalised but is likely to include:
 - (i) Step free access to Mill Hill Tube platforms.
 - (ii) Contribution to secondary school provision.
 - (iii) Affordable housing up to LDF policy requirement.

Phase 1 issue:

The proposed development has eleven phases. Phase 1 comprises of 133 dwellings in a location that has an extant planning consent for 98 dwellings. In order to secure this part of the site there has been a land swap arrangement with the adjoining joint venture company (JVCo) which was necessary to accommodate the AAP's requirement for an East- West link and a school on the site.

The alternative would be for JVCo to ransom the applicant over the scheme jeopardising delivery of the east west link and possibly resulting in a less than optimum school site. This would increase enabling costs, and might have an impact on the overall viability.

The Council's consultant concluded that, from a viability viewpoint, considering the land value relating to the additional 35 dwellings (circa

£3.2m) as enabling costs is reasonable as alternative deals / methods of valuation would probably result in increased costs and therefore lower levels of viability. Given the overall benefit to the scheme of the land swap, the conclusion was that this arrangement represents fair value for both parties and the Council.

S106 review mechanism:

The review mechanism should be based on an agreed format (Not yet determined) but that would allow the applicant an Initial Rate of Return (IRR) of 20%. Whilst this return is higher than the more normal benchmark level of 15%, it is considered that this return will incentivise the applicant to build out the development to the optimum level, whilst still being a realistic target.

The Council's independent consultant has carried out a sensitivity assessment, making reasonable growth assumptions. The consultant considers

- a) The viability reviews will show returns well in excess of the 20% IRR target rate at which additional S106 provision and affordable housing obligations would be triggered.
- b) These growth levels are not unrealistic, but recognises that there is no certainty that prices and costs will increase as per the assumptions made. The delivery of additional S106 benefits coming from this development is therefore at risk.

It is recommend that the review mechanism should be done on a phase by phase basis for the 4th phase (442 units) onwards or the next phase or sub-phase planning application four years after grant of planning consent on this application, whichever is earlier.

Conclusion

Given the above, the Council has sought the planning obligations necessary to address any likely significant adverse impact of the development, whilst ensuring that the scheme would remain financially viable. It is therefore proposed that any legal agreement will contain review clauses as outlined above which will enable the scheme to be re-evaluated over time, so that if the development economics of the site improve, the Council will be able to secure more in terms of deferred planning obligations (such as an increased delivery of affordable housing, Step Free Access at Mill Hill East Station and contributions towards secondary school provision).

The minimum contributions requested are detailed in the following sections.

11.5 Housing and Social and Community Infrastructure

11.5.1 Housing

Key Policy Background

PPS3 sets out the national planning policy framework for delivering the Government's housing objectives. PPS3 also identifies the need for new housing developments to achieve a suitable mix of housing tenure, price and sizes.

The London Plan expects development proposals to achieve the highest possible intensity of use compatible with the local context, design principles and public transport capacity (Policy 3A.3). Accordingly the Mayor will refuse planning permission for strategic referrals that, taking into account context and transport capacity, under-use the potential of a site. The site forms part of a wider area designated as an Area of Intensification by the Mayor and tasked with delivering 2,660 new homes.

London Plan Policy 3A.10 requires boroughs to seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mix-use schemes. In doing so, each council should have regard to its own overall target for the amount of affordable housing provision. Policy 3A.9 states that such targets should be based on an assessment of regional and local housing need and a realistic assessment of supply, and should take account of the London Plan strategic target that 50% of provision should be affordable and of the promotion of mixed and balanced communities. In addition, Policy 3A.10 encourages councils to have regard to the need to encourage rather than restrain residential development, and to the individual circumstances of the site. Targets should be applied flexibly, taking account of individual site costs and viability, the availability of public subsidy and other scheme requirements.

The corresponding policies are set out in Chapter 3 of the draft replacement London Plan, Policy 3.13 seeks the maximum reasonable amount of affordable housing and 3.12 seeks to ensure that 60% is social housing and 40% intermediate housing.

UDP Policy H5 states that the Council will seek to negotiate the maximum reasonable amount of affordable housing on sites of ten or more units and Policy MHE2 sets a target of 50% affordable housing subject to viability.

Policy 3A.5 of the London Plan states that boroughs should seek to secure new housing to be built to 'Lifetime Homes' standards and for 10% to be accessible to wheelchair users and encourages a range of housing choices in terms of housing sizes and types.

Proposals

The delivery of a substantial contribution to the Borough's housing targets is a key planning factor in support of the application. The application is for 2,174 new units. However, as the site is already developed there are 150 existing units that would be demolished as a result of the proposals and part of the site is covered by the Ridgemont consent for 360 units, 98 of which fall within the application site boundary. The proposal would therefore deliver an overall net increase 1,926 new residential units towards the Borough's housing targets.

The proposal will deliver the following mix of units:

Accommodation	Total
Flats	
1 bed	641
2 bed	966
3 bed	50
Houses	
3 bed	240
4 bed	239
5 bed	38
Total	2,174

This equates to 1,657 flats and 517 houses (76% flats, 24% houses)

As this is an outline application, exact housing numbers and unit sizes to be delivered in each phase is not determined at this stage and will be agreed at the detailed stages in accordance with defined parameters and principles to which the proposed planning permission will be tied. The numbers are indicative and will depend on the detailed design of individual reserved matter applications. To help consideration of the outline application a Phasing and Delivery Strategy has been submitted by the applicant which provides details and timings of the phasing programme.

Phasing Programme:

Phase	No. units	Indicative start date	Indicative Completion date
1	133	2011	2014
1a	58	2012	2015
2	107	2012	2015
3	144	2013	2016
4	167	2014	2017
5	174	2015	2018
6	172	2016	2019
7	164	2017	2020
8	310	2018	2021
9	355	2018	2022
10	188	2019	2022
11	202	2019	2023
Total	2,174		

Affordable Housing and Viability

Whilst the London Plan sets a strategic target of 50% provision of affordable housing, Policies 3A.9 and 3A.10 acknowledge that this is subject to viability testing. This is reflected in the site specific policy MHE2 which sets a target of 50% affordable housing for the site but acknowledges that the final level of provision will be dependent upon a viability assessment to ensure delivery of the AAP objectives.

In October 2009 when the application was originally submitted it proposed a provision of 27% affordable housing. However, following a downturn in the property market and further detailed viability testing the applicant has proposed to provide a guaranteed minimum of 15% affordable housing (approx 326 units). In accordance with policy a viability appraisal was submitted to the Council and the GLA in April 2010 and this was independently assessed by the Valuation Office (VO).

On the basis of the VO's findings the Council and the GLA have proposed a minimum provision of 15% affordable housing across the development with a target of 50% subject to further viability testing through a review mechanism.

The proportion of affordable housing to be delivered for a specific phase linked to the Phasing and Delivery Strategy will be approved by the LPA when the applicant submits a Reserved Matters or other matters planning application at or before the commencement of each phase.

The detail of the affordable housing review mechanism is still under discussion with the applicant and officers at the GLA. The applicant has outlined the infrastructure costs that will be incurred in the early phases of the development (these costs include a £9 million contribution towards the cost of the school) and has proposed that the first three phases of the development (442 units) should provide 10.2% affordable housing with further phases 'catching up' towards an overall guaranteed minimum of 15% overall. The applicant has proposed that an affordable housing review mechanism should apply at approximately every 500 units (after the initial 442 units) to ensure that the maximum viable amount of affordable housing is secured (should market conditions improve) in accordance with planning policy.

Discussions are continuing with the applicant and any changes will be reported to the committee. The agreed quantum of affordable housing and details of the affordable housing review mechanism will be secured through the S106.

Officers of the GLA have advised that it will be necessary for the detail of the review mechanism to be agreed before any referral to the Mayor of London.

Affordable Housing Mix

Affordable housing will include both social rented and intermediate tenures and will be built in the proportions of 60% social rent and 40% intermediate tenures or such range as is agreed by the Council at a future date having regard to its housing policies at the time. The tenure mix proposed reflects the Mayor of London's 'Review of the London Plan' and the Council's housing strategy to improve housing choice and opportunity.

The proposed mix for the affordable housing units are set out below:

Type	Intermediate	Social Rented
1 bed	42%	25%
2 bed	42%	25%
3 bed	16%	40%
4 bed	0	10%

The proposed mix reflects strategic policy and local housing needs. It includes 50% of the social rented homes as 3/4 bedroom units. This mix and unit size is welcome as it reflects need in Barnet and across London for larger units for social rent.

The proposals for intermediate tenure are aimed at providing greater choice and opportunity to those currently excluded from the property market. A range of intermediate housing products will be offered and will be secured through the S106 agreement.

Affordable housing units will be tenure blind and will be located throughout the site.

Private Housing Mix

The private sector residential mix will be constructed in accordance with the mix of units sizes set out below:

Type	Number of units
1 bed flat	641
2 bed flat	966
3 bed flat	50
3 bed house	240
4 bed house	239
5 bed house	38

The aim of the housing mix is to attract a broad spectrum of potential purchasers. The mix includes substantial numbers of one and two bedroom units but also larger 3 and 4 bedroom units in recognition of the need for quality larger units to accommodate families.

Conclusion

The introduction of a mixture of social rented, intermediate and private sale properties across the scheme ensures that the development will create a balanced, mixed neighbourhood that will contribute to the delivery of a new suburban quarter for Barnet. The percentage of affordable housing will vary according to the overall viability of the scheme (as tested as proposals come forward in accordance with a detailed review mechanism) with a guaranteed minimum of 15% for each phase (other than Phase 1) and a target of 50%. The detail of the review mechanism will need to be agreed before referral to the GLA.

The new housing on the site has been designed to optimise the potential of the site and thereby ensure an efficient reuse of land. A range of housing densities and typologies have been applied to reflect the different character of the development zones and the surrounding area. Design quality will be secured through a Design Code.

The application proposals are therefore considered to be in accordance with national, London and local housing policy and the AAP.

11.5.2 Social Infrastructure Provision

Key Policy Background

London Plan Policy 3A.18 states that in major areas of new development and regeneration adequate provision should be made for social infrastructure and community facilities, whilst Policy 3A.7 states that for large residential developments provision should be made for suitable non-residential uses.

Strategic UDP Policy GCS1 seeks to ensure that an adequate supply of land and buildings is available for community religious, educational and health and social care facilities to meet the needs of residents in the borough.

UDP Policy L23 states that the loss of indoor sports and recreational facilities will be resisted unless (1) new facilities of at least equivalent quality or quantity are provided on the site or at an accessible location, (2) improvements are made to indoor sports and recreation facilities at other sites, or (3) there is an excess of indoor sports facilities and recreation facilities in the area and a particular development will not create a shortage of provision (4) There would be an alternative benefit to the community.

UDP Policy – Housing and Community Development states that supporting community facilities, including health facilities, will be required to support new residential development.

AAP Policy MHE4 advocates that community facilities should be provided in a local hub centrally located within the development and should include a 2 FE primary school with playing fields; GP practice and contributions towards expansion and improvement of existing facilities.

The application seeks, as a minimum, to provide sufficient facilities to mitigate the impact of the development in accordance with Circular 05/2005 Planning Obligations.

The AAP identifies the need for:

- A two form entry primary school with playing fields;
- A GP practice/health centre to accommodate 2-3 GP's (approx 500sqm);
- Contributions towards off site secondary school places;
- A contribution towards libraries and life long learning;
- Safer Neighbourhood provision for the Metropolitan Police; and
- Other community provision providing a range of room types, which can be used for general community use, faith provision, access to information technology and arts and cultural uses.

The Proposals

The Revised Community/Social Infrastructure Strategy which accompanies the application contains an audit of existing facilities in the area. The demand arising from the development has been calculated on the basis of population projections and the need to provide new facilities has been assessed in relation to spare capacity in existing facilities. The methodology used to assess the need for new social infrastructure provision arising from the proposed 2,174 new homes is generally considered sound.

This application proposes:

- A contribution of £9 million towards the provision of a 2 form entry (i.e. 2 classes per year group) primary school with associated playing fields. The indicative master plan shows the proposed primary school located in the south eastern corner of the site adjacent to Frith Lane and the new access road.
- It is envisaged that the proposed primary school will form a new community hub for the site by creating multi-functional spaces such as meeting rooms which can be made available to the wider community outside of core school hours. The precise configuration and relationship of the uses it needs to accommodate will be subject to detailed design when this phase of the development (Phase 2) is brought forward.
- No specific contributions towards secondary school contributions are proposed. The applicant considers that the £9 million contribution towards primary school provision and the provision of a site for the school are all that the proposal can viably support at

this stage. The proposed review mechanism has the potential to secure contributions towards secondary school provision should the overall viability of the scheme improve.

- A GP surgery of 530m² is proposed on the ground floor of the existing Officers' Mess building (and is part of the detailed application). This is also proposed in Phase 2 of the application.
- A Safer Neighbourhoods Police unit is proposed. This will be located within the commercial floorspace. As the application is in outline it is not possible to make a firm commitment to location of the actual unit at this stage and this will be dealt with at the detailed design and approvals stage. However, as a result this will be delivered in one of the later phases of the scheme

Comment on Education and Childcare Provision and the Co-Location of Community Facilities

Primary and Nursery provision:

The Applicant has calculated that the gross child yield (i.e. the number of children that will live on the site) for primary provision would be 314 and for pre-school/nursery 245. However, they consider that the net child yield should be used when considering the application. This is because the 150 existing units on site already generate a demand for school places and a contribution for education for the 98 units consented by the Annington scheme has already been paid. They therefore consider that net additional demand generated by the scheme would be 173 primary school places and 58 pre-school/nursery places.

Children's Services advise that the Borough's primary schools are currently at capacity with no surplus school places. A number of existing primary schools are being required to take additional classes to address this continuing shortage.

The AAP recognises this issue and requires the delivery on-site of a 2 FE primary school (420 pupils) with nursery and associated playing fields to mitigate the impact of the proposed redevelopment of Mill Hill East for predominantly residential development (policy MHE4).

The current proposals include the provision on-site of a 2 FE primary school with associated playing fields. This would be delivered through the provision of a fully serviced site of 1.78Ha to LBB and an early contribution of £9 million towards the cost of the construction of the school. It is envisaged that the new facility will be designed and constructed by LBB to ensure it meets Children's Services specifications.

The precise location, specification and size of the new facility will be subject to a detailed planning application

It should be noted that rather than providing bespoke community facilities elsewhere on the site the school and playing fields will create a new

'community hub'. Outside of core school hours the school will provide rooms for use by community and faith groups, arts and cultural uses and access to information technology. Similarly the playing fields and MUGA will also be available. This would replicate what has been done with educational buildings elsewhere in the borough most recently with the PSCIP schools. It is considered to result in a sustainable model for both the school and the local community which enables the provision of high quality space to community groups; an income stream to the school; a reduction in management and capital costs to the Council and doorstep facilities for the local community.

Secondary School Provision

The Applicant has calculated that the gross child yield (i.e. the number of children that will live on the site) for secondary provision would be 222. However, as with primary/nursery provision they consider that the net child yield should be used when considering the education needs generated by the application. They therefore consider that net additional demand generated by the scheme would be 115 secondary school places.

The proposal will result in a demand for secondary school places within the Borough's existing network of secondary schools. The demand is insufficient to require the provision of an on-site facility and therefore contributions towards enhanced provision off-site is considered necessary to mitigate the impact of the development. This is further reinforced by the AAP which states that additional secondary school places will need to be delivered. Children's Services have advised that a contribution of £3.3 million would be required.

As the scheme is at the limit of viability should the scheme generate further value then the review mechanism will provide a contribution to fund secondary school expansion up to a cap of £3.3 million.

Conclusion

The provision of a site and the contribution of £9million towards the provision of a primary school is welcome and is considered to mitigate the need for primary school places. It should be noted that should the cost of the primary school exceed £9million any shortfall will have to be met by the Council.

The provision of education and childcare facilities has been carefully assessed in terms of numbers and location and has been the subject of extensive consultation with officers of the Council's Children's Service. Due to the pressures on primary school provision and the larger child yield that would be generated by this development for this age group, Children's Services had prioritised the financial contribution to cover the cost of delivering the school. It is considered that the proposed provision

is appropriate and makes a substantial contribution to enhancing learning and opportunities within the area.

Children's Services have advised that there is likely to be insufficient secondary school places available to deal with the demand generated by this site. The proposed review mechanism will allow contributions towards secondary provision to be made should the overall viability of the scheme improve.

It should be noted that whilst the Council's Supplementary Planning Document (SPD) on contributions to education from development is not applicable to major schemes it provides a useful benchmark for assessing proposals. If the SPD formula was applied to this application a contribution for nursery, primary and secondary school provision of £7.9m would be required. The current proposals would deliver the land for the primary school and a contribution of £9m towards education for LBB to allocate.

The proposed co-location of community facilities within the proposed primary school is considered acceptable. This arrangement will make the most efficient use of available space

Comment on Provision of Police Facilities

The Metropolitan Police have requested 150sqm of floorspace to accommodate their needs. The applicant is undertaking to provide a minimum of 20sqm of floorspace. Whilst the Council acknowledges the needs of the Metropolitan Police, it also recognises that the floorspace will serve a much wider area than just the application site. Negotiations between the Metropolitan Police and the applicant are continuing.

Comment on Health Care Provision

The application proposes the provision of 530 sqm of D1 floorspace in the ground floor of the Officers' Mess to provide a GP surgery and a contribution in accordance with the Council's SPD towards acute and intermediate care off site.

The proposed location of the GP surgery within the Officers' Mess is considered appropriate as this building is centrally located within the site and will therefore be easily accessible for most of the future residents. The use of part of the building for health care is considered compatible with its design and layout and with the residential use proposed for the remainder of the building. It will include parking for staff and patients. It is considered that the use of the building for a surgery will maintain community access to the building whilst respecting and reflecting the heritage of the building in accordance with Policies MHE6 and MHE17. This element of the application has been submitted in detail as it relates to a change of use of an existing building (see section 10.7 of the report).

NHS Barnet has been consulted on the development of these proposals and supports the principles for the provision of health care. It supports the principle of the proposed GP surgery but given the recent and on-going changes to the delivery of primary healthcare have advocated that they may need to review their position. (Funding the expansion of existing GP surgeries may be an alternative). However, following discussions with NHS Barnet and the applicant the on-site GP provision has been retained in the outline planning application and its potential use as a health facility will be reviewed at the appropriate time with NHS Barnet. NHS Barnet has asked for the GP surgery to be provided to shell and core standard and at a peppercorn rent. The applicant has not agreed to this provision.

The provision of a GP surgery in the former Officers Mess and the proposed contribution towards acute and intermediate care is considered acceptable with the option for it to be used towards funding the rebuilding and expansion of facilities at Finchley Memorial Hospital which is 1.7km from the site. Officers consider that the further request to provide the GP surgery at a peppercorn rent cannot be supported in the context of the overall S106 contribution and the viability of the development considered as a whole. It should be noted that whilst GP practices provide NHS healthcare they effectively operate as a private business.

11.5.6 Employment

Key Policy Background

London Plan Policy 2A.6 designates Mill Hill East as an Area of Intensification with a target of delivering 500 jobs. Policies 3B.4 and 3B.11 promote the management and protection of smaller industrial sites and improving employment opportunities.

Strategic UDP Policy GEMP1 seeks to protect employment sites to ensure that employment opportunities exist for residents within the borough.

UDP Policy EMP8 states that the Council will encourage proposals which provide B1 accommodation for small and starter businesses.

AAP policy MHE3 sets a target for the AAP area of providing 500 jobs focusing on small and medium sized businesses through the retention of Bittacy Business Centre; opportunities for home working and community, education and retail uses.

Proposal:

The proposed development represents a major construction project and is therefore likely to support a substantial number of direct (temporary) jobs during the construction phase. This is estimated to be equivalent to

333 full time jobs over the anticipated lifetime of the construction phase of the scheme.

The existing Council depot and recycling facility uses are intended to be permanently relocated to the former Friern Bridge sewage works site and the existing depot buildings demolished. Existing jobs will therefore not be lost but relocated, which while leading to a permanent reduction in the number and mix/type of direct and indirect jobs located in the Mill Hill Ward there will be no net change on a sub-regional basis.

In addition to any temporary construction jobs, the proposed development is predicted to create a range of permanent employment opportunities as detailed below:

- The proposed 3,470sqm of B1 floorspaces could generate 183 direct jobs and 9-27 indirect jobs based on English Partnerships (EP) guidance (a total 210 jobs);
- The 1,100sqm of retail floorspace could again based on EP guidance generate 47 jobs and an additional 2-7 indirect jobs (a total 54 jobs);
- Based on General Medical Council guidance the GP practice will provide 2-3GP's with an estimated 3 ancillary/support staff and between 0.3-0.9 indirect jobs (a total of 6.9 jobs);
- The Primary School will provide 40 jobs, comprising teachers, classroom assistants and ancillary staff and between 2-6 indirect jobs (a total of 46 jobs);
- Based on current census data 11.78% of Mill Hill Ward residents work from home, if this is applied to the current proposals this would generate 210 home working opportunities.

The scheme therefore has the potential to deliver up to 486 permanent direct jobs (including home working) plus 41 indirect jobs. This is considered to bring local benefits to the area and will contribute towards the wider regeneration objectives of the borough.

Comment

As the development offers a substantial number of new jobs there will be significant opportunities for local people. During both the construction period and the operation of the development a significant number of jobs will be created.

The applicant will be required, through planning obligation, to provide up to 30 apprenticeships in construction or other areas (e.g. support and administration functions) throughout the life of the development; provide work placements on a bona fide graduate training scheme; provide or contribute to employment training initiatives and secure the use of local labour and contractors during the construction programme.

The proposal will generate a substantial number of new jobs. Some of these jobs will be short term (construction) some of the jobs will enhance existing sectors that are already well developed in the area (small and medium businesses) and others will be types of jobs that will be new to this site (education). Under the proposed planning conditions and obligations, the applicant, in conjunction with the Council, will ensure that opportunities for employment and training are maximised insofar as is reasonably practical for local people. This will include securing apprenticeships; provision of a bona fide graduate training scheme; provision of a local labour scheme and a contribution of £326,000 towards employment and training in the borough, which will be paid in instalments linked to phases of development over the lifetime of the scheme.

The proposals are therefore considered to accord with the policies of the London Plan and AAP.

11.5.7 Estate Management.

Key Policy Background

AAP Policy MHE18 requires that a comprehensive approach will be required to the development of the site to ensure a high quality of design, an integrated layout and the timely delivery of physical infrastructure improvements.

The Proposal

The development of this proposal will take place over the next ten years. It is recognised that the comprehensive regeneration of the site will require an effective management and maintenance structure to be established that will ensure that a high quality environment is maintained both during construction and following completion. This is considered particularly important as the applicant is proposing to sell off serviced development plots to different developers rather than develop the site as a whole.

The Council is keen to ensure that the future management and maintenance of the wide range of public realm within the application site is dealt with in an appropriate manner and that access for all future residents is maintained.

Appropriate management and maintenance arrangements will need to be made for the new parks and open spaces to be created. The management of the proposed new playing fields and the shared use between the School and other uses will also need careful consideration as will arrangements for the management of community floorspace included as part of the scheme. The ownership, management and future

maintenance of the highway network and the proposed network of cycle and pedestrian paths will also need to be agreed.

The applicant has advocated that an Estate Management Company be established to deliver this. However, the detail of this will need to be agreed with the Council including safeguards should the proposed Estate Management Company become insolvent.

Comment

A planning condition is suggested to ensure that an Estate Management Framework is agreed with the Council prior to the commencement of the development. Planning obligations are proposed to require the implementation of the arrangements approved by the LPA in the Estate Management Framework.

In summary, the Estate Management strategy will ensure management and maintenance of the highest quality of public realm, highways, routes and spaces across the site.

11.6 Transport and Highways

This section of the report summarises the transport issues related to the application, in particular the information provided by the Applicant in the Transport Assessment (TA) on the likely impacts on the transport system and the recommended mitigation package to ensure that the proposed development can be safely accommodated on the transport system without unacceptable impacts. More detail is set out in the Transport and Highways Appendix to this report.

Transport Assessment

A number of iterations of the TA have been produced with the latest version (7) having been issued in December 2010 following detailed comments from officers, and also by Colin Buchanan's who were appointed by the Council to undertake an independent audit of the TA. The latest submitted TA (also including January 2011 Addendum material and material submitted in March to address concerns of IBSA) is now considered to correctly identify the scheme impacts and proposes appropriate measures to mitigate the impact of generated traffic onto the surrounding transport network.

The development of the TA and subsequent production of this section of the report has been fully informed by the two public Planning and Development Forums that were held in February 2010 and January 2011.

11.6.1 Existing Highway Conditions

The existing highway conditions are set out in detail in Chapter 3 of the TA. Bittacy Hill and Frith Lane are both local distributor routes, whilst

Partingdale Lane is a minor road with a width restriction near Lullington Garth/ Frith Lane. There are existing high levels of traffic on both Frith Lane and Bittacy Hill and these important routes converge on the Holders Hill Circus roundabout junction. On - street car parking takes place on Bittacy Hill and around Holders Hill Circus. The immediate highways network is situated within the Mill Hill East Controlled Parking Zone. The site is also adjacent to Mill Hill East underground station, on the Northern Line. The area is served by three bus routes the 382, 240 and 221. Public Transport Accessibility Levels (PTALs) are graded from 1 for very poor accessibility to 6 for excellent accessibility. Although a small portion of the existing site benefits from a PTAL level 3 at the existing Council Depot the majority of the site falls within PTAL 2 with a smaller area of PTAL 1 towards the north. In the three years from 2007 to 2010 there were a total of 30 Personal Injury Accidents on public highway in the vicinity of the site. There were no accident hotspots or a clear pattern.

Historically the site was occupied by the British Forces Post Office (BFPO) and the Defence Courier Service (DCS), although transport activity relating to these had largely ceased by the time traffic surveys for the Mill Hill East AAP and the TA were undertaken in 2006 / 7.

11.6.2 Development Proposals and Phasing – Transport Impacts

The development is proposed to be rolled out over 11 phases. The key highway mitigation measures will mostly be delivered by the end of phase 2 (a trigger point of occupation of 298 units). The following key points should be noted:

1. Phase 1 - 133 residential units which will access onto Frith Lane using the new Ridgemont junction. It should be noted that 98 of these Phase 1 units would replace the remainder of the consented Annington Homes development;
2. Phase 1A – 58 residential units which will access onto Frith Lane via the eastern end of the new East - West link and the new junction with Frith Lane;
3. Phase 2(A) – provides a connection between the development and Bittacy Hill via Henry Darlot Drive for 107 residential units. At this time the junction improvement at Bittacy Hill / Engel Park will be implemented;
4. Phase 2(B) - prior to occupation of the school and / or more than 298 residential units (i.e. end of phase 2) the new East – West route will be completed, together with the other key off-site highway mitigation measures, principally at Holders Hill Circus and Bittacy Hill / Frith Lane (and the link between them), although the need for traffic signals at Pursley Road / Bittacy Rise will be kept under review and may be delivered at a later date. Once the new East-West route is adopted the 382 bus route will be extended to terminate at a new stand next to the proposed school;

5. The final main connection between the development and the wider highway network takes place as part of Phase 8 (equivalent to 1429 residential units) when the North – South route is built, providing a bus-only link between the tube station and the school and East-west route. This allows bus route 240 to then be diverted through the site.

Traffic Surveys and Development of the Traffic Model

Full details are set out in the Transport and Highways Appendix. A scoping exercise was completed to identify the area of influence of the scheme. Key junctions that will be affected by the development are the Frith Lane / Bittacy Hill roundabout; Holders Hill Circus roundabout; Bittacy Rise / Pursley Road junction and the Bittacy Hill/ Engel Park junction. The highway link between the Bittacy Hill / Frith Lane and Holders Hill Circus roundabouts is also a key location. There are marginal impacts at more peripheral locations including the Argyle Road (Sussex Ring) roundabout and the A1 / Holders Hill Road junction.

Traffic surveys were undertaken at all the above to identify the existing situation and the Developer's traffic consultants used this survey data and other variables to develop detailed 2007 AM and PM peak hour traffic models of the area. Other input data included some work that was part of previous modelling developed in support of the Mill Hill East AAP submission. Traffic surveys included residual trips generated by the site in relation to the running down of the BFPO and DCS activities, as well as trips generated by the Council depot (most of which occur outside peak travel times) and a number of residential units. The existing (2007) base flows generated by the site are low as currently the majority of the site is not used, and the Barracks had been largely decommissioned. At present the above activities are estimated to result in 162 vehicles leaving in the am peak from the site and 110 arriving.

The 2007 'base model' has been factored up to account for background traffic growth to a future year of 2023. This creates a future year model without the development, termed the 'Do Minimum' (DM) which has then been modified with the proposed development trips and network changes / junction improvements added to create the 'Do Something' (DS) model. Comparison between the DM and DS models give the predicted scheme impacts. The modeling work correctly accounts for the consented Ridgemont Development (Annington Homes) in the DM, and the relocation of the Council depot.

It should be noted that the modelling work has been undertaken in accordance with national and TfL guidelines and validates well against observed base year AM and PM peak hour traffic flows. The modelling has also been independently audited by Colin Buchanan's and found to be robust.

11.6.3 Impact on the Existing Highway Network

It is clear that the proposed scheme, without any mitigation measures, would cause or add to existing congestion and result in junctions that could come under strain with the increased traffic, resulting in delays, The TA addresses this issue and meets Council policy which seeks to encourage development which does not exacerbate existing conditions on the local highway network.

11.6.4 Trip Generation Impact and Traffic Forecasts

The TA which predicts that there will be a 5% shift away from using cars associated with the introduction of the two bus routes into the site and the improved pedestrian access to the tube station. A summary of the predicted trips under the three scenarios considered is provided in the TA Addendum, re-produced below:

Future 2023 'No access mode shift' – this assumes that there are no improvements to non-car modes;

Future 2023 'With access mode shift' – this assumes that there is a 5% shift from car to bus / tube / walk as a result of the proposed package of physical and bus service improvements;

Sensitivity Test (with Travel Plan) – this assumes that the proposed additional package of Travel Plan related measures encourages additional trips to transfer from car. Details of the proposed Travel Plans are discussed later in this report.

Scenario	AM PEAK PERIOD			PM PEAK PERIOD		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Future 2023 'No Access Mode Shift'	254	321	575	277	257	534
Future 2023 'With Access Mode Shift'	241	305	546	263	244	507
Sensitivity Test (With TP)	224	283	506	244	226	470

Table 7.1: Total Vehicle Trips by Scenario

The development related residential, workplace and school Travel Plans are expected to encourage more trips to be made by non-car modes and therefore help to keep traffic to an acceptable level. However, in order to help ensure a robust assessment has been carried out it is the 'Future 2023 With Access Mode Shift' traffic forecasts' that have been used to assess the impact of the development; in particular it is these forecasts that have been input to the detailed junction models. This represents more effectively a 'worse case' scenario for modelling purposes.

The TA has modelled the trips generated by the site and its impact on the surrounding highway network. All key junctions in the area have been assessed taking into account the traffic from the proposed development to evaluate what complementary highway works would be required on the immediate surrounding highway network in order to mitigate the impact of the scheme. It is forecast that 50% of these currently travelling from Frith Lane to Pursley Road via Devonshire Road will use the new East - West Route, thereby relieving some of the existing pressure on the Bittacy Hill/ Frith Lane and Holders Hill Circus roundabouts. Likewise the majority of existing traffic travelling southbound down Bittacy Hill to Frith Lane will divert onto the East-West Link.

In terms of the trips generated by the development the predicted mode split associated with the Future 2023 'with access mode shift' scenario is 39% car trips with 13% as car passengers, 1% motorcycles, 11% bus, 2% rail, 18% underground and 16% walking. The split is envisaged to be similar for the am and pm peak times and incorporates a projected 5% shift from car use.

No Development – 2023 Do Minimum (DM)

A 9.6% background growth in traffic has been modelled to provide an indication of the local increase in demand on the highway network which is considered an appropriate growth assumption. In this 2023 DM scenario, the East-West Link has not been constructed, nor have there been any improvements to the Frith Lane / Bittacy Hill and Holders Hill Circus Roundabouts, or the highway link between them.

The data shows that the general rise in traffic volumes will add further pressure on the network and in particular the Bittacy Hill / Frith Lane and Holders Hill Circus roundabouts as vehicles travel east to west and west to east. Given this future situation, there will be no capacity to accommodate the proposed development without an even more adverse impact on the highway network.

Benefit of East –West Link with development (2023 Do Something or 2023 DS)

The East – West Link infrastructure, therefore, is key to diverting some of the movements from the Frith Lane / Bittacy Hill and Holders Hill Circus roundabouts and the TA clearly sets this out. For example, once the East-West Link is built the vehicles travelling along Frith Lane towards the roundabout reduces to 557 vehicles in am peak as 395 vehicles are forecast to divert via the East-West link. The traffic flow levels at the Bittacy Hill / Frith Lane roundabout indicate a significant reduction resulting from east bound traffic from Engel Park and southbound vehicles on Bittacy Hill diverting onto the East-West Link, thereby avoiding this location. Traffic along Bittacy Hill and Frith Lane which is travelling southbound to the A1 and beyond is expected to continue the same movements as the East- West Link provides no advantage. Similarly the

majority of traffic travelling eastbound along Devonshire Road and Dollis Road via Holders Hill Circus will continue to do so.

In addition to the existing traffic diverting onto the East – West Link, there is the traffic generated by the site itself, much of which is forecast to travel along the East-West Link as major parts of the site are proposed to connect to this, and a proportion of traffic generated by the development will add to traffic on Engel Park as well as travelling in the direction of the Bittacy Hill / Frith Lane roundabout. The capacity of the East-West link as modelled demonstrates that the link, and alterations to affected junctions, is able to accommodate these movements. Details of impacts along Engel Park are set out in the Transport and Highways Appendix.

11.6.5 Highway Infrastructure

In order to undertake detailed assessments of key junctions the area wide am and pm peak traffic model flow predictions have been input to separate (industry standard) individual junction models (see the Transport and Highways Appendix for further explanation). Detailed checks of the junction models have been undertaken by officers and Colin Buchanan's to confirm that the key output statistics are correct, thus ensuring that the proposed schemes will function satisfactorily and the findings, based on this review are reported below.

The applicant has therefore agreed to directly fund and deliver off site highway works that will be carried out on the existing public highway to mitigate against the predicted impacts of the scheme. This includes realignment of Holders Hill Circus; measures to increase capacity between Holders Hill Circus and the Bittacy Hill / Frith Lane roundabout (which itself will be enlarged) by widening the carriageway; a mini roundabout at Bittacy Hill / Engel Park; potential traffic signals at Pursley Road / Bittacy Rise and highway works connected with the public transport interchange at Mill Hill East Station. This is discussed in the following sections.

It should be noted that apart from a February 2011 Technical Note on Phase 2 the developers have not undertaken assessments of each phase of development, but have only examined the impacts at the 2023 'end state'. This is considered acceptable because of the commitment in the TA and initial Section 106 discussions to early delivery of key highway infrastructure.

11.6.6 Direct Access to the Development

East-West link through the site

The East-West link is acceptable in principle and established as part of the Area Action Plan (AAP). The road is proposed for adoption as public highway and will be capable of providing for bus operations as the scheme rolls out. Adoption of the road is considered acceptable in principle. The East - West link will not be designed with on-street parking. Safe off-

carriageway facilities for cyclists will be provided as part of a shared pedestrian/ cycle way.

The type of junction arrangements proposed at either end of the East-West link have been reviewed through various iterations of the TA and are now confirmed as a mini roundabout at the Bittacy Hill junction and a priority junction at the Frith Lane end. Further detailed design work for the Bittacy Hill junction was undertaken to address concerns raised by IBSA, and was submitted in March. The Frith Lane junction will be constructed as part of phase 1A, together with a short section of the eastern end of the East – West link, as this will provide the connection to the local highway network for the 58 units comprising this phase. The remainder of the East – West link, including the mini roundabout at Bittacy Hill will be built by the end of phase 2.

Frith Lane / Proposed Business Area Access (Plan MHE014 in the TA Volume 2)

The Frith Lane / Proposed Business Area access is to cater solely for the employment use and a commercial area on this part of the site, which is planned to be developed as part of phase 6. The junction is currently a priority junction and will be slightly relocated.

Bittacy Hill / Henry Darlot Drive (Plan MHE015 in the TA Volume 2)

The Bittacy Hill / Henry Darlot Drive junction is an existing priority junction and it should be noted that there will initially be no direct connection from it to phase 1 and 1a development plots at the eastern end of the site. Henry Darlot Drive will be linked to the development during the first part of Phase 2 (2A), when the Bittacy Hill / Engel Park junction improvement scheme will also be implemented. There will also be a connection to the East – West link provided when the link is built. In phase 3 a further vehicular connection will allow access to and from Henry Darlot Drive by residents in Phase 1 homes.

Whilst the new estate roads will in theory provide an alternative east-west route it is expected that through careful design Henry Darlot Drive will remain a limited access road and all through traffic will use the East – West link.

Frith Lane / Ridgemont Estate Access

The Frith Lane / Ridgemont Estate priority junction access already exists and serves the current consented Annington Homes scheme. The developers wish to build Phase 1 adjacent to and including the Annington Development and propose that the scheduled 133 homes will be able to access the highway network at this point. This will be the sole access for these homes prior to the East – West link being constructed by the end of Phase 2.

Site Access to Civic Square (Plan MHE010B in the TA Volume 2)

The site access to Civic Square is intended as a priority junction to allow bus access and to facilitate servicing of the cluster of commercial units proposed at this location. A limited amount of parking for the public buildings (21 spaces) is proposed.

This part of the development is situated in the area currently occupied by the Council Depot. A provisional relocation of the depot is scheduled for 2017 (2019 at the latest). However, in the meantime, a temporary north-south pedestrian link is being proposed to facilitate efficient and safe pedestrian movement to the underground and public transport interchange (see section 11.6.8 below).

11.6.7 Off-site Highway Infrastructure

Off-site improvements are required to mitigate the impact of the development in a number of key locations around the site. These are detailed further below and will be secured by Section 106 direct delivery obligations.

Pursley Road / Bittacy Rise (Plan MHE009A in Volume 2)

Early versions of the TA proposed traffic signals for this junction to cater for the expected pattern of increase in traffic levels. Having thoroughly reviewed various options the revised December 2010 TA reconfirms this proposal as the best measure. Officers confirm that although this measure at this location is acceptable in principle, they are seeking an option to allow the type of improvement and timing of its delivery to be varied. The TA demonstrates that traffic signals will be needed by the time the development is complete in 2023, and that these will work better than a roundabout at peak times. Mindful that signals are likely to create additional delays during the off-peak, officers are seeking a bond to be set up when the scheme is designed in detail, so that it can be delivered at the appropriate time which will be informed through the Travel Plan monitoring process. This will also allow the detailed design to consider whether peak time only signals can be introduced.

Engel Park / Bittacy Rise (Plan MHE0020 in Volume 2)

This is proposed to be converted to a mini roundabout with a pedestrian refuge on Engel Park, which is considered acceptable in principle. The scheme will be implemented in the first part of phase 2 (2A), prior to occupation of the 107 residential units accessed off Bittacy Hill via Henry Darlot Drive.

Holders Hill Circus and Frith Lane / Bittacy Hill Roundabouts (Plans MHE012 and MHE013 in Volume 2)

These junctions are acknowledged as existing local congestion spots, with delays being associated with poor use of the lanes at the Circus junction; stopping buses between the two junctions blocking traffic; pedestrian crossing activity, particularly at the Frith Lane junction and long vehicles turning left from Bittacy Hill into Frith Lane encroaching onto the approach lane. Proposals have been sought that address these issues.

The East - West link will help reduce the amount of traffic seeking to use these junctions although the location of the two junctions close to each other has still required improvements through a linked and comprehensive approach, as follows.:-

- It is proposed to implement some local widening to the Bittacy Hill carriageway that creates a wide enough space to allow vehicles to pass stationary buses waiting at the bus stops without making queues worse;
- It is also proposed to reconfigure the Holders Hill Circus roundabout including localised widening and providing new lane markings to guide drivers and use the roundabout more effectively; thereby improving capacity and safety;
- A new pedestrian crossing (central refuge) is proposed near Vineyard Avenue to encourage pedestrians to cross there rather than at the Bittacy Hill / Frith Lane junction;
- Widening on the north-east side of the Bittacy Hill / Frith Lane roundabout will assist the 221 bus and other large vehicles which currently encroach onto the eastern approach lane to the roundabout.

The detailed assessment of these junctions has, for this location only, used both the area wide traffic and detailed junction models to assess the impact of the proposed measures, as the close interaction of the two junctions is best modelled using the main traffic model. The TA demonstrates that the proposals can accommodate the predicted levels of traffic and address the key issues and are therefore considered acceptable.

A1 / Holders Hill Road

The TA notes that this will be a key route for drivers connecting with the A1, A406 and beyond and identifies that queues and therefore delays will increase at the junction as a result of the development. However, it demonstrates that the increases are small, and moreover, that the overall net north – south travel times between here and either end of Partingdale Lane will be reduced through the site (taking into account the improvements and reduced delays along Frith Lane and Bittacy Hill). Following discussions with TfL, limited options exist to improve the junction in favour of traffic on Holders Hill as TfL insist that movement on

the A1 must remain a priority at this location. Officers have therefore sought funding to investigate and implement appropriate traffic management measures that will help improve and smooth traffic flows along Holders Hill Road, which should help compensate for any minor increases in delays at the A1 junction. These will be secured through the Section 106 agreement. Therefore on balance officers consider the approach to this area to be acceptable.

Argyle Road (Sussex Ring) Roundabout

An am peak only analysis has been undertaken to assess the impact of the development on this roundabout (pages 115-18, Volume 1). The modelling highlights the existing congestion at the junction but shows a negligible impact when the development trips are included. The assessment has also considered the impact of traffic that currently avoids the roundabout and instead uses local roads including Chanctonbury Way. The applicants have concluded that increasing the capacity at the roundabout would be a suitable option to reduce delays and this could also accommodate traffic using the Chanctonbury Way route. However, the scheme required to achieve this would be significant and the developer would only be obliged to offer limited funding for this measure as it mostly addresses the existing traffic issues, rather than being a mitigation measure directly associated with the development. Therefore it has been agreed that they will instead provide a contribution towards investigating any local traffic management measures that may help discourage traffic from using local roads such as Chanctonbury Way. This will be secured through the Section 106 agreement and on balance officers consider the approach to be acceptable.

Proposed Scheme Designs

The TA has provided indicative scheme drawings at locations for all proposed highway works (although the Bittacy Hill / East – West link layout has been superseded by the amended design submitted in March 2011). As this application seeks Outline consent only, the schemes have not been submitted in the detail required for implementation although work undertaken so far demonstrates that the measures are feasible in principle. In order to protect the Council from uncertainties around final scheme costs (particularly the costs of relocating utilities) it has been agreed that all the key highway improvements will be delivered by the developer directly (via S278), and the appropriate obligations will be secured through the Section 106 agreement.

In the meantime officers, and Colin Buchanan's, are satisfied with the proposals to date and the findings of the independent Stage 1 Road Safety Audits of the schemes that have been undertaken at the applicants expense (and the designers response provided by the Developer's consultants). The changes will be incorporated in the detailed schemes as they are implemented.

A summary of the proposed junctions, re-produced from the TA is tabulated below:-

TABLE 9.27: Recommended Junction Types by Location			
Junction	Junction Type		
	Roundabout	Priority	Signalised
East-West Strategic Link Frith Lane Access Options		✓	
Bittacy Hill East-West Strategic Link Access	✓ (mini)		
Frith Lane/Ridgmont Estate Access		✓	
Bittacy Hill/Henry Darlot Drive		✓	
Site Access to Civic Square		✓	
Frith Lane/Proposed Business Area Access		✓	
Pursley Road/Bittacy Rise			✓
Holdes Hill Circus	✓		
Frith Lane/Bittacy Hill	✓ (mini)		
Engel Park/Bittacy Hill	✓ (mini)		

11.6.8 Public Transport

The TA includes a Public Transport Strategy which sets out the enhancements which will encourage greater use of buses and Mill Hill East Underground Station. Providing effective public transport will give occupiers a good transport choice on existing routes through improving accessibility to destinations in the Borough and central London. The Public Transport Strategy will need to be updated as part of the monitoring of Travel Plans as the development rolls out.

Existing Bus Routes

The development site is currently served daily by buses 240, 382 and 221 that provide connections to a variety of destinations.

- Bus Route 240 (Edgware to Golders Green Station – via Mill Hill Broadway and Mill Hill East);
- Bus Route 382 (Southgate Station to Mill Hill East Station – via Arnos Grove and Finchley Central);
- Bus Route 221 (Edgware Station to Turnpike Lane Station via Mill Hill Broadway, Mill Hill East, Tally Ho and Wood Green Station).

The Council has been liaising with the developers and TfL, who oversee the provision of bus services, to ensure that appropriate levels of services and routings are provided contingent with the occupation of the site. The council and TfL work closely and collaboratively across the borough as part of ongoing bus service reviews and improvements, and so future improvements can be considered beyond the completion of this scheme.

The TA makes it clear that the Mill Hill East redevelopment does not actually generate the need for an additional bus service, either diverted or extended into the site. However, mindful of the AAP, it has been acknowledged by all parties that connecting to the tube feeder station at Mill Hill East is key to providing effective travel choices from the first occupation of this scheme. It is therefore considered appropriate for the development to provide a contribution to the costs of 'pump priming' this key bus linkage as an alternative to the use of the car.

Proposed Bus Route Diversions

The applicants are proposing to divert the Bus Route 382 in a loop through the site using the East–West Link which will be offered for adoption by the Council. This service will start to operate early in the development by the end of Phase 2 when the East – West link is completed. This is acceptable in principle and the provision of a new layover space and new driver facilities near the school site is proposed and welcomed. New bus stops would be provided along the East – West link and by the school.

In addition the applicants propose to provide the North – South link infrastructure (which would also be offered for adoption) to enable a re-routing of the 240 through the site which is planned in the later stages of the development (Phase 8). The North – South link will provide a bus-only connection between the tube station and the East – West link, and will join this by the proposed school.

The re-routing of the 221 through the site was rejected by TfL due to the lack of benefits for passengers using the existing service. Officers still consider this a useful route option that can be considered in the future. However, the proposed package of bus route enhancements to date is considered to offer a good level of improvement consistent with the modest shift from car use set out in the TA.

Future Public Transport Accessibility Levels (Plan MHE005 in Volume 2)

The future PTAL levels with the scheme completed have been assessed and this demonstrates that the area of PTAL 3 in the southern part of the site is increased, with the area of PTAL 1 in the north of the site reduced to a small area. Most of the site remains in PTAL 2 although accessibility to bus stops, bus services and the tube station are all improved.

Bus Route Contribution

The Developers have agreed with the Council and TfL to enhance the local 382 and 240 bus services as follows:

The First Bus Service Contribution for £150,000 is towards the cost of diverting the 382 Bus into the site on the completion of the East – West link by the end of Phase 2 of the development (prior to the occupation of 298 residential units).

The Second Bus Service Contribution for £475,000 is towards the cost of diverting the 240 Bus into the site on the completion of the North-South link during Phase 8 of the development (prior to the occupation of 1429 residential units).

In addition to the bus diversions there are also 5 bus stops on Bittacy Hill and Frith Lane which have been identified as requiring upgrading. The developer is contributing £10,000 per bus stop at a total of cost of £50,000 to upgrade these stops. The bus stopping facilities within the Mill Hill East station forecourt will also be upgraded, and these works will be completed as part of the Station forecourt improvements.

Mill Hill East Underground Station

TfL have confirmed that the existing train service frequency of 5 trains per hour in the peak and a 4 train per hour shuttle off-peak will continue. Although it should be noted that the Northern Line generally is being improved with an expected improvement in reliability as part of the overall Northern Line Upgrade. The TA clearly illustrates that the station is not operating at capacity and can accommodate projected future development related growth. TfL have therefore decided that a service frequency upgrade is not required, which Officers agree with.

Mill Hill East Underground and Step-Free Access (SFA)

Discussions have taken place with GLA, TfL and the applicants on the level of contribution required towards providing SFA at the station. The applicants have offered to fund the scheme in principle, although they have said that the viability of the scheme is such that this is unaffordable now but more funding may be available if viability improves in the future. The Section 106 Agreement will reflect this. The applicants have already paid £40,000 directly to TfL to enable them to undertake the SFA Feasibility Study for Mill Hill East Station. The report has been completed and the estimate for the preferred option for providing Step Free Access is £2.9m. It should be noted that securing SFA is a priority for TfL, and is also highly desirable for LB Barnet as it assists in improving accessibility.

Improvements to the station forecourt including the re-alignment of the bus stopping arrangements are also required and will be secured in the Section 106 agreement. The developer has offered a total of £250,000 towards the station forecourt works. The upgrade is expected to be undertaken in two stages, with initial public realm improvements in phase 2 and a more comprehensive treatment at the time the new public square is built, indicatively in phase 8. The applicants are currently proposing delivery in phases 5 and 10 respectively. As per the junction

improvements, delivery directly through a planning obligation is the councils preferred option, rather than a financial contribution, although it is anticipated that the outstanding issues will be resolved as part of the detailed drafting of the Section 106 Agreement.

North-South Pedestrian Link

As a result of the phased nature of the development and the fact that the Mill Hill Council Depot site may not be fully relocated until 2017 (or at the very latest by 2019), the developer has agreed to provide a temporary north-south pedestrian link through the site to provide a direct link to the tube station which would improve pedestrian permeability and help encourage public transport use. This would be delivered as soon as the relevant part of the council depot (existing hard standing yard area) becomes available, indicatively in phase 3 (prior to the occupation of 442 residential units), but at the latest by the end of phase 8 (1429 units).

11.6.9 Internal Highway Layout

The indicative internal highway layout (Parameter Plan 1- **Appendix A2**) has being designed to ensure through traffic uses the East-West link and measures will be provided to heavily discourage alternative through movements. The internal highway layout is also designed to reduce the concentration of traffic movements at any one location. A clear hierarchy of streets is proposed with distinct characters such as the main boulevard, residential streets with houses, and shared surface streets and courts with houses.

Detailed designs for the proposed internal roads will be presented at the Reserved Matters stage to ensure that the streets are designed to a high quality, provide for safe movement, create a network of quiet routes for pedestrian and cycle movement and discourage unnecessary traffic movements whilst still providing access for essential vehicles, such as emergency services and refuse trucks. Most new streets will remain in private ownership and be managed by the 'estate' accordingly.

The accompanying planning document 'Design Principles Document Addendum' sets out in more detail the street hierarchy for the site. This will form part of the Design Code Framework which is conditioned to be agreed before development commences.

11.6.10 Pedestrians and Cyclists

Around the site

The TA contains a Pedestrian Audit detailing and assessing the existing pedestrian environment around the site which has informed the pedestrian proposals required including dropped kerbs, bus stop enhancements, better crossings facilities and footway improvements. The TA sets out the locations where the enhancements are proposed. An upgraded pedestrian

and cycle link along the closed section of Sanders Lane and along Lovers Walk is proposed and a contribution of £237,000 has been agreed with the developers to fund local traffic management and parking measures and other associated measures such as these, as appropriate. This will be secured in the section 106 agreement.

There are pedestrian crossing facilities proposed in the vicinity of the Engel Park / Bittacy Hill junction, East-West link junctions, between Holders Hill Circus and the Bittacy Hill / Frith Lane roundabout and outside the tube station. An off carriageway cycle facility is proposed southbound alongside Bittacy Hill beneath the LUL bridge. The crossing outside the tube station (proposed as a zebra crossing) is planned to be delivered at the latest in phase 3 (prior to the occupation of 442 residential units), at the same time as the north – south pedestrian link mentioned above. The off-carriageway cycle facility is proposed in phase 5 which is considered acceptable. The crossing facilities proposed as part of the junction mitigation package would be delivered as part of the relevant junction, mostly by the end of phase 2.

Within the site

The site currently has few pedestrian through routes poor access to the tube station. In the proposals, the accessibility through the site and onto existing pedestrian routes (e.g. Lovers Walk), is greatly improved. A north – south pedestrian and cycle route corridor is being created with a central refuge crossing being provided where this meets the East – West Link. The Road Safety Audits have looked at the needs of pedestrians and cyclists to ensure they are being taken into account as part of the overall schemes.

11.6.10 Car and Cycle Parking Provision

The TA includes a Car Parking Strategy which sets out in detail the car parking proposals. The proposed 2174 residential dwellings have 2522 residential car parking spaces, plus 54 car parking spaces for non residential (see table below re-produced from the submission). Limited additional car parking spaces are proposed for visitor parking which would be provided at reserved matters stage. The proposed residential parking provision equates to an average ratio of 1.16 spaces per unit, with a minimum provision of one parking space per unit. This compares with the borough average ratio of 1.09, and a ratio of 1.29 for Mill Hill ward. On balance the average ratio of 1.16 is acceptable when considering the southern part of the site is in close proximity to the Mill Hill East tube station, together with the package of transport mitigation measures proposed, particularly those relating to bus service enhancements.

TABLE 5.2: Proposed Parking Provision and Standards

	Total units / GFA	Total Proposed Spaces	Ratio	Standard	In Accordance with Standard
Residential 1-2 Bed Flat	1607	1629	1 / unit	1 to less than 1 space for developments mainly composed of flats	Yes
Residential 3 Bed Flat	50	60	1.2 / unit	1.5 to 1 space for each flat	Yes
Residential 3 Bed House	240	289	1.2 / unit	1.5 to 1 space for each terraced house & flat	Yes
Residential 4-5 Bed House	277	544	2 / unit	2 to 1.5 spaces for each detached and semi-detached unit	Yes
Total Residential	2174	2522	1.16 / unit	As above	Yes
Employment	3470	17	1 / 204 sqm.	1 / 100 – 600 sqm.	Yes
Primary School	40 staff	16	1 / 2.5 staff	1 space per 2 staff	Yes
High Street Uses	1100	11	1 / 100 sqm.	1 / 35 – 50 sqm.	Yes
GP Surgery	500 sqm.	10	1 / GP and 1 / 4 staff	1 / GP and 1 / 4 staff	Yes

Taking into account the type of housing and other uses, the provision is in accordance with statutory planning policy as contained within the LB Barnet's Unitary Development Plan 2006 and the London Plan. Parking provision is also in accordance with the AAP. The Council is keen to avoid overspill parking on the surrounding streets and considers this level of provision is able to accommodate demand. Appropriate conditions are set out elsewhere in this report and it should be noted that at Reserved Matters stage the number and location of disabled parking spaces will be required.

In addition there are 2554 cycle parking spaces proposed as part of the development, which are generally in accordance with the relevant standards, and therefore considered acceptable. Again the location of the cycle parking will be considered at the reserved matters stage.

Controlled Parking Zone (CPZ) Review

In order to investigate if there is any impact on the public highway in the vicinity of the site it is considered necessary to secure contributions towards the likely review and possible extension to the Mill Hill East CPZ to ensure the right parking controls are in place. A contribution of £237,000 has been agreed.

Monitoring of car parking

To ensure that the development does not over-provide facilities that remain unused it is recommended that parking surveys will be conducted to monitor, and therefore regulate, the car parking provision for subsequent phases and look to amend any excess provision where justified. To be consistent with Policy MHE 13: Parking, the existing UDP guidance Policy M14 will be taken as the standard across the site. Cycle parking would be similarly monitored to ensure provision is appropriate. A Section 106 contribution of £10,000 has been agreed to carry out the monitoring of the car parking within the site, which is considered acceptable. The relevant condition is set out elsewhere in this report.

Refuse/Recycling and Servicing Strategy

Refuse/recycling vehicles will require regular access upon occupation of the dwellings and for other users that currently occupy this site. The details of the proposed turning heads will need to be provided at various points, and this will be addressed as part of detailed design at the reserved matters stages. Where service vehicles are required to enter private roads, the applicants will be required to sign an indemnity agreement.

A Servicing and Delivery Strategy will be needed for the High Street, employment and other relevant land use and a Waste Management Plan condition is also proposed in order to facilitate safe refuse/recycling collection for this development.

11.6.11 Travel Plans

A Framework Travel Plan has been submitted as part of the TA which is considered to be acceptable. The site has multiple uses including residential, employment and educational. As each of these uses have differing requirements each will require a separate Travel Plan.

In order to ensure the objectives of the individual Travel Plans are met a 'Monitoring Contribution' is required for the Council to undertake

monitoring of the objectives and targets of the Travel Plans. This £25,000 contribution has been agreed and will be secured through the Section 106 Agreement, which will also include the requirement for a Travel Plan Co-ordinator for the whole site to be appointed.

To help deliver the targets of the Residential Travel Plan, the applicant has agreed to the provision of a Residential Travel Plan Incentives Fund to be secured via the Section 106 agreement. The fund will be aimed at incentivising the Residential Travel Plan by providing up to £300 per dwelling for the purchase of Oyster Cards, Cycle Purchase vouchers, membership of a car club etc.

As this development is to be constructed in phases over a number of years the initiatives set out in each of the Travel Plans should be updated and reviewed annually until at least five years after full occupation. Prior to the occupation of any educational premises a School Travel Plan will be submitted to the Local Planning Authority for approval and this should be reviewed annually.

As part of the travel planning a Car Club is proposed to operate within the site which is aimed at reducing the need for individuals to own a car. It is envisaged that additional detail of the exact location of car club parking spaces will be provided as part of reserved matters and through the Travel Plan monitoring, the possibility of increasing the number of car club spaces depending on the demand will be considered and can be incorporated at the reserved matters stage. In addition to the Car Club spaces a percentage of all the car parking spaces will be provided as Electric Vehicle Charging points. The relevant travel planning conditions are set out elsewhere in this report.

11.6.12 Construction Management Plan

Due to the size and location of the development a Construction Management Plan (CMP) must be submitted to and approved by the local planning authority, prior to the commencement of any works within each phase of the development. The relevant condition is set out elsewhere in this report.

11.6.13 Section 106 Transport Contributions

To summarise from the above Highways and Transport section of this report the Section 106 Transport and Highways package that has been agreed is set out below:

- Residential Travel Plan Incentives Fund £652,000 (£300 per unit);
- Local Bus Service Contributions £625,000 (1st £150,000 and 2nd £475,000, exact timing of payments to be confirmed);
- Station forecourt improvements worth £250,000;

- Local Transport and Parking Measures Contribution £237,000 - including off-site traffic management, parking control measures and improvements to footways and cycleways in the vicinity of the site;
- Step Free Access £40,000 already paid and can increase up to £2.9m subject to proposed viability review mechanism;
- Bus Stops – Off Site Contribution £50,000;
- Travel Plan Monitoring £25,000;
- Car and Cycle Parking Survey Monitoring £10,000.

11.6.14 Section 278 of the Highway Act

The applicant is proposing that all works on (or affecting) existing or proposed public highway will be carried out under section 278 of the Highways Act. These are set out below:

Bittacy Hill/Civic Square Junction Works;
 Henry Darlot Drive/Bittacy Hill Junction Works;
 Bittacy Hill/ Frith Lane Junction Works - carriageway widening and alterations to roundabout;
 Bittacy Rise / Pursley Road/ Devonshire Road Junction Works;
 Frith Lane / Business area Junction Works;
 Frith Lane / East – West Link route Junction Works;
 Holders Hill Circus Highway Works;
 Bittacy Hill / East – West Link route Junction Works;
 Bittacy Hill / Engel Park Junction Works;
 Bittacy Hill Cycleway Works.

The works will be delivered as a direct obligation through the Section 106 Agreement, with the trigger points being as discussed in the relevant previous sections of this report above.

11.6.15 Independent Transport Review and Recommendation

Colin Buchanan's Transport Consultants issued their final Review Report in January 2011. They have arrived at a similar position to officers, in that having comprehensively revisited the methodology and reappraised all aspects of the modelling data contained in the submission they conclude that the TA is robust in all aspects. They also reviewed the material submitted in March in relation to the Bittacy Hill / East-West link and confirmed it was acceptable.

It is clear that the development will result in impacts on the surrounding highway if the proposed highway measures and other elements of the proposed transport package are not implemented but that if the package is delivered the development will be fully mitigated against. The proposed delivery of the most significant elements of the package, the off-site highway schemes, together with the East – West Link, in phase 2 is

particularly beneficial in providing early relief to some key existing congestion locations.

Officers consider that the impacts of the development on the transport network have been robustly assessed, and that all appropriate mitigation measures and control mechanisms are provided for, should permission be granted. The planning conditions and obligations recommended in this report are considered to provide an effective framework of control and officers therefore recommend the scheme for approval on matters relating to highways and transport.

11.7 Sustainability

Key Policy Background

In May 1999, the UK Government published its Sustainable Development Strategy entitled 'A Better Quality of Life: a Strategy for Sustainable Development in the UK'. This set out four main objectives for sustainable development in the UK which led the office of the Deputy Prime Minister (ODPM) to publish an updated Strategy entitled 'Sustainable Communities: Building for the Future' (2003) which introduced reforms to the system of planning and incentives to improve performance of buildings. This has led to further changes to the planning approach to sustainable development, which is now reflected in Planning Policy Guidance and Planning Policy Statements.

PPS1 makes it clear that sustainable development also encompasses social and economic objectives as well as environmental ones including; seeking social progress which recognises the needs of everyone; and ensuring the maintenance of high and stable levels of economic growth and employment.

The Mayor's SPG on Sustainable Design and Construction provides guidance on the scope of sustainability measures that should be incorporated into the design of new developments. The SPG sets essential standards that apply to all major developments in London as well as a second tier of 'Mayor's preferred standards' which indicate more exemplary approaches that can be followed but are not yet policy requirements.

Barnet's adopted Sustainable Design and Construction SPD also identifies the key parameters that should be addressed in the design of new developments. This is further built on at a site specific level by Policy MHE14 Creating a Sustainable Development which sets a number of sustainable targets for any development at the site.

Proposal

An Environmental Sustainability and Energy Strategy has been developed for the scheme and submitted with the application. This

strategy demonstrates how sustainable design and construction principles have been incorporated into the development of the scheme's indicative masterplan, and how these will be further embedded during the lifecycle of the development.

11.7.1 Energy

The London Plan energy policy objectives are to support the GLA's Energy Strategy to reduce carbon dioxide emissions, improve energy efficiency and increase the proportion of energy generated from renewable sources. New developments are required to include energy efficient design measures and energy efficient and renewable energy technologies wherever feasible.

Major developments should provide an assessment of energy demand and demonstrate the steps taken to apply the energy hierarchy set out in London Plan policy 4A.1 which include 'Using less energy (policy 4A.3)', 'Supply energy efficiently (policy 4A.6)' and 'Using renewable energy (policy 4A.7)'.

A key factor in the assessment of policy 4A.1 is the extent to which major commercial and residential schemes have demonstrated that the proposed heating and cooling systems have been selected in accordance with the preference set out in policy 4A.6, specifically in the following order:

- Connection to existing CCHP/CHP distribution networks.
- Site-wide CCHP/CHP powered by renewable energy.
- Gas-fired CCHP/CHP or hydrogen fuel cells, both accompanied by renewables.
- Communal heating and cooling fuelled by renewable sources of energy.
- Gas fired communal heating and cooling.

Major developments should show how the development would generate a proportion of the site's electricity or heat needs from renewables with a target of 20% reduction in carbon emissions, wherever feasible (policy 4A.7).

This is reinforced by AAP Policy MHE14 which requires that 20% of all energy requirements should be met from renewable technologies in accordance with strategic policies and requires the submission of an Energy Strategy, which includes a feasibility study for the provision of district heating including a Combined Heat and Power analysis, to detail the requirements for strategic energy infrastructure to support the AAP proposed development.

Proposal: Energy Centre

As this is an outline application the exact details of this facility are not known at this time. The parameters and principles applied to the

assessment of this facility are included in the Revised Environmental Sustainability and Energy Strategy. The information set out below defines the parameters and principles for this facility that have been assessed in the TA and ES. Any significant variation from these parameters and principles is likely to require a new planning application. This will be controlled through a planning condition and associated obligations.

Proposal

The Energy Centre will be located in the southern corner of the site within the employment zone adjacent to the existing Bittacy Business Centre. It is included in Phase 6 of the development.

The proposals are for a Combined Heat and Power (CHP) facility which will be linked to the development by a district heating/cooling network. The CHP will be rated at around 526Kwe electrical and is capable of supplying 92.5% of the heat and hot water to the flats in the southern area of the site, or 62% of the overall site demand.

The preferred option is to use a natural gas fired CHP as the primary heat supply plant coupled with a District Heating (DH) network. It is proposed that the Energy Centre will be designed in such a way that it could be converted to use an alternative fuel at a later date.

The CHP plant is likely to include the following key elements:

- Natural gas fired boilers (for top up and standby duty) plus the CHP unit(s);
- Electrical and gas connection equipment, thermal storage tanks and the DH equipment, including pumps, water treatment and pressurisation system.

The Energy Centre will require a flue stack for all flue terminations. The stack height will need to be calculated by flue dispersion modelling once the details of the Energy Centre have been worked up during the detailed design stage and subject to the approval of the Council.

District Heating Network

Under the current phasing plan some areas within the south of the site will be developed before the Energy Centre is operational (due to the availability of the site). The phases affected are Phase 1, Phase 1a and the proposed primary school (to be built in Phase 2). The applicant has excluded Phase 1 from the DH network on the basis that this is coming forward in an early phase and permission has been granted for the redevelopment of this part of the site already by virtue of the Ridgemont scheme. With Phase 1a and the primary school it is proposed to install sufficient energy supply plant to the school to backfeed the dwellings in

Phase 1a as an interim measure. When the Energy Centre becomes operational, the buried DH infrastructure could then be linked up.

Environmental Assumptions and Commitments

The CHP plant has the potential to provide a significant proportion of the Scheme's energy requirements. However, the CHP also raises issues regarding the level of pollutant emissions, the visual impact of the stack and noise generation. This has been considered in the applicants Environment Statement which has been judged acceptable by the officers taking account of the advice of specialist advisers to the Council.

Air Quality

All of the pollutant concentrations are within the AQS objectives and the pollutant for which the highest ground level concentration is predicted is NO₂. Impacts from the operation for the CHP unit will vary according to the height of the stack and the location of receptors. Further detailed process and design assessments will be required once the design of the Energy Centre has been agreed. When those detailed applications come forward, planning conditions will be imposed to ensure that adequate provision is in place to protect the environment and residential amenity.

Visual Impact

The Energy Centre is shown to be located adjacent to the employment land at the southern end of the site in order to minimise potential disruption to the proposed residential properties and ensure accessibility with space for fuel vehicles to park. The facility will require a stand alone stack which will need to be a minimum of 20m (approx 6 storeys) given the height of the proposed adjoining residential units. Care will need to be taken in relation to the design of this feature in order to minimise its impact. Its location within the Employment zone of the AAP and indicative masterplan at the lowest lying part of the site is considered appropriate.

Noise

The CHP is a major potential source of noise. However, it is located adjacent to the employment zone and the underground line where ambient noise levels are higher and where there are no noise sensitive neighbours. The major noise sources will be included within the building envelope and major noise impacts can be avoided through good design.

Traffic impact

As the current proposals are for a gas fired CHP fuel it is considered that the CHP plant will generate minimal traffic flows and therefore it was not

considered necessary to undertake a quantitative assessment of these impacts.

Comment on the Energy Centre

The application seeks to meet and, where possible exceed, the London Plan requirements for renewable energy by using a combined heat and power plant (CHP), initially fuelled by natural gas but designed with the potential to use alternative fuel sources. Located in the energy centre it will serve the denser southern half of the site and will be sited adjacent to the propose employment zone. The total carbon savings from such a system could be as high as 24%.

The inclusion of an Energy Centre is welcome. However, it would be preferable if it used renewable fuels in accordance with the objectives of Policy MHE14. The applicant has given consideration to the phasing of the network and to the possibility in the future for the use of alternative sustainable fuel supplies. The proposal makes a contribution to the applicant's carbon reduction strategy. Which accords with the principles of the London Plan and UDP policies.

Other Sources of Renewable Energy

Due to the challenging topography of the site and the size of units proposed it is not considered viable for the CHP and DH network to extend to the northern part of the site. The houses in this part of the site will be supplied heat via solar thermal panels coupled with air source heat pumps (in an under floor heating system). However, if buildings are to meet Code for Sustainable Homes Level 6 (a zero carbon home) as they will be required to do in later phases, a supply of additional renewable electricity generation technology will be required and this will be covered by the Building Regulations.

Building Emission Standards

Residential buildings will achieve a 13% reduction in carbon emissions below the standard set in Building Regulations Part L 2006. If more stringent targets are set through Building Regulations in the future these will have to be achieved. Residential buildings will achieve a Code for Sustainable Homes Level 4 with a target for Code Level 6 (Carbon Free) by 2016.

Commercial buildings will achieve a carbon reduction of at least 20% and will be constructed to achieve a rating equivalent to 'very good' under BREEAM with an aspiration for Excellent.

The new primary school will be an exemplar low carbon building achieving Excellent using BREEAM for schools (2007).

All of these commitments will be secured by planning conditions and obligations.

11.7.2 Construction and Materials

The applicant will develop and submit a Code of Construction Practice, Construction Management Strategy, Construction Environmental Management Plans and a Demolition and Site Waste Management Plan. The applicants propose that materials arising from demolition of existing buildings on the site will be reused. This material will be crushed and used as recycled aggregate, particularly in the construction of the site roads.

The applicant has made a commitment to locally source 50% of construction materials (by mass) within 35 miles of the site.

In order to reduce environmental impact associated with materials, detailed design will incorporate materials rated A+ to D as defined by the BRE Green Guide to Specification. The aim will be to maximize the standard of the ratings, where possible, to B and above. 50% of timber will be required to be from established responsible sources.

These aspects of the development will be enforced by contract and appropriate conditions will be placed on the planning permission.

11.7.3 Water Resources

The London Plan encourages developers to control run off from their site through incorporating rainwater harvesting and sustainable drainage. Policy 4A.14 of the London Plan states that the Mayor will, and boroughs should, seek to ensure that surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy:

- store rainwater for later use;
- use infiltration techniques, such as porous surfaces in non-clay areas;
- attenuate rainwater in ponds or open water features for gradual release to a watercourse;
- attenuate rainwater by storing in tanks or sealed water features for gradual release to a watercourse;
- discharge rainwater direct to a watercourse;
- discharge rainwater to a surface water drain;
- discharge rainwater to the combined sewer.

This is further reinforced by Policy MHE14 of the AAP which requires Sustainable Urban Drainage Systems (SUDS) to be used and provision of grey water recycling.

Proposals:

The ES identifies a potential risk of adverse impacts upon water quality as a result of site construction works (common issues include spillages of chemicals, the presence of hazardous materials, concrete slurry and sediment laden run off).

The development proposals incorporate a number of mitigation measures that aim to design out the risks of long term affects relating to flood risk. Measures include the application of Sustainable Urban Drainage Systems (SUDS) and water attenuation measures.

There is potential for significant improvement longer term in terms of water quality, runoff and flood risk.

Comment

The Environment Agency raised no objection to the application subject to the imposition of conditions. The conditions which are proposed in this report are designed to ensure that the further work agreed with the Environment Agency is delivered and thereby ensuring that the scheme does not give rise to an increase in flood risk, water pollution or an adverse impact upon the environment, including natural features and the character of the area.

The proposals will limit runoff to Greenfield runoff rates, plus 30% increase to account for climate change. The value agreed with Environment Agency is 131litres a second per hectare. A range of sustainable urban drainage initiatives are proposed to achieve this including green and brown roofs, permeable paving, ponds, swales and attenuation tanks. A condition will be applied to ensure that appropriate sustainable urban drainage technologies are applied.

There are further opportunities for reducing the use of water within the site such as designing buildings to achieve water use of 105 litres/person/day (38.3 cubic metres per year) the use of dual-flush toilets, showers and spray taps. The installation of water meters, allowing water use to be monitored and leaks to be identified as soon as they occur. However, this is a level of detail not required at an outline stage and as such will be considered further at the Reserved Matters stage.

A condition requiring 10% of rainwater to be collected and used to provide all the irrigation water needed for the development is proposed.

Conclusions on Sustainability

The environmental and sustainable development credentials contained in the application meet statutory standards and conditions and obligations will be applied to make sure that any changes in the current

environmental targets and standards will continue to be met by the development. The applicant has also assessed the scheme against the Mayor of London's SPG on Sustainable Design and Construction 2006 and this assessment is contained in Appendix B of the Revised Environmental Sustainability and Energy Strategy.

11.7.4 Air Quality

Key Policy Background

London Plan Policy 4A.9 – Improving Air Quality – advocates that development should improve the integration of land use and transport policy and reduce the need to travel; promote sustainable design and construction; undertake air quality assessments and improve energy efficiency and energy use to reduce emissions.

Barnet is designated as an Air Quality Management Area due to due to high levels of nitrogen dioxide (NO₂) and particulate matter (PM₁₀) attributable to road traffic emissions.

In addition to which Saved Policy ENV7 states that any possible impacts on air pollution must be mitigated; air pollution must be minimized through siting and traffic should be reduced.

Proposals:

The baseline conditions were established through a review of air quality monitoring data and Local Authority Air Quality Review and Assessment Documents. Background pollutant concentrations have been determined from the UK Air Quality Archive. The assessment identifies that traffic related nitrogen dioxide (NO₂) concentrations and particulate matter smaller than 10 microns in aerodynamic diameter (PM₁₀) will rise. The energy centre will also increase NO₂ and PM₁₀ concentration due to emissions. However the assessment concludes that while this is a slight adverse impact, no air quality objectives are likely to be exceeded therefore no mitigation measures are considered necessary.

Impacts on sensitive receptors, such as neighbouring residential uses, from construction dust are expected to be negligible provided that the mitigation measures contained within the proposed Construction Management Strategy are fully implemented.

Comment

The assessment of construction-related dust is general (as opposed to location-specific), and relies on appropriate mitigation measures being taken. The Council's Environmental Health Officers' consider that this is a reasonable approach at this outline planning stage.

For the Energy Centre further detailed process and design assessments will be required under the Reserved Matters application. These will go beyond the current assessment (which is considered adequate and appropriate for land use planning purposes), which relies on modelling and assumed mitigation measures to reach its conclusions. When those further detailed applications come forward, conditions will be imposed to ensure that adequate provision is in place to protect the environment and residential amenity.

A major influence on air quality throughout the construction phase of the proposed redevelopment is likely to be dust-generating activities such as earth works and the movement of heavy equipment and vehicles both on and around the site of development. It is considered that this can be managed through a Construction Management Strategy which provides a suitable mechanism for ensuring that best practice measures are taken and impacts minimised

On this basis, officers are of the view that the ES conclusions as to the likely significant residual environmental effects and the necessary mitigation measures are reasonable. They will be tied into the planning permission by the proposed planning conditions and S106 agreement.

11.7.5 Noise and Vibration

Key Policy Background

Planning Policy Guidance 24 (PPG24) guides local authorities in England on the use of their planning powers to minimise the adverse impact of noise. It outlines the considerations to be taken into account in determining planning applications both for noise-sensitive developments and for those activities which generate noise.

It explains the concept of noise exposure categories for residential development and recommends appropriate levels for exposure to different sources of noise. It also advises on the use of conditions to minimise the impact of noise.

Saved Policies ENV12 and ENV13 of the UDP advocates that the location of noise generating development and noise sensitive receptors should be carefully considered.

Policy MHE3 advocates that appropriate mitigation measures including landscaping and boundary treatment or other measures will be required to minimize any potential conflict between employment uses and residents

Proposals:

The ES is considered to be appropriate in addressing the likely noise and vibration impacts at this outline planning stage. Where there is a current

lack of detail this will be supplied at the later Reserved Matters stages or prior to commencement of development. Mitigation has been prescribed in terms of design commitments and standards and will be enforced through planning conditions. Mitigation has been considered in view of the current policy context, including the London Noise Strategy and taking account of local conditions through consultation with LB Barnet Environmental Health Officers.

During construction there is considerable scope to reduce levels of noise through mitigation, and suitable measures will be applied through the proposed Construction Management Strategy which will require the use of the 'prior consent' procedure under the Control of Pollution Act 1974 administered by LB Barnet. However, residual construction noise impacts are expected at the majority of residential properties and other noise sensitive receptors bordering the site and around areas of associated works, including demolition, foundation works and junction improvements. As the scheme progresses into the later phases, noise sensitive uses on the edge of adjacent built phases will also be impacted.

The duration of noise impacts will vary from plot to plot, but in most cases the highest noise levels during demolition, foundations and other heavy engineering works will be short-lived. In the longer term construction noise levels will be lower as lower noise emitting works progress and the works are more distant from receptors, and are more commonly screened by intervening structures.

Various mitigation measures have been included and specified in the scheme and further measures will be pursued as the detail of the scheme progresses.

In the long term the largest magnitude of the impact will be from changes to road traffic flows with existing residential properties in Engel Park being worst affected, followed by those properties on Bray Road and Bittacy Hill. The majority of areas around the site, including Frith Manor School would experience a marginal change.

Noise emissions from buildings, including the commercial units and the energy centre, will be designed to strict noise limits to avoid significant impacts. Increased activities in the proposed parks and on the school Playing Fields could cause some minor disturbance to local residents at times.

A condition requiring a landscape buffer along the boundary of the site with IBSA House is proposed to ensure that the amenity of future residents is not compromised by the noise generating activities at this site.

Comment

There are difficulties in assessing noise impacts over such a large, complex development proposal. It will therefore be important to check outcomes on the ground throughout the construction and post-construction phases. There will also be a need to carry out further noise and vibration impact assessment work at the reserved matters application stage. Buildings will be expected to comply with the prevailing standards for acoustic design.

Subject to the imposition of suitable conditions and the approval and implementation of site specific Construction Management Scheme, the Council's Environmental Health Officers consider that the proposals will not give rise to any unacceptable adverse impacts arising from noise. Such conditions are included in the proposed planning permission as recommended.

IBSA House

In addition to office accommodation IBSA House, located adjacent to the northern boundary of the site, includes a large print works and delivery yard. The print works has the benefit of an unrestricted planning consent and as a result the press can operate on a 24 hour basis. Concern was raised at the Examination in Public into the AAP that noise from the printing presses had the potential to impact on development proposed for the AAP area. As a result Policy MHE3 of the AAP advocates that appropriate mitigation measures including landscaping and boundary treatment or other measures will be required to minimise any potential conflict between employment uses and residents.

A detailed noise survey in accordance with the requirements of PPG24 (Planning and Noise) was undertaken as part of the ES. However, concerns have recently been raised that the survey may not have captured the noise generated by the printing press or delivery vehicle movements. As a result further noise surveys have been undertaken to verify the current noise levels on the site and to inform conditions. The ES has been updated to include these new surveys and the results were independently assessed by an acoustic consultant on behalf of the Council.

It is therefore considered that attenuation can be achieved by appropriate building layout, orientation and design including acoustic or triple/double glazing, an acoustic fence or similar bordering the delivery yard area and 'buffer zone' including appropriate landscaping.

Two conditions are currently recommended to address the concerns regarding noise along this boundary (**see Appendix B**). The first will require the submission of a noise mitigation strategy. This in turn will be used to inform the design and layout of the buildings in this part of the

site. The second condition would require the provision of a landscape buffer.

11.7.6 Contaminated Land

Key Policy Background

PPS23 advises that any consideration of the quality of land, air or water and potential impacts arising from development, possibly leading to impacts on health, is capable of being a material planning consideration. The presence of contamination in land can present risks to human health and the environment, which adversely affect or restrict the beneficial use of land but development presents an opportunity to deal with these risks successfully. Contamination is not restricted to land with previous industrial uses, it can occur on greenfield as well as previously developed land and it can arise from natural sources as well as from human activities;

Saved Policy ENV14 of the adopted UDP advocates that development on contaminated land will be encouraged subject to site investigations and conditions to require survey and mitigation.

Proposals:

Long term with the implementation of the mitigation measures the residual impacts from the scheme likely to arise from contaminated ground or groundwater will be reduced so that the impacts are not significant.

The remedial measures undertaken will result in an improvement with regard to the effects of contamination in the site area.

The need for further ground investigation work which will better define the extent and nature of contamination on the site is acknowledged in the ES. Output from this work will inform the detailed design and the various mitigation measures that will be required.

Comment

The ES is considered to provide an appropriate assessment of the likely significant environmental effects due to contamination of the ground and groundwater. It provides a satisfactory framework for the future design of detailed programmes for effective remediation and mitigation in accordance with relevant parameters and principles.

Reflecting the above, planning conditions are proposed with a view to ensuring that the site is remediated in an appropriate and coordinated manner as part of the redevelopment process. The officers and specialist advisors to the Council consider that this is a reasonable basis for determining this application.

11.7.7 Waste Management and Waste Facilities

Key Policy Background

PPS 10 'Planning for Sustainable Waste Management' (July 2005) sets the wider context for dealing with waste within the planning system. Although primarily focused on planning for the proper provision of waste management facilities, PPS 10 nevertheless requires major developments to incorporate appropriate design features and working plans to facilitate the proper management of waste during both the construction and operational phases. These requirements have been reinforced through the updating of the Building Regulations.

PPS 10 also requires Waste Planning Authorities (including LB Barnet) to make sufficient provision for the delivery of suitable waste management facilities "... of the right type, in the right place and at the right time ..." and to use plan-led strategies to drive waste management up the waste hierarchy (from disposal to recycling, re-use and reduction).

Proposal:

During demolition and construction the principle impacts will be the solid waste generated that cannot be avoided, reused, or recycled on site and which will require treatment or disposal off site.

In the long term the principle impacts will be the household and commercial wastes generated requiring collection, recycling, composting and disposal off site. The ability to plan and implement an integrated waste management approach at an early stage will result in minimum quantities of additional waste requiring landfill disposal. Policy MHE14 advocates that 50% of waste is to be recycled or composted. The use of source segregated recycling/ composting will help achieve this.

All of the buildings on the site (with the exception of the Officers' Mess) need to be demolished in order to allow the full regeneration potential of the site to be realised. Demolition is to be carried out in accordance with a Site Waste Management Plan that will help ensure that generation of waste on site is minimised and that, when produced, waste streams will be sorted on site wherever practical.

Although a detail for the Reserved Matters stage Residential buildings will be provided with separate dedicated storage space to facilitate recycling and composting of household waste.

Comment

The waste management proposals and targets included in the application are acceptable. The conditions which are proposed in this report will require that a Demolition and Site Waste Management Plan is

submitted and approved for each development plot before work commences.

11.7.8 Archaeology and Cultural Heritage

Key Policy Background

Planning Policy Statement 5: Planning for the Historic Environment (PPS5) sets out the Government's planning policies on the conservation of the historic environment. The Government's overarching aim is that the historic environment and its heritage assets should be conserved and enjoyed for the quality of life they bring to this and future generation and to contribute to our knowledge and understanding of our past by ensuring that opportunities are taken to capture evidence from the historic environment and to make this publicly available, particularly where a heritage asset is to be lost

Proposals

The assessment has established that no physical archaeological remains are known to be present in the site but that the potential exists for such remains to be present. Specifically, this relates to the Roman period, as the site is situated near several Roman road systems and remains from the period have been found in the vicinity. There is also the potential for remains from the later medieval period due to the proximity of Finchley.

The potential adverse impacts identified by the assessment would arise from the loss of physical remains. Such physical loss is irreversible and thus the potential affects, if realised, would be permanent.

The assessment concludes that it would be appropriate for the archaeological potential of the site to be evaluated through an archaeological field evaluation. The mitigation measures described in the assessment will not necessarily prevent archaeological resources from being disturbed. However, they will ensure that any sites and finds can be fully and appropriately recorded or preserved in-situ where appropriate and practicable. These measures are considered appropriate to ensure that there are no residual effects on archaeology.

The development would also involve the demolition of all of the on-site buildings and structures with the exception of the locally listed Officers' Mess which is to be preserved and upgraded. These include a number of historic military structures relating to the Middlesex Regiment (barrack blocks) which are mainly located in the north east corner of the site. Whilst it was acknowledged through the AAP process that these buildings were not worthy of retention English Heritage requested that a historic building record be taken of these buildings before they are demolished.

The Locally Listed Officers' Mess would be retained and sympathetically converted under the proposals. Furthermore, the setting of the building would be maintained under the current proposals as this area is zoned to provide open space. A separate application (ref: H/02848/10) has been submitted to relocate the war memorial to land opposite St Pauls Church on the Ridgeway.

Comment

Chapter 14 (of the ES) provides a fair and appropriate overview of the likely effects of the scheme. English Heritage has been consulted and has no objection subject to the appropriate planning conditions.

Officers are satisfied that the imposition of suitable conditions will ensure that no adverse impacts in relation to archaeology will arise from the proposal.

Conditions attached to the conversion of the Officers' Mess will ensure that the important historical features of the building are retained and the building sympathetically converted.

At the Examination in Public (EiP) into the AAP it was considered important that the site referenced its military past and the Inspector recommended that this could be easily achieved through using references to its previous use in street naming and in the overall naming the site. This can be controlled through the Councils statutory street naming and numbering function.

11.8 Change of Use of the Officers' Mess (detailed application)

11.8.1 Site Description and Surroundings

The Officers' Mess is a Locally Listed building that is currently vacant and sits in the centre of the development site. The building is part single part two storey red brick building. It was originally constructed in 1905 and has a number of unsympathetic rear extensions that have been added over its lifetime. The ground floor consists of a number of formal meeting rooms, offices and ancillary accommodation (kitchens, store rooms etc). The upper floors provide a number of individual bedrooms. A self contained flat is located in the west wing of the building.

The Officers' Mess is currently accessed from Curry Rise through entrance gates which lead into the grounds of the Officers' Mess. The area immediately to the front of the building is hard surfaced and provides informal parking for the building. The building is centrally located within this area with the grounds providing a formal setting around it. The Middlesex Regiment War memorial is located to the front of the building in the south east corner of the grounds adjacent to the entrance gate.

There are a number of mature trees surrounding the building which are protected by a Tree Preservation Order. Levels drop slightly from front to rear of the site.

11.8.2 Proposals

The proposal is for the demolition of the existing ground floor rear extensions and the conversion of the building into 10 flats (3, one bed and 7, two bed units) The ground floor would provide 530sqm of D1 use to provide a local GP surgery.

The grounds around the building would be reconfigured as part of the outline proposals for the wider site. The current vehicular entrance and access road would be blocked off and a new access road created to the rear of the site, this would then lead to a parking forecourt to the rear of the building. A further parking forecourt is proposed to the front of the building which would be accessed via one of the new estate roads.

The current access road and hard standing to the front of the building would be re-landscaped and would form part of the proposed new area of open space.

11.8.3 Material Planning Considerations

- The acceptability of the proposal having regard to PPS3.
- Impact on locally listed building.
- D1 use
- Parking

The Government is committed to maximising the re-use of previously developed land and empty properties to minimise the amount of green field land being taken for development. The chief objective of Planning Policy Guidance Note 3: Housing (PPS3) is to provide sufficient housing for future needs, ensuring that as many of the new homes as possible are built on previously developed land. PPS3 introduces a sequential approach to selecting sites for housing to ensure that green field sites are used only when no appropriate sites exist inside urban areas. The sequential approach identifies previously developed sites within urban areas as being the most suitable for development.

PPS3 advocates that local planning authorities should avoid developments which make inefficient use of land (those of less than 30 dwellings per hectare); encourage housing development which makes more efficient use of land (between 30 and 50 dwellings per hectare) and seek greater intensity of development at places with good public transport accessibility such as town, district and local centres. The proposal would see the intensification of the residential use of the building and therefore represents an efficient use of previously developed land in accordance with national legislation and policy H21 of the adopted UDP.

The building is locally listed and Policy HC15 of the UDP advocates that where possible these buildings should be retained. This is further reinforced by Policy MHE17 of the AAP which states that development proposals affecting locally listed buildings and structures should seek to safeguard their special character and appearance.

Policy MHE6 of the AAP advocates that the Officers' Mess should be retained and converted to a new use which will respect and reflect the heritage of the building. It advocates that suitable uses include community, commercial and residential uses and that public access to the ground floor uses should be provided.

The conversion of the building to a ground floor community use and residential is considered to comply with these policies and ensure the future of the building. The demolition of the existing extensions will enhance the appearance of the building and the internal layout has been sensitively considered in order to retain the important features and respect the original layout. In so doing the impact on the external appearance of the building is minimised as all windows and principle elevations can be retained unaltered.

A condition is recommended that prior to conversion a historic record be made of the building and an itinerary of the important features to be retained or relocated be agreed with the Council's Conservation Officers.

Policies D1, D2, D3, D4, D5 and D6 of the adopted UDP advocate that the design and layout of the proposal should be of a high standard which complements the character of the existing development in the vicinity of the site and maintains a harmonious street scene.

The proposal is considered to comply with these policies.

Policy MHE4 of the AAP advocates that community facilities should be provided in a local hub centrally located within the development to include '...a GP practice/health centre to accommodate 2-3 GP's (approx 500sqm)'. Policy MHE6 which requires the retention and conversion of the Officers' Mess advocates that suitable uses could include community, commercial or residential uses.

Whilst it is envisaged that the proposed primary school in the south of the site will provide a community hub, early discussions with NHS Barnet indicated a need for healthcare provision centrally within the site as there is an existing GP practice at the nearby former Gas Works development which could provide services for some of the new residents. A facility further within the site was therefore considered appropriate as this would provide easier access for residents in the Green Belt edges and Central Slopes areas.

A GP practice is considered a suitable use for the ground floor of the Mess building and would not detrimentally impact upon the residential amenity of future residents. The proposal would retain community access to the ground floor of the building in accordance with Policies MHE6 and MHE17 of the adopted AAP.

The building would be served by 22 parking spaces, 10 are proposed for the D1 use and the remaining spaces for the residential units. The proposed provision is considered to comply with adopted UDP standards.

S106 Contributions: The proposal would give rise to a number of S106 contributions towards education, libraries and life long learning and affordable housing. These are included in the S106 package covering the whole site.

11.8.4 CONCLUSION

The proposal would ensure the retention and sympathetic reuse of a locally listed building in accordance with adopted UDP and AAP policies. Accordingly, subject to a number of specific conditions approval is recommended.

12. EQUALITY AND DIVERSITY ISSUES

The involvement of local people and community groups during the design process has enabled the diverse needs of existing and future residents to be met in the future development.

All of the new housing in the development will be built to 'Lifetime Homes' standards (where applicable) and 10% of the properties will be wheelchair accessible or easily adaptable for residents who are wheelchair users. This fully accords with London Plan Policy 3A.4 and AAP policy MHE2. The GP practice and new school will be fully accessible to all.

The site is accessible by various means, including on foot, bicycle, public transport and private car, thus providing for a range of transport modes for all users of the site. Where funding allows all new public transport facilities and buildings to be used by the public will be fully accessible. The proposed viability review mechanism will enable the delivery of Step Free Access at Mill Hill East Underground Station should overall scheme viability improve over the course of the development.

Future detailed planning applications will ensure that a safe and secure environment is created as the development rolls out. This will include consideration of the public realm and the need to make pedestrian access safe and well lit.

The applicants will fund a number of apprenticeships and undertake where possible to use local labour which will ensure that the benefits of this regeneration scheme in terms of employment and training opportunities are available to local people. It is anticipated that through the use of the Notting Hill Housing Trust training initiative which targets the long term unemployed and those who have problems accessing employment this will allow all sections of the community are able to benefit.

13. CONCLUSIONS

Having regard to the nature of the proposals and their implications it is considered that in principle the redevelopment of this site is compliant with key national and local planning policies including PPG3, the London Plan, the saved policies of Barnet's UDP and the site specific AAP.

The current proposal will deliver 2,174 new residential units and around 500 new jobs. The proposal includes the provision of a new school which will be accessible to the wider community; health and sporting facilities and a series of new open spaces and parks in addition to improvements to existing parks off site.

The proposed level of parking is considered reasonable and appropriate for the location and level of accessibility to public transport. The transport modelling has been the subject of robust independent testing and it is considered that the surrounding highway network can support the quantum and mix of development subject to appropriate highway mitigation works. Improvements are proposed to bus services and Mill Hill East station.

The proposals will be the subject of further refined design work at the Reserved Matters stage and an overarching Design Code will be prepared for the site to ensure that individual applications for each of the phases are designed to the highest standard and comply with the parameters and principles established at this outline stage.

It is considered that the proposed development can be satisfactorily accommodated without causing significant harm to the character and appearance of the area and neighbouring residential amenity.

A comprehensive range of planning conditions and obligations will control the type and quality of future development to ensure that the site is developed in accordance with the outline application. . Sufficient mitigation measures have been proposed to ensure that any significant impacts are appropriately addressed. The obligations are considered necessary, directly relevant and fairly and reasonably related in scale and kind to the development, in accordance with Regulation 122 of The Community Infrastructure Levy Regulations 2010

Therefore, for the reasons provided throughout this report, the application is considered to comply with the relevant policies and planning guidance for the site. Accordingly, subject to the satisfactory completion of the section 106 agreement **APPROVAL** is recommended as detailed in the Recommendations section at the beginning of this report.

APPENDIX A

Appendix A1

Table 1 – London Plan Policies

LP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
THE OVERALL STRATEGY			
2A.1	Sustainability Criteria, including – <ul style="list-style-type: none"> • Optimising the use of previously developed land • A design led approach to optimising the use of land • Accessible locations 	The proposals have been appraised against all of the relevant criteria in this policy and all relevant criteria are considered to be generally fulfilled. Those highlighted in this section are particularly relevant to the scheme. No relevant criterion is considered to have been unfulfilled.	Yes
2A.2	Spatial Strategy for development - <ul style="list-style-type: none"> • Intensifying development and encouraging mixed uses in Areas of Intensification • Addressing quality of life and other key issues in the outer suburbs 	It is considered that this development demonstrates the influence of this policy as the site seeks to accommodate a range of residential units at a higher density but in a manner which provides a high quality suburban environment and the list of key matters summarised in the “key requirement” column identifies areas where the proposed development will make a contribution.	Yes
2A.6	Areas for Intensification	The Mill Hill East site is identified as an Area for Intensification and the proposed development includes mixed use development with a balance of residential and commercial development, in what is an accessible location. It is considered to achieve the overall requirements of this policy.	Yes

LP POLICY	KEY REQUIREMENT`	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
2A.9	Suburbs – sustainable communities – <ul style="list-style-type: none"> • Realising job opportunities • Encouraging a sustainable approach. 	<p>The development has a target of providing 500 jobs through the expansion of the existing Bittacy Business Park and opportunities for homeworking.</p> <p>The proposal will provide opportunities to live and work in the borough thereby reducing the need to travel.</p>	Yes
LIVING IN LONDON			
3A.1	Increasing London’s supply of housing	The Mill Hill East application proposes 2,174 housing units which will make a substantial contribution to meeting both London and Borough Targets.	Yes
3A.2	Borough Housing Targets – ten year target of 20,550	As 3A.1 above	Yes
3A.3	Maximising the potential of sites – Development should achieve the maximum intensity of use compatible with local context, design principles and public transport capacity.	<p>The London Plan designates Mill Hill East as an Area of Intensification with ambitious targets for new homes and jobs. The implication of this designation is that a higher level of development is envisaged in this area.</p> <p>The application achieves densities in accordance with the upper ranges of the London Plan density matrix. The urban design framework takes account of the local context and public transport accessibility will increase as a result of the proposal.</p> <p>Officers consider that the</p>	Yes

LP POLICY	KEY REQUIREMENT`	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
		development will maximise the potential of the site in accordance with this policy.	
3A.5	Housing Choice – <ul style="list-style-type: none"> • New developments should offer a range of housing choices. • Should be built to Lifetime Home standards. • 10% Wheelchair accessible. 	The development will offer a range of housing tenures and will achieve Lifetime Home standards wherever possible. 10% of units will be capable of adaptation to wheelchair standards. Officers consider that all relevant criteria are met.	Yes
3A.7	Large residential developments - Boroughs should encourage proposals for large residential developments in areas of high public transport accessibility including provision of suitable non-residential uses within such schemes. Boroughs should prepare planning frameworks for all large sites capable of accommodating more than 500 dwellings.	An AAP has been adopted for the site that was prepared in consultation with the local community and other key stakeholders. The AAP sets a target of delivering 2,660 new homes and 500 jobs. The proposals would deliver 2,174 new homes and commercial and retail floorspace close to public transport facilities in particular Mill Hill East Underground station.	Yes
3A.8, 3A.9 & 3A.10	Definition of Affordable Housing, Affordable Housing Targets, Negotiating Affordable Housing - <ul style="list-style-type: none"> • Affordable Housing should seek to meet the full spectrum of housing need. • Boroughs should set affordable housing targets based on an assessment of housing need and supply. 	The development will provide a range of affordable housing tenures including social rent, shared equity/ownership and private sale. The amount of affordable housing has been subject to a viability assessment and a review mechanism is proposed to ensure that the maximum viable amount of affordable housing is provided in each phase or	Yes

LP POLICY	KEY REQUIREMENT`	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
	<ul style="list-style-type: none"> Boroughs should seek the maximum reasonable amount of affordable housing. 	<p>sub phase.</p> <p>A guaranteed minimum of 15% with a target of 50% will be delivered.</p> <p>Officers consider that the review mechanism will ensure that the maximum viable amount of affordable housing is achieved in accordance with this policy.</p>	
3A.15	Loss of Housing and affordable housing.	The development will result in the loss of 150 existing units that previously provided accommodation for military personnel and their families. The proposal would provide an overall increase in the number of homes for a range of tenures in accordance with the policy requirements.	Yes
3A.18	<p>Protection and enhancement of social infrastructure and community facilities –</p> <p>Provision should be made for adequate and appropriate facilities within easy reach of the population that will use them.</p>	The impact of the development on existing social infrastructure such as schools has been appropriately considered and the proposed provision of new community facilities will be adequate to meet forecast need in accordance with this policy.	Yes
3A.23	Health Impacts – major new developments should assess health impacts and promote public health.	The proposal would provide an on-site GP practice in addition to financial contributions towards acute and intermediate healthcare. This together with the provision of open space and planned improvements to existing open spaces will promote opportunities for healthier living in	Yes

LP POLICY	KEY REQUIREMENT`	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
		accordance with this policy.	
3A.24	Education Facilities – <ul style="list-style-type: none"> • Adequate provision should be made for different types of educational facilities. • Full use of schools in the evenings and weekends should be achieved. 	<p>The development assesses both the current provision of educational facilities and the need for such facilities that will be generated by the proposed development.</p> <p>A new two form entry primary school and associated playing fields would be delivered as part of the scheme providing community facilities outside of core school hours.</p> <p>A contribution towards additional secondary school places will be secured through a viability review mechanism.</p>	Yes

WORKING IN LONDON

3B.4	Industrial Locations – Policy should promote, manage and protect smaller industrial sites where appropriate. This includes strategic and local provision for waste management and transport facilities.	<p>The development will result in the retention and expansion of the existing Bittacy Business Centre.</p> <p>The existing Council Depot and recycling operations will be relocated off site.</p>	Yes
3B.11	Improving employment opportunities – Provide the spatial context for employment initiatives and removing barriers to employment.	<p>It is estimated that approximately 500 new jobs will be created by the development. A planning obligation is secured to require the delivery of apprenticeships and training schemes to enable local people to take full advantage of the jobs created.</p>	Yes

CONNECTING LONDON – IMPROVING TRAVEL IN LONDON

LP POLICY	KEY REQUIREMENT`	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
3C.1	Sustainable Transport – integrating transport and development.	The proposal is conveniently located adjacent to Mill Hill East tube station which combined with bus service improvements will make public transport an attractive option for residents. The provision of cycle and pedestrian routes will also make it possible to make shorter and more local journeys.	Yes
3C.2	Matching development to transport capacity.	The TA and supplemental reports have been carefully reviewed by officers of LBB and TfL and have been independently assessed. Officers have considered carefully the representations received on the TA and the likely transport impacts. They consider that the TA is a satisfactory basis for determining the application, subject to appropriate planning conditions and obligations. Highways Officers are also satisfied that the proposed phasing and programming of the infrastructure, coupled with the other controls and commitments detailed elsewhere in this report, will achieve the appropriate balance sought by this policy.	Yes
3C.3	Sustainable Transport in London	The proposal is located adjacent to Mill Hill East tube station and will deliver improvements to the bus services in the area which will make public transport	Yes

LP POLICY	KEY REQUIREMENT`	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
		an attractive option for residents. The provision of cycle and pedestrian routes will also make it possible to make shorter and more local journeys.	
3C.4	Land for Transport	<p>The proposed development fulfils this requirement by making land available (or using existing transport land more efficiently) to achieve a sustainable and integrated transport network (as explained more fully elsewhere in this report) including:</p> <ul style="list-style-type: none"> • Improved station & transport interchanges • Cycle parking and associated facilities. • Provision within the site for a bus turnaround and driver facilities 	Yes.
3C.9	Increasing the capacity, quality and integration of public transport to meet London's needs	The scheme proposes to increase bus capacity and quality and improve access and integration through enhancements to the station forecourt. Two existing bus services are being improved.	Yes
3C.11	Phasing of transport infrastructure	The developers have set out an Indicative Construction Programme of eleven indicative phases and (subject to implementation of the permission) will be committed to triggers so that the delivery of each major infrastructure item is assured prior to the	Yes

LP POLICY	KEY REQUIREMENT`	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
		occupation of a certain quantum of development floorspace or event.	
3C.13	Improved Underground and DLR services	Transport infrastructure and forecourt improvements and enhanced bus interchange facilities along with step free access improvements are proposed to Mill Hill East Underground Station.	Yes
3C.20	Improving conditions for buses	The proposal includes a number of bus service improvements required to mitigate the impacts of the development on the bus network. These include the redirection of two existing routes; provision of additional bus stops; upgrade of existing bus stops; provision of a bus turn around and stand and a drivers waiting facility.	Yes
3C.21	Improving conditions for walking	A package of measures to provide pedestrian linkages to the existing footpath network is proposed.	Yes
3C.22	Improving Conditions for cycling	The new development will link into the wider cycle network and proposes a number of cycle improvement measures to be funded by the S106.	Yes
3C.23	Parking strategy	Appropriate levels of car parking are proposed. On-street parking through a car parking will be controlled by a comprehensive parking management strategy funding is secured for changes to the existing CPZ and other appropriate controls in adjacent areas as appropriate.	Yes

LP POLICY	KEY REQUIREMENT`	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
ENJOYING LONDON			
3D.8	Realising the value of open space and green infrastructure – <ul style="list-style-type: none"> • Protect, promote and improve open space. • Promote the open space network as an integrated entity. 	The proposal contains the provision of 5.9 hectares of open space. A range of open spaces and improvements to existing open spaces including Bittacy Hill Park are proposed. A network of cycle and pedestrian routes will be provided which will link areas of open space and the surrounding Green Belt.	Yes
3D.9	Green Belt–MOL should be protected from inappropriate development.	The area occupied by the Scout Camp is designated as Green Belt. This designation is respected and the open space protected as part of the development.	Yes
3D.11	Open space provision – <ul style="list-style-type: none"> • Identify areas of public open space deficiency. • Future open space needs should be considered in planning policies for opportunity areas. • Encourage functional and physical linkages with the network of open spaces and the wider public realm. • Identify, promote and protect Green Corridors and Green Chains. 	As 3D.8 above. The application is based on an assessment of existing public open space provision and a Public Realm and Open Space Strategy have informed the proposals. All relevant criteria in this policy are met.	Yes
3D.13	Children and young people’s play and informal recreation strategies. – <ul style="list-style-type: none"> • Children should 	The distribution of play areas and spaces identified in the Design and Access Statement and Public Realm and Open Space Strategy	Yes

LP POLICY	KEY REQUIREMENT`	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
	<p>have safe access to good quality play and informal recreation provision.</p> <ul style="list-style-type: none"> • Developments that include housing should make provision for play on informal recreation based on expected child population. 	<p>accompanying the application are based on a play strategy which fully accords with this policy. Council and GLA officers consider that the provision of play space is acceptable.</p>	
3D.14	<p>Biodiversity and nature conservation – New development and regeneration should have regard to nature conservation and biodiversity.</p>	<p>It is considered that the application will result in a significant net gain in biodiversity in terms of habitat quality and connectivity. The application therefore accords with this policy.</p>	Yes.

CLIMATE CHANGE AND LONDON'S METABOLISM: MITIGATION OF AND ADAPTATION TO CLIMATE CHANGE AND USING AND MANAGING NATURAL RESOURCES

4A.1 & 4A.2	<p>Tackling climate change –</p> <ul style="list-style-type: none"> • Minimise emissions of carbon dioxide. • Propose an energy hierarchy 	<p>The planning application proposes a range of climate change mitigation measures which build on the Environmental Sustainability and Energy Strategy and Technical/Infrastructure Strategy supporting the application. These include the use of SUDS, provision of an Energy Centre and district heating network, use of green/brown roofs etc. It is considered that the application is in accordance with this policy and planning conditions are proposed to ensure that the development complies with any changing targets and new environmental standards in</p>	Yes
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LP POLICY	KEY REQUIREMENT`	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
		the future.	
4A.3	<p>Sustainable Design and Construction –</p> <ul style="list-style-type: none"> • Make effective use of land and existing buildings • Reduce carbon dioxide emissions and other emissions. • Design for flexibility. • Make most effective use of resources • Minimise energy use • Manage flood risk • Promote sustainable waste behaviour. • Encourage living roofs • Reduce noise impacts. 	<p>The application has been designed to maximise the use of land close to existing public transport and planned new transport investment. Elements such as the provision of a district heating network and the installation of renewable energy technology have the potential to contribute substantially to carbon reduction targets.</p> <p>The proposals for the use of sustainable drainage systems and green and brown roofs will reduce flood risk and enhance biodiversity.</p> <p>New units will be built to a minimum of Code Level 4 for Sustainable Homes with a target to met Code Level 6 (zero carbon) by 2016and the non residential elements will be expected to achieve the relevant BREEAM standard.</p> <p>All the main criteria of this policy will be met.</p>	Yes
4A.4	Energy Assessment – Major developments should include an assessment of the energy demand and carbon dioxide emission savings.	This is included in the planning application documents and planning conditions will ensure that future targets are met.	Yes
4A.5	Provision of heating and cooling networks.	The planning application includes an on-site energy centre which will serve the higher density parts of the development in the southern	Yes

LP POLICY	KEY REQUIREMENT`	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
		half of the site. There will be a phased approach to the provision of this network with the potential to connect plots as future phases are brought forward. It is considered that the proposal fully accords with this policy	
4A.6 & 4A.7	Decentralised Energy & Renewable Energy – <ul style="list-style-type: none"> • Heating, cooling and power systems should be selected to minimise carbon dioxide emissions. • Developments should achieve a reduction on carbon dioxide emissions of 20% from on site renewable energy regeneration 	The development includes an energy centre fuelled by natural gas fired CHP. Initially this would be fuelled by gas but will be designed to take renewable technologies as they become more viable. In addition the use of photovoltaics and air source heat pumps are proposed. This will result in reductions of carbon dioxide as required by this policy.	Yes
4A.11	Living Roofs and Walls	The application will deliver a green/brown roof on the primary school. Further provision of green/brown roofs will be secured by planning condition.	Yes
4A.12 & 4A.13	Flooding & Flood Risk Management	The proposals in the planning application have been based on a comprehensive flood risk assessment approved by the Environment Agency. It is considered that the application complies with this policy.	Yes
4A.14	Sustainable Drainage – Surface water run off should be minimised in line with a drainage hierarchy.	The development would achieve run off rates that have been agreed with the Environment Agency. A range of sustainable urban drainage systems are proposed.	Yes
4A.16	Water Supplies and	Commitments have been	Yes

LP POLICY	KEY REQUIREMENT`	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
	Resources – Protect and conserve water supplies	made for rain water harvesting and promoting the use of grey water recycling. The application will comply with all relevant criteria.	
4A.17	Water Quality	The application will use sustainable urban drainage systems to reduce the intensity or urban run off. This will comply with the relevant criteria of this policy	Yes
4A.19	<p>Improving Air Quality</p> <ul style="list-style-type: none"> • Improve the integration of land use and transport policy and reduce the need to travel. • Promote sustainable design and construction. • Air Quality Assessments should be undertaken. • Improved energy efficiency and energy use leading to emissions reductions. 	<p>The application has considered and assessed air quality as part of the Environmental Statement.</p> <p>Increasing mode share to more sustainable forms of transport and the use of the renewable energy technologies (among other measures) will achieve compliance with the relevant criteria in this policy.</p>	Yes
4A.21, 4A.22, 4A.24	Waste Strategic Policy Targets & Spatial Policies for Waste Management & Criteria for the selection of sites for waste management and disposal & Existing Provision –capacity, intensification, re-use and protection & Borough Level apportionment.	The application site currently contains the Council depot and recycling centre. The application will result in the relocation of the depot to an alternative site. Officers consider that the arrangements proposed in the application adequately meet the relevant criteria in this policy.	Yes
4A.28	Construction, excavation and demolition waste – Developments should minimise construction waste	A condition requiring the submission of a Construction Management Plan controlling the amount of construction waste and	Yes

LP POLICY	KEY REQUIREMENT`	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
		ensuring reuse on the site is proposed in accordance with the key criteria in the policy.	
4A.30 & 4A.31	Better Use of Aggregates & Spatial Policies to Support.	The applicants propose that materials from the demolition of existing buildings on the site will be reused. This material will be crushed and used as recycled aggregate particularly in the construction of site roads.	Yes
DESIGNS ON LONDON			
4B.1	Design Principles for a compact city – <ul style="list-style-type: none"> • Maximise the potential of sites • Promote high quality design • Mitigate climate change • Respect local context • Provide a mix of uses • Be accessible/permeable • Be sustainable, secure, legible • Respect the natural environment. 	The application demonstrates compliance with this policy and proposes a development comprising a balance of uses including appropriate forms of high quality residential led development suitable for its strategic and suburban location. Officers consider that the urban design principles that underpin the indicative masterplan fulfil the key criteria of this policy. This will be further secured through conditions requiring further detailed design codes and Reserved Matter applications to be agreed for the site.	Yes
4B.3	Enhancing the Quality of the public realm – <ul style="list-style-type: none"> • Develop a coherent and strategic approach to the public realm. • Accessible • Integrate water space. 	A Public Realm and Open Space strategy has been submitted with the application which delivers a strategic approach to the provision of open space. The Reserved Matters applications will consider these aspects in more	Yes

LP POLICY	KEY REQUIREMENT`	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
		detail.	
4B.5	Creating and Inclusive Environment.	<p>A detailed Access Statement has been submitted with the application which was drawn up in consultation with Access in Barnet and the GLA to ensure that the site is accessible.</p> <p>The Reserved Matters applications will be expected to consider these aspects more fully.</p>	Yes
4B.6	Safety, Security, fire protection.	<p>It is considered that the design principles are in accordance with this policy. The Reserved Matters applications will be expected to consider these aspects more fully including 'Secure by Design'.</p>	Yes
4B.8	Respect Local context and communities	<p>The application will deliver a suburban form of development that attempts to respect the nature and character of the site and its surrounding area. The proposals are underpinned by robust urban design principles and incorporate a range of local facilities.</p>	Yes
4B.15	Archaeology	<p>English Heritage has been consulted and considers the application acceptable subject to safeguarding conditions.</p>	Yes
OVERALL APPROACH TO SUB REGIONAL DEVELOPMENT			
5A.1	Sub Regional Implementation Frameworks – Sets the strategic context for North London	<p>The proposal reflects the content of this policy and the proposed development includes mixed use development with a balance of uses, including residential development. It</p>	Yes

LP POLICY	KEY REQUIREMENT`	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
		is considered to achieve the overall requirements of this policy	
NORTH LONDON			
5B.1	Strategic Policies for North London – <ul style="list-style-type: none"> • Optimise the development of Areas of intensification • Sustainable Communities • Enhance Town Centres • Address Social Exclusion • Improve the Quality of the Environment 	As 5A.1 above	Yes
5B.3	Areas for Intensification in North London <ul style="list-style-type: none"> • Developments should maximise residential densities • Achieve higher levels of provision wherever possible, especially for housing 	The Sub Regional Development Framework for North London identifies the site as an area of intensification. It is considered that the application reflects the principles contained in this policy.	Yes
DELIVERING THE VISION			
6A.3	Promoting Development – Working together with strategic partners, including the development industry, will promote locations for strategic development.	The application reflects the policy position that has been developed in partnership with other agencies, local communities and stakeholders.	Yes
6A.4 & 6A.5	Priorities in Planning Obligations & Planning Obligations – <ul style="list-style-type: none"> • Affordable Housing and public transport improvements should be given the highest priority. • Contributions should be made towards 	The planning application will be accompanied by a S106 agreement which will contain contributions towards the cost of necessary provision. This will include public transport improvements, educational needs and the maximum viable amount of affordable	Yes

LP POLICY	KEY REQUIREMENT`	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
	the full cost of provision that is fairly and reasonably related in scale.	housing.	
6A.7	Increasing the capacity of London – <ul style="list-style-type: none"> • Help equip Londoners with the necessary skills • Develop a strategic approach to child care provision. 	The S106 agreement will include contributions towards employment and training for residents of the borough. The need for child care provision has been assessed by the applicant as part of the application. It is considered that the relevant criteria of this policy are fulfilled	Yes
6A.8	Phasing of Development and transport provision – Boroughs should manage development so that it conforms with London Plan targets.	The application is based on the phased provision of development and transport delivery. GLA and TFL Officers have been consulted on the assumptions made and consider that the application meets London Plan targets	Yes
6A.9	Working with stakeholders The Mayor will – <ul style="list-style-type: none"> • Work with boroughs on the preparation of planning frameworks for strategic areas. 	The GLA and TFL were involved in drawing up the adopted AAP for the area which provides the planning framework used to inform the current application.	Yes

Table 2 – Barnet UDP Policies

UDP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
STRATEGIC POLICIES			
GSD	Sustainable Development	The location, uses, density and the environmental performance of the development are based on sustainable design principles and the proposals achieve the overall requirements of this policy	Yes
GMixed Use	Mixed Use – <ul style="list-style-type: none"> • Proposals should incorporate a mix of uses. • Should consider the character and diversity of the existing area. • Potential nuisance. • Accessibility by a range of transport. 	The application is a mixed use development which includes a range of uses. It is considered that the development achieves the overall requirements of this policy.	Yes
GBEnv1 & GBEnv2 & GBEnv3	Character & Design & Safe Environment – <ul style="list-style-type: none"> • Enhance the quality and character of the built and natural environment. • Require high quality design. • Provide a safe and secure 	The application demonstrates the influence of this policy and will produce a mixed use development with a balance of uses. Officers consider that the urban design principles that underpin the application fulfil the key criteria of this	Yes

UDP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
	environment.	policy. This will be further secured through conditions requiring further detailed design codes to be agreed for the site.	
GL1	Sport and Recreation – Ensure an adequate supply of land and buildings for sport, arts, culture and entertainment.	Officers consider that improvement to the quality of sports facilities will result from the planned improvements to Bittacy Hill Park and financial contributions towards improving facilities at Barnet Copthall. Sport England have raised concerns about the potential loss of playing fields. Replacement playing fields are proposed as part of the new school which will be publicly accessible.	Neutral
GRoadNet – Road Network	The Council will seek to ensure that roads within the borough are used appropriately	Junction improvements and new road links are proposed. There is a network of proposed local roads and access roads within the site, which are considered to provide suitable connections both within the site and to and from the key junctions	Yes
GParking	Parking – apply standards to restrain growth of the car and	Proposed off street parking standards are policy compliant.	

UDP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
	regulate parking.	There is a sliding scale of provision of residential car parking that will restrict parking in later phases of the development commensurate with comprehensively improved public transport facilities and services, as well as the improved facilities for walking and cycling.	
GCS1	Community Facilities – Adequate supply of land and buildings for community, religious, educational and health facilities.	Existing provision and the needs of the new population have been assessed through the AAP and the outline application. Additional community facilities are proposed in line with projected demand and officers consider that this policy has been complied with.	Yes
GEMP 1	Protecting Employment Sites – Council will seek to consolidate and promote employment uses in the boroughs primary industrial sites and business parks and safeguard the sites against redevelopment	The proposal would see the retention and expansion of the existing Bittacy Business Centre which is an identified industrial site in the UDP. The proposals are therefore considered to comply with this policy.	Yes
GEMP2 & 3	Promoting Business Activities & Maximising Job Creation-	The development will provide up to 500 new jobs in a range of sectors. The	Yes

UDP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
	<ul style="list-style-type: none"> • Provide and promote sites • Creation of maximum number and quality of jobs 	applicant has committed to an employment and skills package as part of the S106 agreement. It is considered that this policy is fulfilled.	
GTCR2	Range of retail services – residents have ready access to a range of goods and services	The application will provide a range of retail and commercial uses on site to serve the daily needs of residents.	Yes
ENVIRONMENTAL RESOURCES			
ENV7	Air Pollution – <ul style="list-style-type: none"> • Any possible impacts on air pollution must be mitigated. • Minimise impact through siting. • Reduce traffic and need to travel. 	Air quality during construction and following development has been assessed as part of the Environmental Statement. The emphasis on increasing mode share to more sustainable forms of transport will assist in improving air quality. Officers consider that the key criteria of this policy are complied with.	Yes
ENV12	Noise Generating Development – Location of noise generating development and noise sensitive receptors should be carefully considered.	The application has considered and assessed the location of noise generating activities as part of the Environmental Statement. For instance, the proposed Energy Centre has been located adjacent to the existing industrial estate and separated from any residential	Yes

UDP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
		uses and a landscaping buffer is proposed along the boundary with IBSA house. The detail of mitigation for individual plots will be considered at the Reserved Matters Stage.	
ENV13	Minimising Noise Disturbance	A condition requiring the submission of a Construction Management Plan is proposed to ensure that noise generated during construction is minimised.	Yes
ENV14	Contaminated Land – development on contaminated land will be encouraged subject to site investigations and conditions to require survey and mitigation.	Certain parts of the site such as the Council Depot and the tank maintenance building have been used for a variety of industrial activities and the likelihood of contamination will be high in these locations. Planning conditions and obligations are proposed to require investigation and mitigation of any contamination at all appropriate stages of development.	Yes
BUILT ENVIRONMENT			
D1	High Quality Design – <ul style="list-style-type: none"> • High Quality Design, • Sustainable Development, • Community Safety. 	The application demonstrates the influence of this policy and will deliver a mixed use sustainable development with exemplar design	Yes

UDP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
		<p>quality to be secured in future reserved matters applications. It is considered that the Design Principles Document that underpinning the outline application fulfil the key criteria of this policy. This will be further secured through conditions requiring further detailed design codes to be agreed for the site.</p>	
D2	Character	<p>The application will produce a form of development appropriate to its designation as an Area of Intensification in the London Plan. The Design Principles Document respects this as far as possible with building heights and densities reducing towards the Green Belt edge and existing suburban area. The development will deliver a new suburban 'quarter' for Barnet</p>	Yes
D3	<p>Spaces – Should enhance the development and be in keeping with the overall area.</p>	<p>This aspect of the indicative masterplan has been considered in the Design and Access Statement; Design Principles Document and Public Realm and Open Space Strategy which</p>	Yes

UDP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
		provide for a robust framework to assess Reserved Matters applications in accordance with this policy	
D4	Over Development	The application will produce a high quality, mixed form of development in compliant with the planning policy. Residential densities will be accordance with the upper levels of the London Plan. The Design Principles Document gives careful consideration to residential amenity and the provision of social and green infrastructure has been assessed. Officers consider that overall this policy has been met and the form of development proposed represents the most sustainable use of brown field land.	Yes
D5	Outlook – Adequate sunlight, daylight, privacy and outlook.	The application is an outline application and these matters have been addressed subject to further design details. The Design and Access Statement and Design Principles Document provide a robust framework for assessing applications at the	Yes

UDP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
D6	Street Interest – Produce vibrant streets, avoid blank walls.	detailed design stage. As D5 above. Detailed Reserved Matters applications will be conditioned to ensure compliance with this policy which requires active and vibrant street frontages.	Yes
D9 & 10	Designing Out Crime & Improving Community Safety – Buildings should be designed to reduce crime and fear of crime. This to be secured through planning obligations.	It is considered that the design principles accord with this policy. The Police will be consulted on Reserved Matters applications which will be expected to consider these aspects further. A S106 planning obligation will secure facilities for the police at an appropriate location in the development.	Yes
D11	Landscaping – <ul style="list-style-type: none"> • Achieve a suitable visual setting for buildings. • Provide attractive and accessible spaces. • Contribute to community safety, environmental and ecological quality, 	The application is an outline application and this aspect is considered as far as is practical and appropriate at this stage. The Design and Access Statement, Design Principles Document and Public Realm and Open Space Strategy provide a robust framework for assessing applications at the detailed design stage.	Yes
HC15	Locally Listed Buildings –	The application would see the retention and	Yes

UDP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
	Safeguarding	sympathetic conversion of the locally listed Officers' Mess building. Furthermore, the setting of the building would be safeguarded as the grounds surrounding the building are to be retained as one of the proposed areas of open space.	
HC17	Archaeological Remains – Local	English Heritage has been consulted and considers the application acceptable subject to condition.	Yes
OPEN ENVIRONMENT			
O1 & O2	Green Belt/MOL & New Buildings and Uses	The Scout Camp is designated as Green Belt. Officers consider that the designation is respected in the development with no new building proposed in this location.	Yes
O7	Green Belt/MOL – adjacent land	The development respects this with building heights and densities reducing towards the green belt edge.	Yes
O12 & O13	Green Chains & Green Corridors – <ul style="list-style-type: none"> • Promote missing links • Enhance Nature Conservation Value 	It is considered that the network of open spaces provided in the application will support and enhance the links with the Dollis Valley Green Walk and the Copthall Railway Walk.	Yes
LEISURE RECREATION AND TOURISM			

UDP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
L11& L12 &L14	Public Open Space & Area of Deficiency & Improved Provision – <ul style="list-style-type: none"> • Development in Open Space not be permitted unless in interests of the community. • Improvements in area of deficiency • Improvements to quality and variety of open space to promote access for all 	The proposal contains the provision of approximately 5.95 hectares of open space. Some existing open spaces will be lost but others will be improved and new spaces provided. Officers consider that overall an appropriate distribution of open space will be achieved across the development and that all relevant criteria of this policy will be met.	Yes
L13	New Public Routes – proposals for new footpaths and cycleways will be sought where they complement existing routes and contribute to a comprehensive network of public access opportunities	Due to the location of the site on the edge of open countryside there is an established network of footpaths in the vicinity of the site. The Public Realm and Open Space strategy and Design Principals Document advocate maximising these linkages which will be delivered through detailed layout at Reserved Matters stage.	Yes
L19	Sports Grounds and Playing Fields – new provision	The proposals include the provision of new playing fields as part of the new primary school and a sports pitch within the panoramic park. The detail of both these facilities will be	Yes

UDP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
		considered further at the Reserved Matters stage to ensure compliance with this policy.	
L26	Indoor/Outdoor Sports and Recreation Facilities – Planning Obligations	The application will create the need for improvements to sports and recreation facilities to accommodate the needs of future residents of the site. A S106 planning obligation will secure a contribution towards the enhancement of facilities at Barnet Copthall.	Neutral
MOVEMENT			
M1	Transport Accessibility - The council will expect major developments to be in locations which are, or will be made, accessible by a range of modes of transport	The site is accessible by a variety of transport modes including the car, tube and bus. In order to encourage a more sustainable approach to travel in the area a range of public transport improvements, to services and facilities on bus and tube are proposed. The Public Transport Accessibility Level (PTAL) tool has been used to demonstrate that there will be an improvement in public transport accessibility as a result of the scheme.	Yes

UDP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
		A comprehensive network of cycle and pedestrian routes are proposed within the scheme boundary, and there is a commitment as part of the section 106 to enhance wider links.	
M2	Transport Impact Assessment - The council will require developers to submit a full transport impact assessment	There is a comprehensive range of TA related documentation submitted, which demonstrate how the scheme will mitigate its impact and provide a comprehensive range of public transport improvements and consequent increase in the PTAL	Yes when combined with additional studies and control mechanisms set out in the planning conditions and obligations.
M3	Travel Plans - For significant trip-generating developments the council will require the occupier to develop and maintain a Travel Plan	There is a Framework Travel Plan submitted with the current application and conditions and the S106 will require travel plans for individual businesses, the residential development and school.	Yes
M4	Pedestrians and Cyclists -Widening Opportunities The council will identify additional cycle routes in the location and design of new	There is a comprehensive network of cycle and pedestrian routes proposed as part of the scheme, and a commitment to study	Yes when combined with additional studies and control mechanisms set out in the planning conditions and obligations. Fully

UDP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
	developments. Developers will be expected to encourage cycling through provision of new facilities	links between the site and adjacent communities, and fund additional mitigation measures.	meets requirement on site.
M5	Pedestrians and Cyclists – Improved Facilities. The council will require new developments to fund facilities for pedestrians and cyclists both on and off-site	There is a comprehensive network of cycle and pedestrian routes proposed as part of the scheme, and a commitment to study links between the site and adjacent communities, and fund additional mitigation measures	Yes when combined with additional studies and control mechanisms set out in the planning conditions and obligations. Fully meets requirement on site.
M6	Public Transport – Use - Developments Should be located and designed to make use of public transport more attractive by providing improved access to existing facilities, and develop new routes and services	Public transport improvements include enhancements to the station forecourt and step-free access at Mill Hill East station. There are also proposals to improve 2 existing bus routes, provide 2 new stops within the site and enhancements to 5 existing bus stops in the surrounding area. A bus turning and driver facility are also proposed.	Yes
M7	Public Transport – Improvements. The council will expect development to provide better, interchange facilities and waiting areas	Public transport improvements include a new and improved bus station forecourt interchange and step-free access at Mill Hill East station.	Yes
M8	Road Hierarchy. The council will take into	The TA has assessed the impact of the	Yes

UDP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
	account the function of adjacent roads, and may refuse development that would result in inappropriate road use	scheme over an agreed Area of Influence, and has reported on the road traffic impacts across the adjacent area. No significant impacts on the adjacent local highway network have been identified. There are safeguards and controls included within the section 106 agreement, which includes a monitoring strategy so that issues of rat-running traffic can be identified and addressed as the development rolls out.	
M9	Road Improvement Schemes - Recognising the need for an efficient strategic road network in London as part of an integrated transport system, the council will support significant road improvement schemes	The scheme includes the provision of a new east/west link through the site which will help alleviate pressure on the existing road network by providing an alternative route for traffic.	Yes

UDP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
M10	Reducing Traffic Impact - Where it is considered necessary as a consequence of development, the council may introduce measures to reduce the traffic impacts on the environment and the community and the council will seek to secure a planning obligation from the developer.	The scheme comprises a comprehensive range of mitigation to reduce traffic impact, including junction improvements on off site junctions. There are also various car parking management measures set out in the parking strategy to encourage mode shift. There are also a number of significant improvements to public transport including a range of improved bus services. There will be a network of pedestrian and cycle routes within the site and links to adjacent communities. These mitigation and control measures will be secured through planning conditions and a S106 agreement.	Yes
M11	Safety of Road Users - The council will ensure that the safety of road users, particularly those at greater risk, is taken fully into account when considering development proposals	All junction improvements have been subject to Road Safety Audits. All internal highway junctions will be subject to s278 agreements which will include technical assessment and road safety audits.	Yes
M13	Safe Access to New Development - The council will expect	See response for M11 above.	Yes

UDP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
	developers to provide safe and suitable access for all road users (including pedestrians) to new developments.		
M14	Parking Standards - The council will expect development to provide parking in accordance with the <i>London Plan</i> parking standards, except in the case of residential development, where the standards will be: i. 2 to 1.5 spaces per unit for detached and semi-detached houses; ii. 1.5 to 1 spaces per unit for terraced houses and flats; and iii. 1 to less than 1 space per unit for development consisting mainly of flats.	The development has agreed a maximum level of overall residential parking provision. This maximum parking ratio accords with the UDP residential parking standards.	Yes
HOUSING			
H1	Housing –Allocated sites	The application is in accordance with the policy as it will deliver 2,174 new homes.	Yes
H5	Affordable Housing – Should negotiate the maximum reasonable amount of affordable housing.	The amount of affordable housing has been subject to a viability assessment and a review mechanism is proposed to ensure that the maximum viable amount of affordable housing is provided in each phase or sub phase.	Yes

UDP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
		A minimum provision of 15% with a target of 50% in individual phases, subject to the viability review mechanism.	
H16	<p>Residential Development – Character. Integrate with existing patterns of development -</p> <ul style="list-style-type: none"> • Be well laid out • Provide adequate daylight • Provide a safe and secure environment • Maintain privacy • Provide adequate amenity space. 	<p>The development will produce a new suburban ‘quarter’ for Barnet. The Design Principles Document respects this as far as practicable with building heights reducing towards the green belt and adjoining residential areas.</p> <p>The urban design principles that underpin the indicative masterplan fulfil the key criteria of this policy with planning conditions to determine urban design, safety and security at the reserved matters phases.</p>	Yes
H17	Residential Development – Privacy Standards – In town centres and regeneration areas standards applied elsewhere may not apply but innovative solutions will be required.	The Design and Access Statement and Design Principles Document provide the urban design framework and establish principles of height, massing and amenity standards appropriate for this outline application stage. The detail of the safeguarding of privacy for residents	Yes

UDP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
		will be dealt with at the reserved matters stage in accordance with parameters and principles that require the BRE standards to be achieved.	
H18	Residential – Amenity Space Standards	The Design and Access Statement and Design Principals Document establish the principles for amenity space standards appropriate for this outline stage of the design process.	Yes
H20	Residential Development – Public Recreational Space – Housing Development should provide proportionate amounts of public recreational space.	The proposal will provide approximately 5.95 ha. of open space. Improvements are to be made to the facilities at Brittany Hill Park. It is therefore considered that the application is in accordance with this policy.	Yes
H21	Residential Density – Will favourably consider higher densities at Mill Hill East provided they comply with Policy D1 and related to their surroundings.	The proposed development achieves densities in accordance with the upper ranges of the London Plan density matrix. The Design Principles Document takes account of the local context and public transport accessibility will increase as a result of the proposal. Officers consider that the development will maximise the potential of the site in	Yes

UDP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
		accordance with this policy.	
H24	Conversion of Non-residential uses	The proposal would include the conversion of the Officers' Mess to flats and a GP surgery use. The conversion secures the retention of this locally listed building.	Yes
COMMUNITY SERVICES			
CS1&2	Community and Religious Facilities & Planning Obligations – Should be appropriately located and secured by planning obligations where appropriate.	The impact of the development on existing community facilities has been appropriately considered and the proposed provision will be adequate to meet forecast need in accordance with this policy. Provision will be secured by planning obligation.	Yes
CS4	Educational Facilities – <ul style="list-style-type: none"> • Should be easily accessible by public transport, walking and cycling. • Would not adversely affect adjoining uses. • Accessible by people with disabilities 	The proposals include provision of a new two form entry primary school to accommodate the need generated by the development. The school would be located in the south of the site adjacent to the main entrance to the site and adjacent to the proposed bus turn around. The school design will be subject to a detailed reserved matters application but will need to comply with the School Premises Regulations and the	Yes

UDP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
		relevant Building Bulletin thereby ensuring that it is fully accessible. The proposal is therefore considered to comply with requirements of this policy.	
CS5	Education Facilities – Shared Use.	The proposed school will deliver the majority of the community facilities on the site through the extended schools programme ensuring the buildings and playing fields available to the wider community outside of core school hours. This will be secured through conditions and the S106 agreement.	Yes
CS8	Educational needs generated by new housing development	The applicant has assessed the need for school places arising from the development and has proposed as um of £9m towards the provision of education on the site.	
CS10 & 11 & 13	Health Care Facilities & Multiple Use & Planning Obligations – Should be easily accessible and capable of multiple use.	The development includes provision on site of a GP surgery as part of the redevelopment of the Officers’ mess in addition a financial contribution towards acute and intermediate healthcare.	Yes
EMPLOYMENT, BUSINESS & INDUSTRY			
EMP8	Small Businesses	It is considered that	Yes

UDP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
		the development complies with this policy by providing 3,470 sqm of employment (B1) uses adjacent to the existing Bittacy Business Centre which is listed in the adopted UDP as a primary business park. It is envisaged that these uses will provide accommodation for small and medium sized businesses	
EMP9	New residential development adjacent to industry	The northern boundary of the site is adjacent to IBSA House accommodating a 24 hour printing business. It is considered that through the appropriate orientation and design of buildings and a landscaping buffer that the location of residential units in this location would not compromise the continuation of this use. This will be considered in detail at the Reserved Matters stage.	Yes
TOWN CENTRES AND RETAILING			
TCR7	Out of centre locations	The proposals will deliver 1,100 sqm of 'High Street' uses to create a small parade of local	Yes

UDP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
		neighbourhood shops to serve the needs of the development. The provision of this quantum of retail floorspace was rigorously tested through the AAP process and the proposals are therefore considered to comply with this policy.	
IMPLEMENTATION			
IMP1 & IMP2	Priorities for Planning Obligation & Use of Planning Obligations	A comprehensive S106 agreement will be required before planning permission can be granted. Heads of Terms are attached to this committee report. It is considered that the package proposed will mitigate any impacts of the development.	Yes

Table 3 –Mill Hill East Area Action Plan Policies

AAP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
GENERAL POLICIES			
MHE1	Area for Intensification- Development will compromise: <ul style="list-style-type: none"> • A total of around 2,660 residential units including 2,000 new units; • Minimum of 500 jobs; • Around 1,000 sqm of retail floorspace; • 2 form entry primary school; • Community and health facilities; • Open space and children’s play facilities. 	The proposal development would achieve all the requirements of this policy.	Yes
RESIDENTIAL DEVELOPMENT			
MHE2	Housing- <ul style="list-style-type: none"> • Mix of housing types including a significant proportion of family housing. • A target of 50% affordable housing • A net average density of 85dph. • Development 	The proposal would deliver 2,174 units of which 517 units will be houses and 1,657 will be flats. A minimum of 15% affordable housing will be provided with a target of 50% subject to viability. The average density for the site will be 88 dwellings per hectare (dph) and all of the units would be built to Lifetime	Neutral

AAP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
	to be built to lifetime homes standards.	Homes standards	
EMPLOYMENT			
MHE3	Employment to provide 500 jobs focusing on small and medium sized business through – <ul style="list-style-type: none"> • retention of Bittacy Business Centre. • Opportunities for homeworking. • Community, education and retail uses. 	The application proposes 3,470sqm of employment floor space which will complement existing provision at the Bittacy Business Centre. Residential units will be designed to Code Level 4 for Sustainable Homes which requires the inclusion of facilities to enable residents to work from home. The development also includes a 2 FE primary school, 1,100sqm of retail uses and a GP surgery all of which provide employment opportunities.	Yes
COMMUNITY FACILITIES			
MHE4	Community facilities to be provided in a local hub centrally located within the development and to include: <ul style="list-style-type: none"> • A 2 FE primary school with playing fields; • A GP practice/health centre to accommodate 2-3 GP's (approx 500sqm) 	The proposed development would achieve all the requirements of this policy	Yes

AAP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
	<ul style="list-style-type: none"> Contributions towards expansion and improvement of existing facilities 		
MHE5	Local retail – Around 1,000sqm of retail floorspace as part of a local neighbourhood centre	1,100 sqm of ‘High Street’ (A1/2/3/4/5) uses are proposed. The indicative masterplan locates them within the civic square.	Yes
MHE6	<p>Officers’ Mess – To be retained and converted to a new use which will respect and reflect the heritage of the building. Grounds and Gardens to be retained.</p> <p>Retention of the war memorial in situ or its sensitive relocation in the local area</p>	<p>The proposal would see the conversion of the Officers’ Mess to 10 flats and a GP surgery. The grounds surrounding the Mess would be retained as one of the new areas of open space.</p> <p>The war memorial will be relocated off site.</p>	Yes
GREEN SPACES AND THE ENVIRONMENT			
MHE7	<p>Parks and Open Space- Provision of around 5.5 hectares including:</p> <ul style="list-style-type: none"> 4 new local parks; Retained woodland; Sports pitches <p>In addition contributions will be sought to improve existing open space and may include:</p>	5.95 hectares of open space are proposed in addition to S106 contributions to improve Bittacy Hill Park and enhance footpath links in the vicinity of the site. Officers consider that the development will maximise the potential of the site in accordance with this policy.	Yes

AAP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
	<ul style="list-style-type: none"> • works to local footpaths • improvements to Bittacy Hill Park 		
MHE 8	Children's Play Space – Provision on site based on assessment of need	The development would deliver 10sqm of playspace per child in accordance with GLA guidance.	Yes
MHE9	<p>Protection of Green Belt and biodiversity – No development within Green Belt and development adjacent to Green Belt will be required to enhance the visual amenity of the area.</p> <p>Ecological surveys required before development can commence to ensure appropriate mitigation measures.</p> <p>Planting of native species to encourage biodiversity</p>	<p>The proposal does not propose development in the Green Belt. The density and height of development is lower along the boundaries that adjoin the Green Belt.</p> <p>The application has been the subject of detailed Environmental Assessment which included further detailed ecological survey work.</p> <p>The Open Space and Public Realm strategy proposes the planting of native species.</p>	Neutral Yes
TRANSPORT AND ACCESS			
MHE10	<p>Making the right connections –</p> <p>Development based on a new network of streets linking to the surrounding area.</p> <p>Street design to promote place making.</p>	The Design Principles Strategy provides a comprehensive design framework for the creation of streets and spaces based on the principles established by the AAP. The proposals will deliver a new east/west link connecting Bittacy Hill and Frith Lane and a	Yes

AAP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
	Delivering the following strategic elements: <ul style="list-style-type: none"> • A new east/west link between Bittacy Hill and Frith Lane which is suitable for use as a bus route; and • A high street running north/south to Mill Hill East station, suitable for use as a bus route 	north/south bus/access route providing a link through the site to Mill Hill East station.	
MHE11	Improvements to the external highways network – Submission of a Transport Assessment including measures to minimise the impact of the development and promote sustainable modes of travel. Provision of off-site highways works including (but not limited to): <ul style="list-style-type: none"> • Frith Lane/Bittacy Hill • Holders Hill Circus 	A range of TA related documentation demonstrates how the scheme will mitigate its impact and provide a comprehensive range of public transport improvements and consequent increase in the PTAL. The proposal includes delivery of a number of off site junction improvements including those detailed within the policy.	Yes when combined with additional studies and control mechanisms set out in the planning conditions and obligations.
MHE12	Sustainable Transport – To include:	The S106 agreement contains a comprehensive	Yes

AAP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
	<ul style="list-style-type: none"> • A bus route between Bittacy Hill and Frith Lane; and • Improvements to Mill Hill East Underground station, station forecourt and bus interchange <p>Preparation of a public transport strategy and contributions towards the provision of public transport.</p> <p>Direct and safe walking/cycling routes across the development.</p>	<p>package of funding for highways measures including works to improve the station forecourt; provision of cycle paths and funding for buses.</p>	
MHE13	<p>Parking</p> <p>Residential parking to vary across site dependent upon proximity to public transport and unit size. UDP standards will be taken as a maximum and a lower car parking ratio encouraged.</p> <p>Provision of travel plans to include measures to reduce car usage.</p> <p>Residential and non residential parking to</p>	<p>The development contains an appropriate level of overall residential parking provision. This maximum parking ratio accords with the UDP residential parking standards.</p> <p>Non residential parking and cycle parking also accord with the parking standards in the UDP and Annex 4 of the London Plan.</p>	Yes

AAP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
	be at levels consistent with adopted council policy and Annex 4 of the London Plan	The S106 will require travel plans for individual businesses, the residential development and school and there are Contributions for Travel Incentives and monitoring of the Travel Plan.	
SUSTAINABLE DEVELOPMENT			
MHE14	<p>Creating a Sustainable Development –</p> <p>Residential development to achieve a minimum of Code Level 4.</p> <p>Commercial and community buildings to achieve a BREEAM excellent rating.</p> <p>Construction materials to achieve a rating of A+ to D in the BRE Green Guide.</p> <p>Sustainable Urban Drainage Systems (SUDS) to be used.</p> <p>Use of green and brown roofs in particular on the school.</p> <p>Provision of grey water recycling.</p> <p>20% of all energy</p>	<p>The proposal incorporates a range of ‘sustainability’ measures that seek to ensure that the development minimises emissions of carbon dioxide and adapts to climate change. As the application is in outline the principle of the delivery will be captured through the use of planning conditions and obligation. Full details of how these measures will be considered at Reserved Matters stage.</p>	Yes

AAP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
	<p>requirements to be met through renewable technologies.</p> <p>Provision of an energy strategy to include a feasibility study for provision of district heating.</p> <p>50% of waste to be recycled or composted.</p> <p>Provision of a minimum of 0.5 hectares of land for sustainable infrastructure.</p>		
DESIGN			
MHE15	<p>Design-</p> <ul style="list-style-type: none"> • Creation of gateway near station with shops and offices around a new public square with enhanced pedestrian crossing; • Creation of high quality local high street linking square to centre of site; • Creation of three residential character areas that are responsive to the suburban 	<p>The indicative masterplan incorporates the creation of a ‘gateway’ to the site opposite Mill Hill East station; a north/south pedestrian spine; three residential character areas that respond to the character and setting of the development; provision of a series of park’s and open spaces that respond to the sites topography and take advantage of the views out of the site. The Design Principles Document and parameter plans establish a</p>	Yes

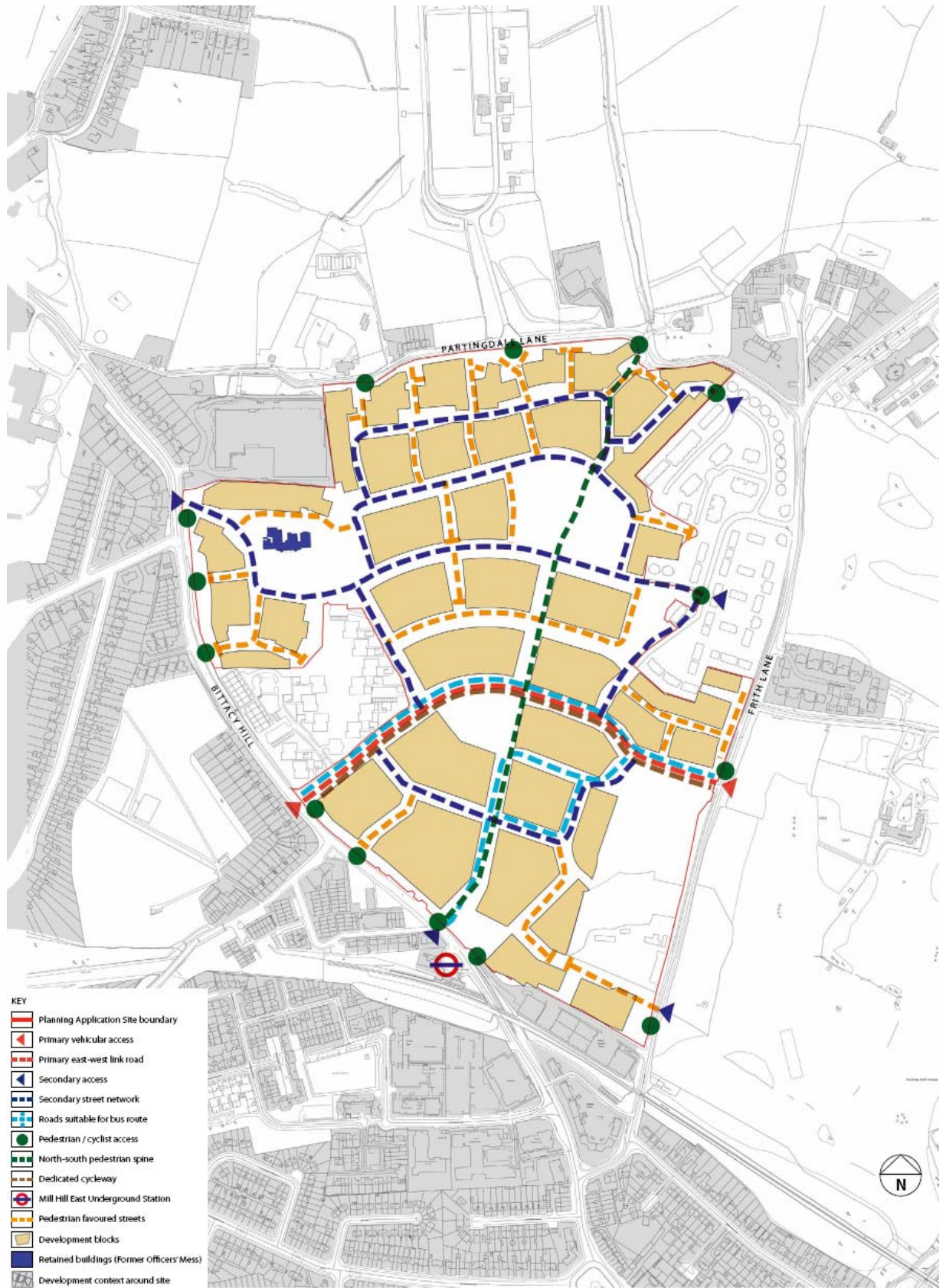
AAP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
	character and setting of development: Green Belt edge, Central Slopes, Southern Hub; <ul style="list-style-type: none"> • Aligning parks and buildings and using site topography to create a series of panoramic views from public spaces but also to limit views into the site. • Community facilities and public transport stops to be within 5 minutes walk distance of most residents. 	comprehensive design framework for the preparation of reserved matters. Officers consider that the relevant criteria are met.	
MHE16	Delivering design quality Development will be required to demonstrate a high level of quality in urban design, architecture and landscape design.	As the application is in outline the detailed design of the development will be considered at Reserved Matters stage. The principles for delivering high quality design are enshrined in the Design Principles Document which will inform the detailed design.	Yes
MHE17	Conserving Built Heritage – Development affecting locally listed buildings	The application would see the retention and sympathetic conversion of the	Yes

AAP POLICY	KEY REQUIREMENT	COMMENT	COMPLIANCE /NON-COMPLIANCE /NEUTRAL [Yes/No/--]
	and structures should seek to safeguard their special character, appearance and setting	locally listed Officers' Mess building. Furthermore, the setting of the building would be safeguarded as the grounds surrounding the building are to be retained as one of the proposed areas of open space.	
IMPLEMENTATION AND DELIVERY			
MHE 18	Delivering the AAP – A comprehensive approach will be required to development to the site to ensure a high quality of design, an integrated layout and the timely delivery of social, economic, environmental and physical infrastructure improvements	The application covers approx 70% of the AAP area this has been enabled by a voluntary agreement between the key landowners. The proposals therefore enable a comprehensive approach to the masterplanning of the majority of the AAP area in accordance with requirements of this policy.	Yes

Appendix A2

Parameter

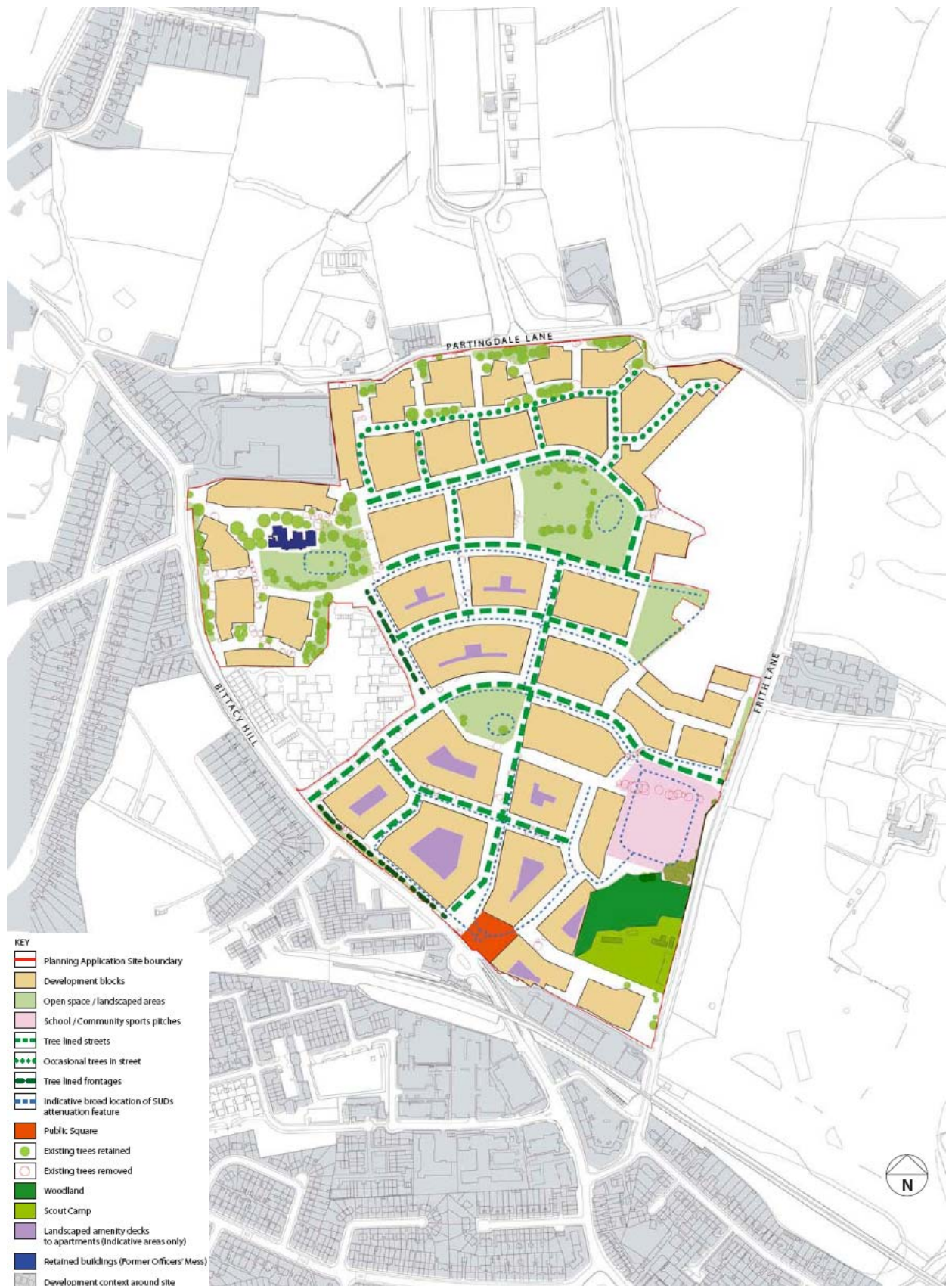
Plans

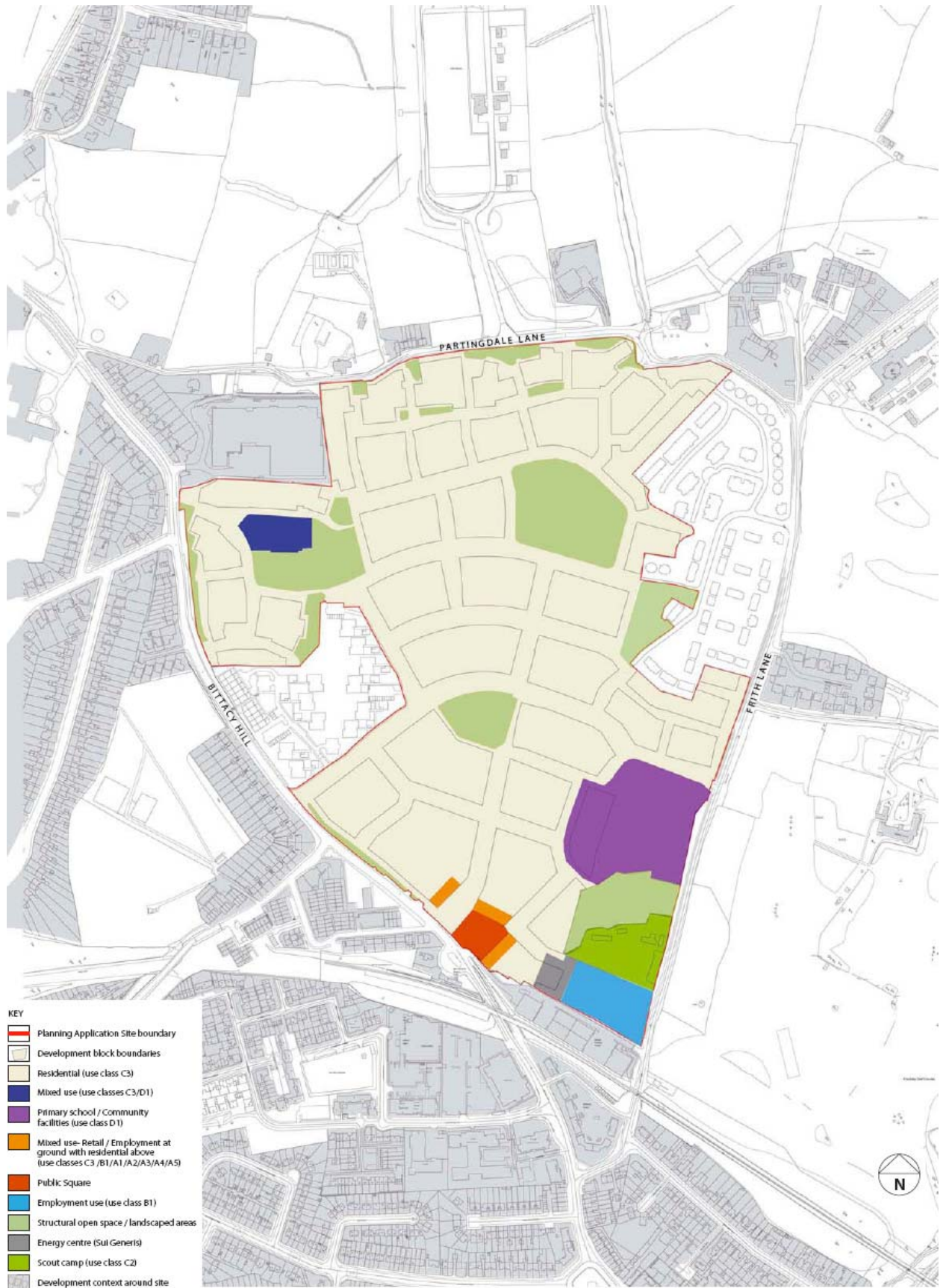


- KEY**
- Planning Application Site boundary
 - Primary vehicular access
 - Primary east-west link road
 - Secondary access
 - Secondary street network
 - Roads suitable for bus route
 - Pedestrian / cyclist access
 - North-south pedestrian spine
 - Dedicated cycleway
 - Mill Hill East Underground Station
 - Pedestrian favoured streets
 - Development blocks
 - Retained buildings (Former Officers' Mess)
 - Development context around site

PLANNING APPLICATION

Mill Hill East	Parameter Plan 1 – Access and Movement	dwg no: A6157/2.1/03/REV A drawn by: MJWH checked: QA	scale: 1:2000 @ A1 date: AUG 2010	
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PLANNING APPLICATION

Mill Hill East	Parameter Plan 3 – Land Use	dwg no: A6137/2.1/05 drawn by: MJWH checked: QA	scale: 1:2000@ A1 date: Oct 09	
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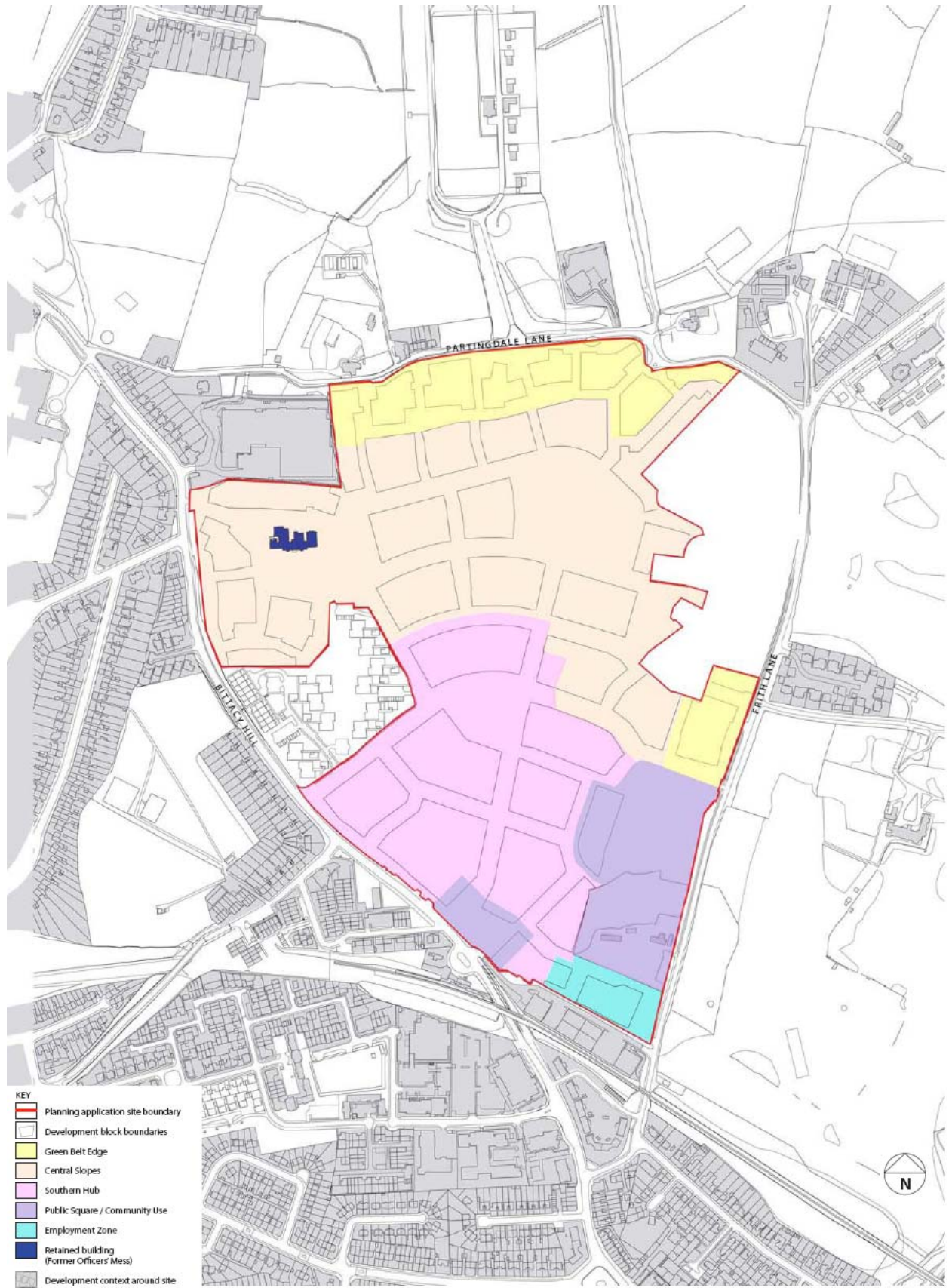
Block	Development Area	Maximum Height above ground level (metres)		Maximum Height above ground level (metres)		Maximum Height above ground level (metres)		Maximum Height above ground level (metres)		Maximum Height above ground level (metres)		Maximum Height above ground level (metres)		Maximum Height above ground level (metres)	
		Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
A1	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
A2	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
B	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
C	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
D	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
E	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
F1	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
F2	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
G	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
G1	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
G2	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
H	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
J	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
K1	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
K2	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
L	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
M1	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
M2	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
N	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
O	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
P	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Q	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
R	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
S2	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
T	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
U	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
V	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
W	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
X	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Y1	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Y2	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Z	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
AA	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
BB	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
CC	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
DD	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
EE	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
FF	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
GG	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
HH	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
CHP	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12
EMP	...	12	12	12	12	12	12	12	12	12	12	12	12	12	12

NOTE: Minimum height dimensions refer to buildings within development zones. Passageway breaks and parking decks discounted.

- KEY
- Planning application site boundary
 - 6 Storey maximum permissible height
 - 5 Storey maximum permissible height
 - 4 Storey maximum permissible height
 - 3 Storey maximum permissible height
 - 2 Storey maximum permissible height
 - Parking decks, 2 storey maximum permissible height
 - Extent of building zone
 - Retained building (Former Officers Mess)
 - Development context around site



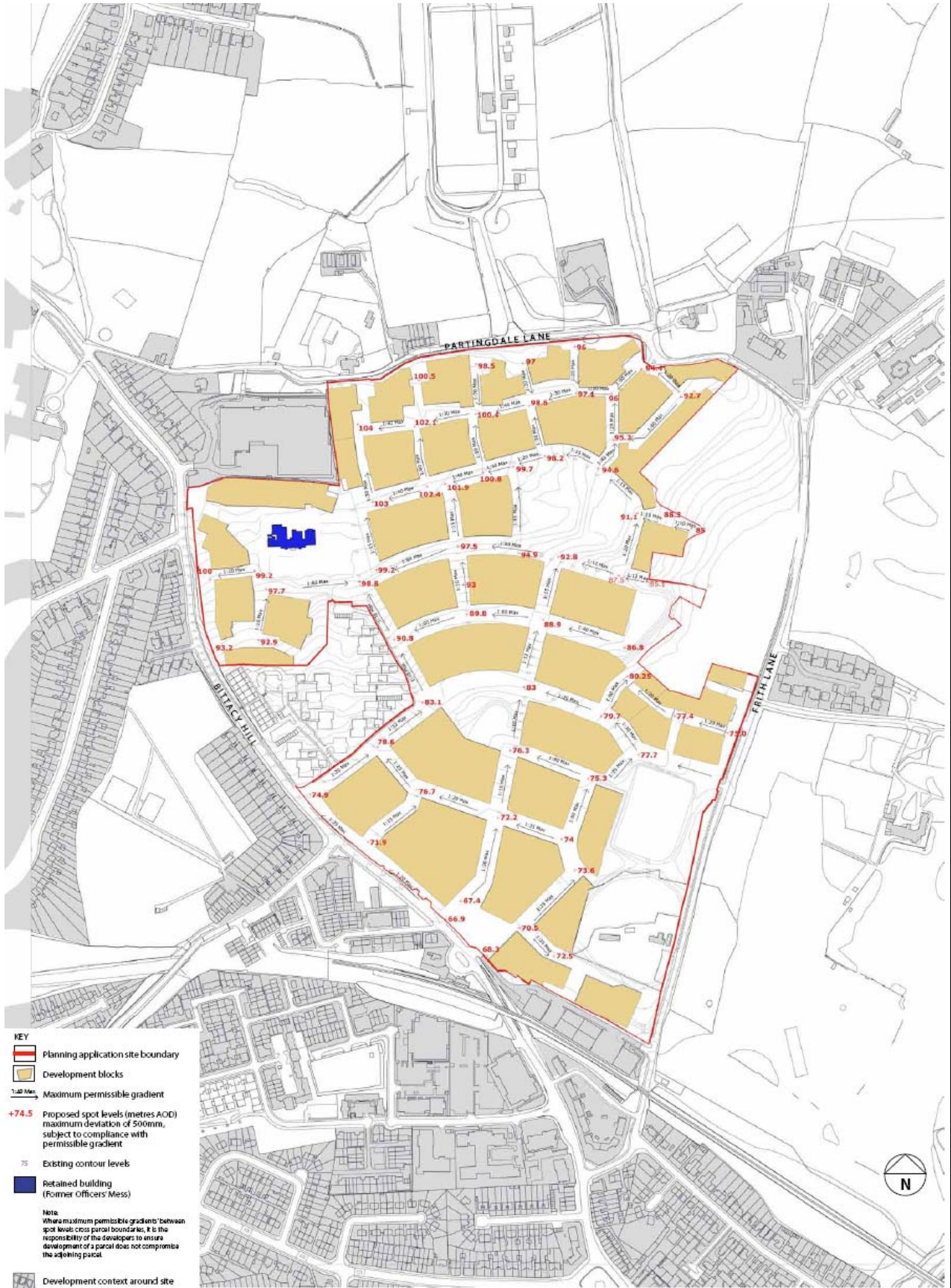
PLANNING APPLICATION



- KEY**
- Planning application site boundary
 - Development block boundaries
 - Green Belt Edge
 - Central Slopes
 - Southern Hub
 - Public Square / Community Use
 - Employment Zone
 - Retained building (Former Officers Mess)
 - Development context around site

PLANNING APPLICATION

Mill Hill East	Parameter Plan 5 – Character Areas	dwg no: A6157/2.1/07 drawn by: MJWH checked: QA	scale: 1:2000 @ A1 date: Oct 09	
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Appendix A3

Indicative

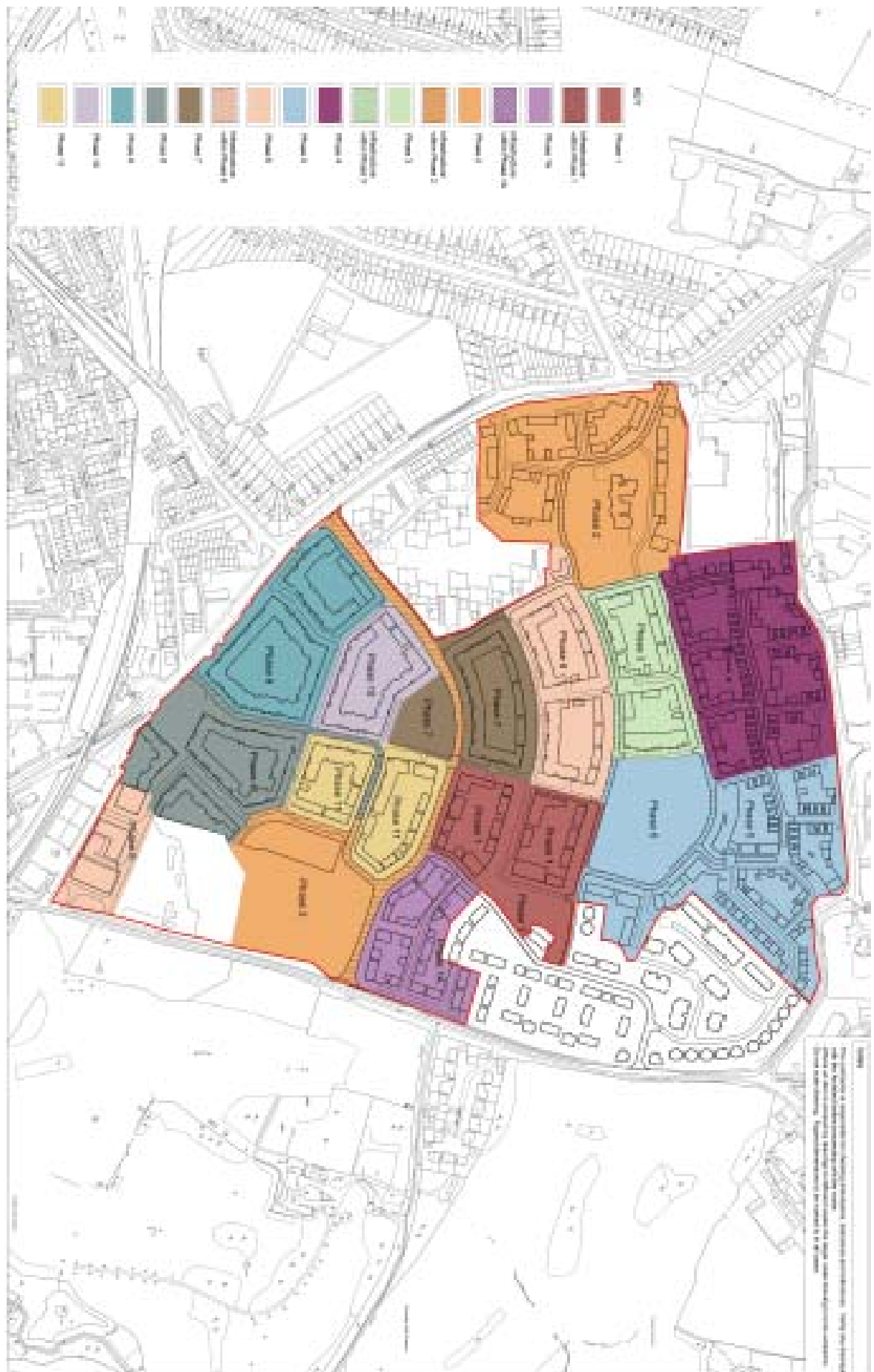
Masterplan



PLANNING APPLICATION

<p>Mill Hill East</p>	<p>Illustrative Masterplan</p>	<p>dwg no: A6157/2.1/09 REV A drawn by: MJWH scale: 1:2000@ A1 checked: QA date: AUG 10</p>	
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Appendix A4 Phasing Plan

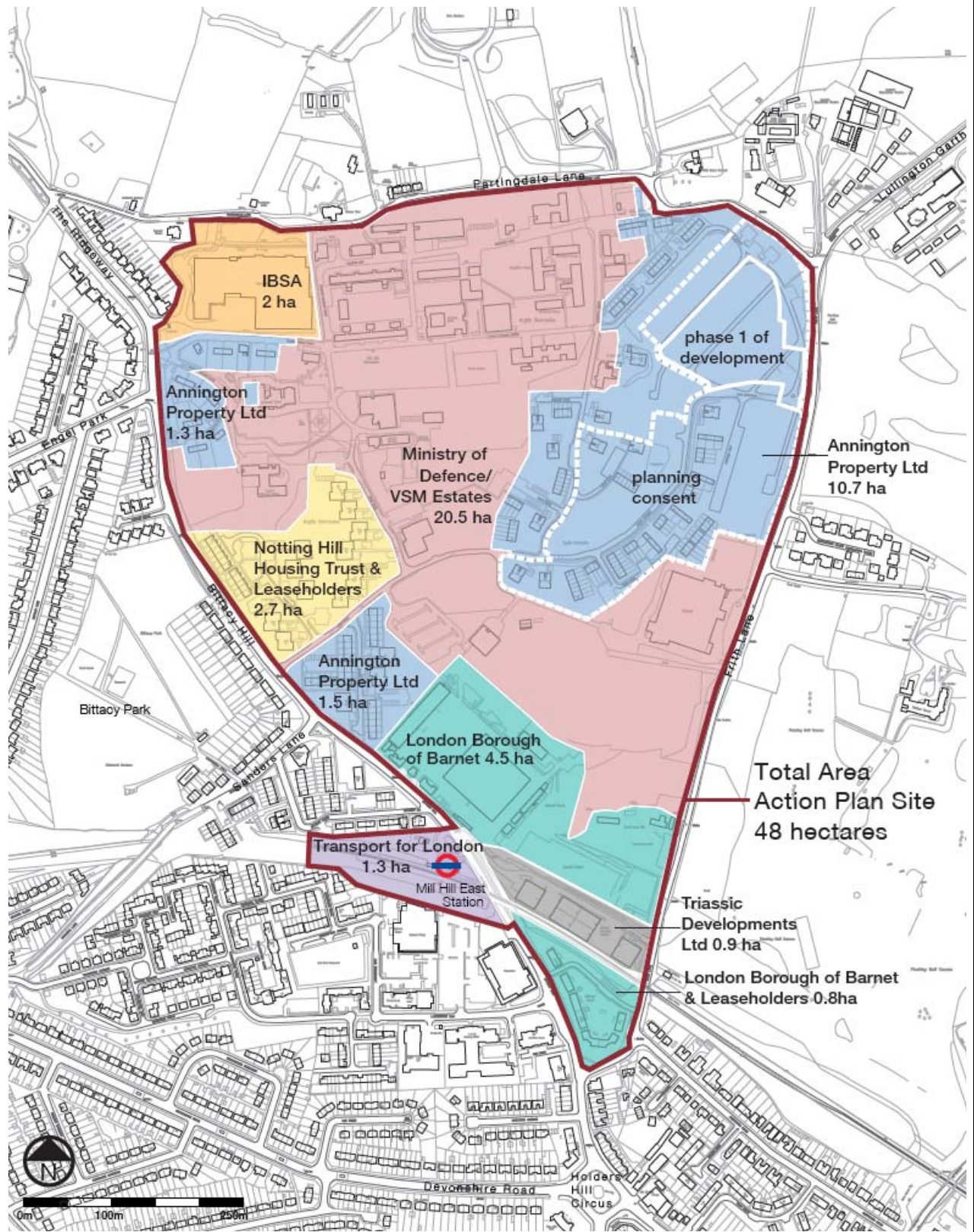


Appendix A5

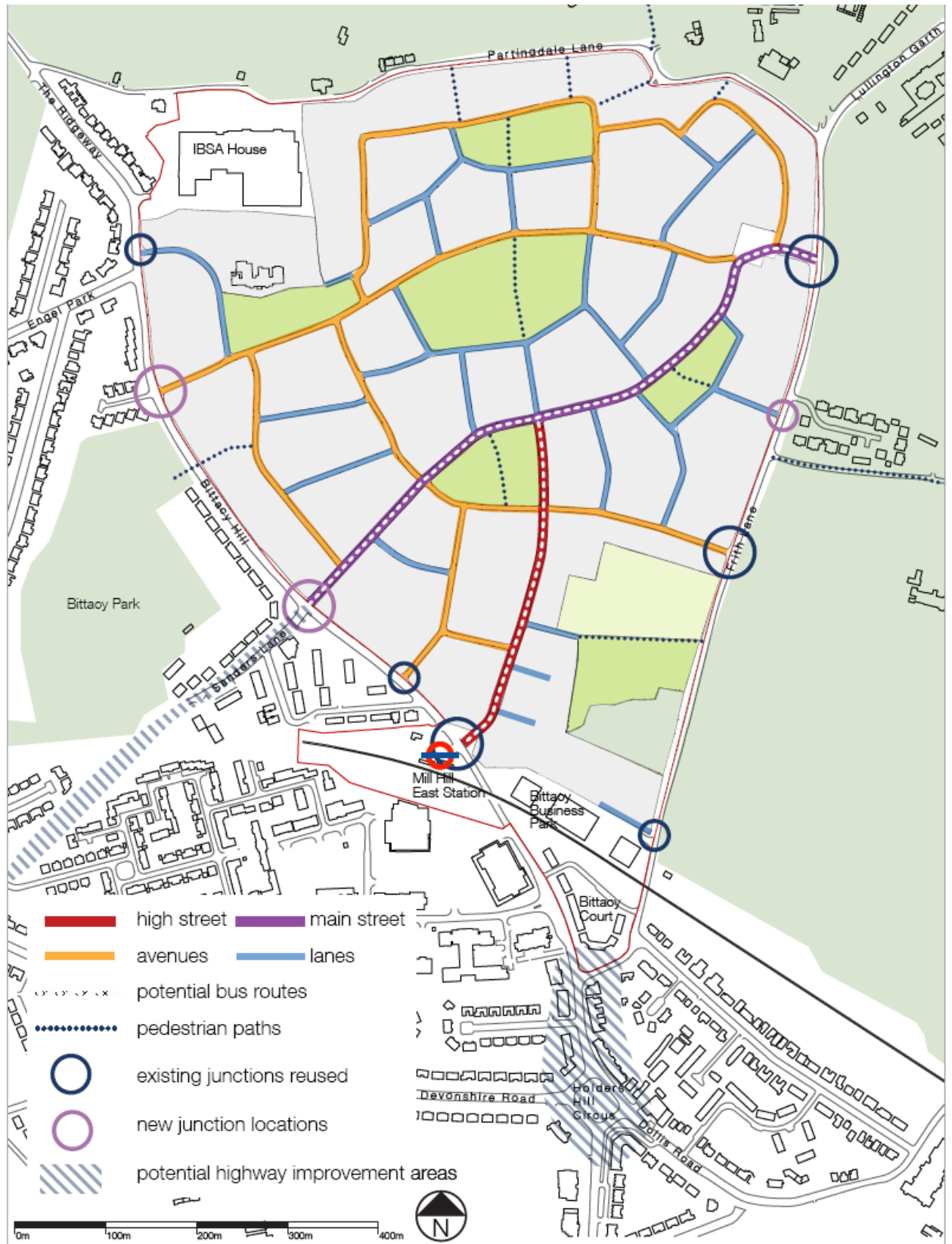
AAP

Master Plan

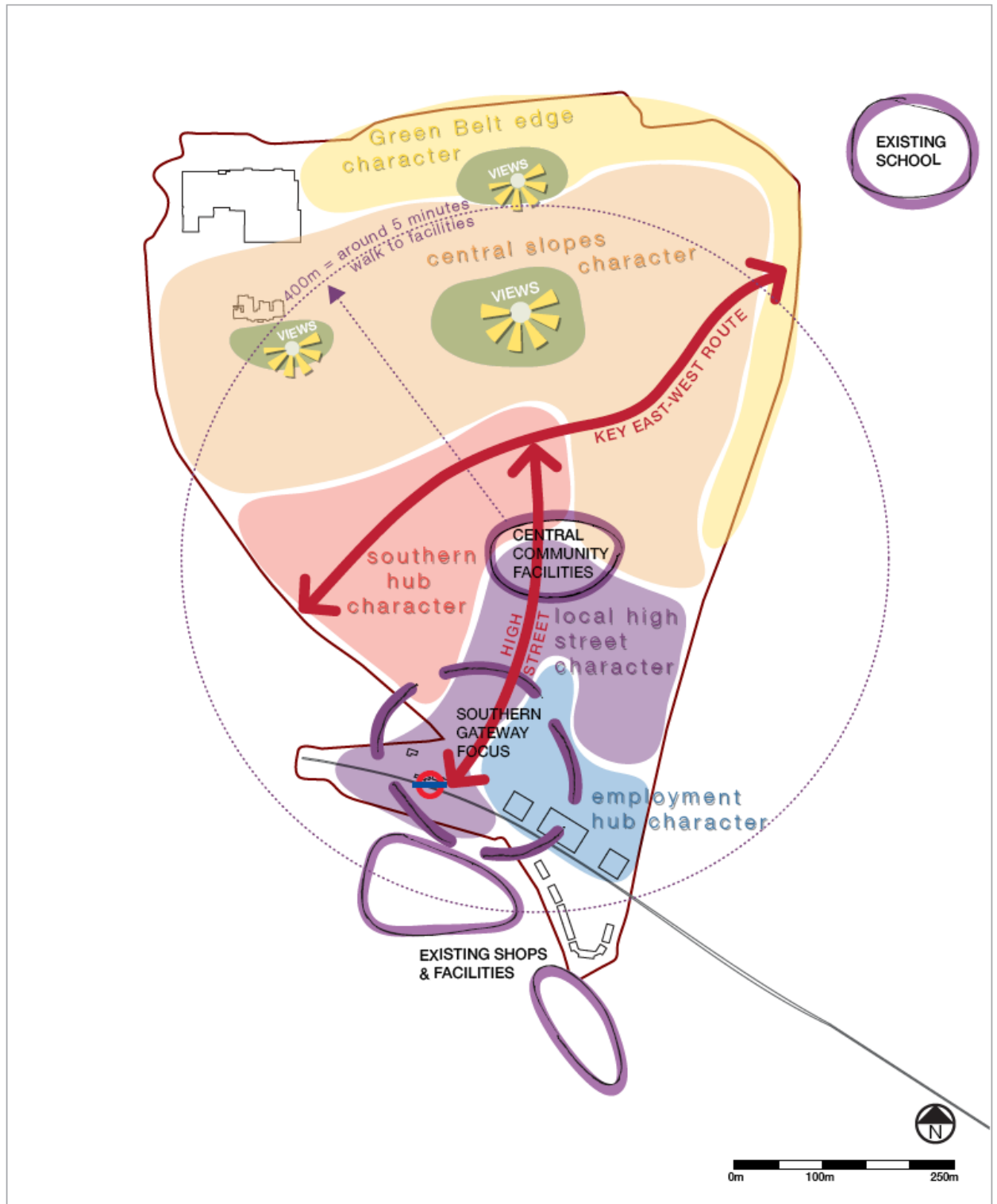
Land Ownership



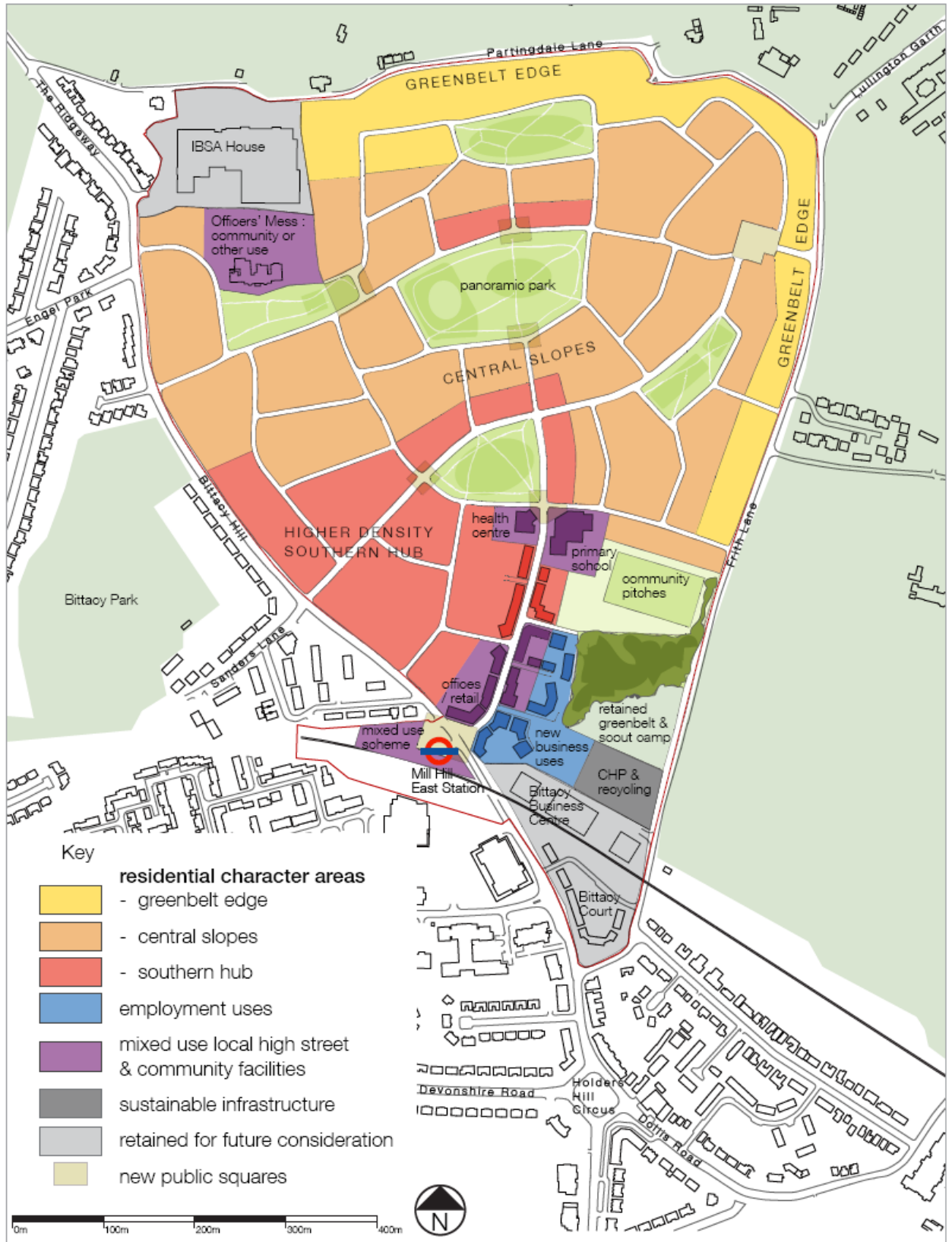
Illustrative Street Network Plan



Urban Design Framework Plan



Illustrative development framework



Appendix A6 Transport and Highways Appendix

Transport and Highways Appendix

This appendix examines the transport issues related to the application. It summarises the information provided by the Applicant in the Transport Assessment (TA) in terms of the likely impacts on the transport system, as well as the mitigation measures and controls that are recommended as a means of ensuring that the proposed development can be safely accommodated on the transport system without unacceptable impacts.

Transport Assessment

A number of iterations of the TA have been produced with the latest version (7) having been issued in December 2010. Earlier versions of the TA contained a number of errors and inconsistencies, and updates were produced following detailed comments from officers, and also by Colin Buchanan's who were appointed by the Council to undertake an independent audit of the TA. The latest submitted TA (also including January 2011 Addendum material and material submitted in March to address concerns of IBSA) is now considered to correctly identify the scheme impacts and proposes appropriate measures to mitigate the impact of generated traffic onto the surrounding transport network.

In summary, increased movement generated by the development is expected to result in increased walk and cycle journeys, patronage for local tube and buses, and traffic movements. This has been satisfactorily assessed and an appropriate package of mitigation measures proposed. The development of the TA and subsequent production of this transport and highways section has been fully informed by the two public Planning and Development Forums that were held in February 2010 and January 2011.

1.1 Existing Highway Conditions

The existing highway conditions are set out in detail in Chapter 3 of the TA. Mill Hill East occupies a central location within Barnet and is surrounded by Bittacy Hill to the West, Frith Lane on the East and Partingdale Lane on the North. Bittacy Hill and Frith Lane are both local distributor routes, whilst Partingdale Lane is a minor road with a width restriction near Lullington Garth/ Frith Lane. There are existing high levels of traffic on both Frith Lane and Bittacy Hill and these important routes converge on the Holders Hill Circus roundabout junction. On - street car parking takes place on Bittacy Hill and around Holders Hill Circus. The immediate highways network is situated within the Mill Hill East Controlled Parking Zone, which operates Monday to Friday 2pm – 3pm to restrict commuter parking on-street. The site is also adjacent to Mill Hill East underground station, on the Northern Line. The area is served by three bus routes, 382, 240 and 221.

Updated accident data has been included in the most recent submission (December 2010). In the three years from 2007 to 2010 there were a total of 30 Personal Injury Accidents on public highway in the vicinity of the site. Accidents involving 9 pedestrians were slight, 2 accidents included cyclists, and 1 a bus. One accident involving a Council vehicle and a motorcyclist was serious. There were no accident hotspots or a clear pattern. These reconfirm the scattered pattern that was shown in previous data of 2004 - 2007.

Historically the site was occupied by the British Forces Post Office (BFPO) and the Defence Courier Service (DCS), although transport activity relating to these had largely ceased by the time traffic surveys for the Mill Hill East AAP and the TA were undertaken in 2006 / 7.

Existing Public Transport Accessibility Levels (PTALs)

Public Transport Accessibility Levels (PTALs) are graded from 1 for very poor accessibility to 6 for excellent accessibility.

The TA in paragraph 3.6.11 indicates that a small portion of the existing site benefits from a PTAL level 3 at the existing Council Depot. The majority of the site falls within PTAL 2 with a smaller area of PTAL 1 towards the north. Plan MHE003 in Volume 2 illustrates this.

1.2 Development Proposals and Phasing – Transport Impacts

The proposal is for a comprehensive mixed use redevelopment of the site including 2174 residential dwellings, a 'high street' area, a primary school, a GP Surgery, open space and car parking. There are 2522 residential car parking spaces proposed, plus 54 for non residential use and 2554 cycle spaces. An east-west link through the site and other minor access points both for vehicles and pedestrian/cyclists are also proposed.

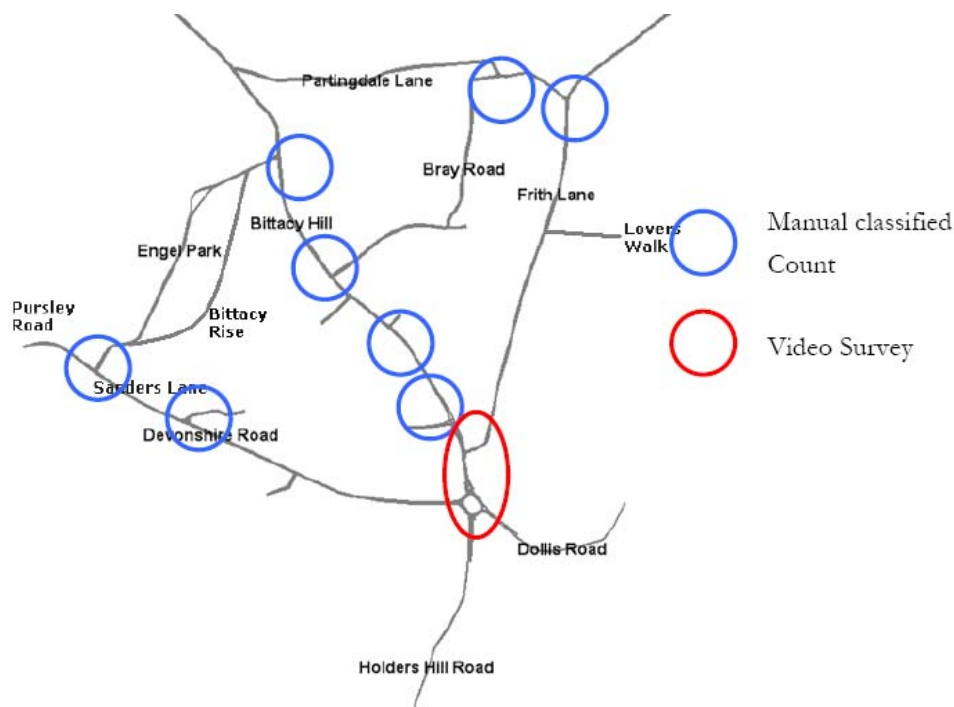
The development is proposed to be rolled out over 11 phases. A revised Phasing and Delivery Strategy (December 2010) has been submitted and there is a summary of the proposed phasing in Chapter 11 of the TA. This is generally consistent with the trigger points on key highway infrastructure agreed by officers and to be secured in the Section 106 Agreement, although it should be noted that a further Technical Note was submitted in February 2011 with the result that the key highway mitigation measures will now mostly be delivered by the end of phase 2 (a trigger point of occupation of 298 units), rather than at the start (191 unit trigger), and phase 2 in transport terms is split into two parts, A and B. The following key points should be noted:

1. Phase 1 - 133 residential units which will access onto Frith Lane using the new Ridgemont junction. It should be noted that 98 of these Phase 1 units are part of the already consented Annington Homes development and so can be constructed without further permission;
2. Phase 1A – 58 residential units which will access onto Frith Lane via the eastern end of the new East - West link and the new junction with Frith Lane;
3. Phase 2(A) – provides a connection between the development and Bittacy Hill via Henry Darlot Drive for 107 residential units. At this time the junction improvement at Bittacy Hill / Engel Park will be implemented;
4. Phase 2(B) - prior to occupation of the school and / or more than 298 residential units (i.e. end of phase 2) the new East – West route will be completed, together with the other key off-site highway mitigation measures, principally at Holders Hill Circus and Bittacy Hill / Frith Lane (and the link between them), although the need for traffic signals at Pursley Road / Bittacy Rise will be kept under review and may be delivered at a later date. Once the new East-West route is adopted the 382 bus route will be extended to terminate at a new stand next to the proposed school;
5. The final main connection between the development and the wider highway network takes place as part of Phase 8 (equivalent to 1429 residential units) when the North – South route is built, providing a bus-only link between the tube station and the school and East-west route. This allows bus route 240 to then be diverted through the site.

Traffic Surveys and Development of the Traffic Model

The key junctions that will be affected by the development are the Frith Lane / Bittacy Hill roundabout; Holders Hill Circus roundabout; Bittacy Rise / Pursley Road junction and the Bittacy Hill/ Engel Park junction. The highway link between the Bittacy Hill / Frith Lane and Holders Hill Circus roundabouts is also a key location. There are marginal impacts at more peripheral locations including the Argyle Road (Sussex Ring) roundabout and the A1 / Holders Hill Road junction. The impacts and any proposed mitigation works for each of the above are contained in the TA and mentioned later in this appendix.

A scoping exercise was completed to identify the area of influence of the scheme i.e. which junctions were likely to be affected and should therefore be included in any assessment. Traffic surveys were undertaken that provided the first step in identifying a base (existing situation) to serve as a reference point against which the projected situation was assessed. This has been undertaken using traffic modelling software that forecasts the traffic impact generated by the new development. A map of the area, broadly according with the agreed area of influence (itself compatible with the AAP modelling work), that was surveyed is included in Figure 3.1 (p.37), TA Volume 1, reproduced below. This shows some, but not all of the surveys that were carried out. Surveys were carried out in October 2006 and April 2007.



The Developer's traffic consultants used this survey data and other variables to develop detailed 2007 AM and PM peak hour traffic models of the area. Other input data included the existing 2001 census and its information on public transport use in Mill Hill, data on school travel movements and London Buses and Underground patronage survey figures. The model also used as a basis some work that was part of previous modelling developed in support of the Mill Hill East AAP submission. Traffic surveys included residual trips generated by the site in relation to the running down of the BFPO and DCS activities, as well as trips generated by the Council depot (most of which occur outside peak travel times) and a number of residential units.

The current model has been enhanced to address other issues relating to tertiary education trips and the inclusion of supplementary traffic surveys, undertaken in 2009, that recorded vehicle journey times. The final 2007 'base model' has been factored up to account for background traffic growth to a future year of 2023. This creates a future year model without the development, termed the 'Do Minimum' (DM) which has then been modified with the proposed development trips and network changes / junction improvements added to create the 'Do Something' (DS) model. Comparison between the DM and DS models give the predicted scheme impacts. The modeling work correctly accounts for the consented Ridgmont Development (Annington Homes) in the DM, and the relocation of the Council depot.

Further, additional automated traffic counts were undertaken in various locations around the site in November 2010 to obtain updated data on traffic flows. The data recorded that overall traffic movements had reduced by an average of 5% on the roads bordering the site compared to 2007. This reflects general economic trends whereby traffic levels can be expected to reduce in times of recession. This accords with other borough and TfL data and makes the assessment more robust as it was based on the higher traffic flows.

It should be noted that the modelling work has been undertaken in accordance with national and TfL guidelines and validates well against observed base year AM and PM peak hour traffic flows. The modelling has also been thoroughly and independently audited by Colin Buchanan's and found to be robust.

1.3 Impact on the Existing Highway Network

It is clear that the proposed scheme, without any mitigation measures, would cause or add to existing congestion and result in junctions that could come under strain with the increased traffic, resulting in delays, as set out in the TA (end of section 3.8, pages 40 to 43). Council officers have required that the TA addresses this issue as Council policy seeks to encourage development which does not exacerbate existing conditions on the local highway network.

1.4 Trip Generation Impact and Traffic Forecasts

This is discussed in Chapter 7 of the latest TA which predicts that there will be a small shift away from using cars of 5% (page 84) associated with the introduction of the two bus routes into the site and the improved pedestrian access to the tube station. The trips associated with the development have been derived from a number of sources, including similar developments elsewhere. The TA clearly sets out the method of derivation and clarifies the impact of this for each peak period. A summary of the predicted trips under the three scenarios considered is provided in Table 7.1 of the TA Addendum, re-produced below:

Future 2023 'No access mode shift' – this assumes that there are no improvements to non-car modes;

Future 2023 'With access mode shift' – this assumes that there is a 5% shift from car to bus / tube / walk as a result of the proposed package of physical and bus service improvements;

Sensitivity Test (with Travel Plan) – this assumes that the proposed additional package of Travel Plan related measures encourages additional trips to transfer from car. Details of the proposed Travel Plans are discussed later in this appendix.

Scenario	AM PEAK PERIOD			PM PEAK PERIOD		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Future 2023 'No Access Mode Shift'	254	321	575	277	257	534
Future 2023 'With Access Mode Shift'	241	305	546	263	244	507
Sensitivity Test (With TP)	224	283	506	244	226	470

Table 7.1: Total Vehicle Trips by Scenario

The development related residential, workplace and school Travel Plans are expected to encourage more trips to be made by non-car modes and therefore help to keep traffic to an acceptable level. However, in order to help ensure a robust assessment has been carried out it is the 'Future 2023 With Access Mode Shift' traffic forecasts' that have been used to assess the impact of the development; in particular it is these forecasts that have been input to the detailed junction models. This represents more effectively a 'worse case' scenario for modelling purposes.

The TA has modelled the trips generated by the site and its impact on the surrounding highway network. The agreed study area comprises Frith Lane; Bittacy Hill; Devonshire Road; Engel Park and Holders Hill Circus and is consistent with the AAP. Separate am and pm peak hour models have been built for the base year 2007 and factored up to the future year of 2023. The assessment process has investigated a range of scenarios, including varying vehicular trip rates with access works in place or not completed. One of the main routes assessed was the proposed East-West link through the site. All key junctions in the area have been assessed taking into account the traffic from the proposed development to evaluate what complementary highway works would be required on the immediate surrounding highway network in order to mitigate the impact of the scheme.

The existing (2007) base flows generated by the site are low as currently the majority of the site is not used, and the Barracks had been largely decommissioned. At present there are 162 vehicles leaving in the am peak from the site and 110 arriving. This reflects the residual BFPO and DCS activities, together with depot-related trips and those from a number of residential units, as mentioned in section 1.2 above.

As set out in the table above, if the scheme is completed with no access improvements in place, vehicle trips from the site are expected to be 254 vehicles in and 321 vehicles leaving in the am peak with 277 vehicles entering and 257 leaving in the pm peak. If access improvements are made, trips are reduced to, for example, 241 entering and 305 leaving the site in the am peak. It is forecast that 50% of these currently travelling from Frith Lane to Pursley Road via Devonshire Road will use the new East - West Route, thereby relieving some of the existing pressure on the Bittacy Hill/ Frith Lane and Holders Hill Circus roundabouts. Likewise the majority of existing traffic travelling southbound down Bittacy Hill to Frith Lane will divert onto the East-West Link.

In terms of the trips generated by the development the predicted mode split associated with the Future 2023 'with access mode shift' scenario is 39% car trips with 13% as car

passengers, 1% motorcycles, 11% bus, 2% rail, 18% underground and 16% walking. The split is envisaged to be similar for the am and pm peak times and incorporates a projected 5% shift from car use.

Diagrams in Volume 2 of the TA set out the projected traffic flow figures for the highway network around the site namely the links of Bittacy Hill, Frith Lane and the interconnecting roundabouts of Bittacy Hill / Frith Lane and Holders Hill Circus. Flows are also shown for turning movements into Engel Park and Bittacy Rise.

No Development – 2023 Do Minimum (DM)

Figures 5.1 & 5.2 (Volume 2) show the am and pm peak projected rise in traffic levels for 2023 without the development taking place (2023 DM). A 9.6% background growth in traffic has been modelled to provide an indication of the local increase in demand on the highway network. Highway officers consider that 9.6% is an appropriate growth assumption. In this 2023 DM scenario, the East-West Link has not been constructed, nor have there been any improvements to the Frith Lane / Bittacy Hill and Holders Hill Circus Roundabouts, or the highway link between them.

The data shows that the general rise in traffic volumes will add further pressure on the network and in particular the Bittacy Hill / Frith Lane and Holders Hill Circus roundabouts as vehicles travel east to west and west to east. For example, on Frith Lane (northbound) the am peak flow is 772 vehicles using the route with 862 vehicles travelling southbound in the direction of the roundabout. The equivalent base year 2007 flows are 653 northbound and 719 southbound. The 2023 DM am peak flows along Bittacy Hill by the tube station are 451 northbound and 591 southbound (2007 am peak base equivalent flows are 384 and 502). At the Frith Lane roundabout itself, the total 2023 DM junction throughput is 2198 vehicles in the am and 2335 in the pm.

Given this future situation, there will be no capacity to accommodate the proposed development without an even more adverse impact on the highway network.

Benefit of East –West Link with development (2023 Do Something or 2023 DS)

The East – West Link infrastructure, therefore, is key to diverting some of the movements from the Frith Lane / Bittacy Hill and Holders Hill Circus roundabouts and Figures 5.13 & 5.14 (Volume 2) show the am and pm traffic flow figures with this infrastructure in place (2023 DS). For example, once the East-West Link is built the vehicles travelling along Frith Lane towards the roundabout reduces to 557 vehicles in am peak as 395 vehicles are forecast to divert via the East-West link.

In addition, the traffic flow levels at the Bittacy Hill / Frith Lane roundabout indicates a significant reduction resulting from east bound traffic from Engel Park and southbound vehicles on Bittacy Hill diverting onto the East-West Link, thereby avoiding this location. The 2023 DS am peak total traffic throughput is 1735 movements and the pm peak 1948, a reduction of 463 vehicles in the am peak and 387 vehicles in the pm peak when compared to the DM above. Traffic levels in both directions on Lullington Garth just north of Partingdale Lane are predicted to increase from 1946 to 2063 vehicles in the am peak.

Traffic along Bittacy Hill and Frith Lane which is travelling southbound to the A1 and beyond is expected to continue the same movements as the East- West Link provides no

advantage. Similarly the majority of traffic travelling eastbound along Devonshire Road and Dollis Road via Holders Hill Circus will continue to do so.

In addition to the existing traffic diverting onto the East – West Link, there is the traffic generated by the site itself, much of which is forecast to travel along the East-West Link as major parts of the site are proposed to connect to the East-West Link, and a proportion of traffic generated by the development will add to traffic on Engel Park as well as travelling in the direction of the Bittacy Hill / Frith Lane roundabout. The capacity of the East-West link as modelled demonstrates that the link, and alterations to affected junctions, is able to accommodate these movements.

Engel Park

A notable impact on the existing network is expected to be traffic turning westwards into Engel Park and exiting at Pursley Road. The 2023 DM model indicates that there will be 132 vehicles turning right onto Bittacy Hill, from the East – West link and 146 vehicles turning into Engel Park in the am peak. In the 2023 DS with the East-West link in place, these movements are forecast to increase with 300 vehicles westbound and 266 vehicles turning out right out of Engel Park and heading southbound.

The TA discusses the option for modifying the Bittacy Hill / Engel Park junction to accommodate this increase through the provision of a mini roundabout in section 1.7 below. Officers consider that the proposed option can accommodate the projected increase in traffic movements. Likewise the junction at the southern end with Pursley Road is also proposed for improvement, through signal control to deal with peak traffic flows. Again this is discussed in more detail in section 1.7.

1.5 Highway Infrastructure

In order to undertake detailed assessments of key junctions the area wide am and pm peak traffic model flow predictions have been input to separate (industry standard) individual junction models. Within these junction models for roundabouts and priority junctions the trip ratio of flow to capacity, known as the RFC, is the key statistic that summarises the extent to which the predicted traffic levels can be accommodated by a particular junction, with a value less than 0.85 indicating that the proposed junction can safely accommodate the predicted traffic levels, with generally low levels of queues. A RFC of 0.85 to 1.0 indicates that there will be some queuing and as the ratio gets over 0.9 that the junction will increasingly be subject to more prolonged periods of congestion. For traffic signals the key statistic is the degree of saturation, expressed as a percentage, where figures less than 90% indicate that the proposed layout can accommodate the predicted traffic. Detailed checks of the junction models have been undertaken to confirm that the key output statistics (RFC's etc.) are correct, thus ensuring that the proposed schemes will function satisfactorily with, for example, no RFC greater than 0.9. The findings, based on this review are reported below.

As set out in section 1.3 above junction modelling does indicate that capacity is likely to be an issue on site (hence the new East-West route link) and at locations further away from the development such as Frith Lane/ Bittacy Hill Roundabout. The applicant has therefore agreed to directly fund and deliver off site highway works that will be carried out on the existing public highway. This includes re alignment of Holders Hill Circus, measures to increase capacity between Holders Hill Circus and the Bittacy Hill / Frith Lane roundabout (which itself will be enlarged) by widening the carriageway, a mini roundabout at Bittacy Hill / Engel Park, potential traffic signals at Pursley Road / Bittacy Rise and highway works

connected with the public transport interchange at Mill Hill East Station. This is discussed in more detail in the following sections.

The applicants are therefore proposing improvements at these locations on the existing highway network to enable the development to take place with no adverse impacts. The mitigation measures are scheduled to be constructed at different trigger points during the development, although as set out in section 1.2 above the majority of the key highways infrastructure will be delivered early on in the development by the end of phase 2.

It should be noted that apart from the February 2011 Technical Note on Phase 2 the developers have not undertaken assessments of each phase of development, but have only examined the impacts at the 2023 'end state'. This is considered an acceptable approach because of the commitment in the TA and initial Section 106 discussions to early delivery of key highway infrastructure. All proposed junction designs have been subject to appropriate (stage 1) Independent Road Safety Audits, as well as being carefully examined by officers and scrutinised by Colin Buchanan's.

1.6 Direct Access to the Development

East-West link through the site

The East-West link is acceptable in principle and established as part of the Area Action Plan (AAP). This link road will connect with Bittacy Hill in the west and Frith Lane in the east (plans MHE0021 and MHE007A in Volume 2 of the TA). The road is proposed for adoption as public highway and will be capable of providing for bus operations as the scheme rolls out. Adoption of the road is considered acceptable in principle. The width of the road is proposed at 6.75 metres and whilst officers would prefer a width of 7.3m it is acknowledged, including by TfL, that this width is acceptable for bus operation.

The TA states that the East - West link will not be designed with on-street parking but safe off-carriageway facilities for cyclists will be provided as part of a shared pedestrian/ cycle way. The East-West link will form part of the key infrastructure and is intended to fully come on stream by the end of phase 2 of the development.

The type of junction arrangements proposed at either end of the East-West link have been reviewed through various iterations of the TA and are now confirmed as a mini roundabout at the Bittacy Hill junction and a priority junction at the Frith Lane end (page 101, TA, Volume 1). These proposals result from careful and detailed analysis of various alternative junction layouts, including traffic signals. All data relating to the various options for each junction are contained in the TA Appendices (Volume 3). This was required in order to demonstrate that the selected junction type was most suitable for each location. Further detailed design work for the Bittacy Hill junction was undertaken to address concerns raised by IBSA, and was submitted in March. The Frith Lane junction will be constructed as part of phase 1A, together with a short section of the eastern end of the East – West link, as this will provide the connection to the local highway network for the 58 units comprising this phase. The remainder of the East – West link, including the mini roundabout at Bittacy Hill will be built by the end of phase 2.

Frith Lane / Proposed Business Area Access (Plan MHE014 in the TA Volume 2)

The Frith Lane / Proposed Business Area access is to cater solely for the employment use and a commercial area on this part of the site, which is planned to be developed as part of

phase 6. The junction is currently a priority junction and will be slightly relocated. This junction type is considered appropriate for the volume of traffic that is forecasted to be using this access (page 102, TA Volume 1).

Bittacy Hill / Henry Darlot Drive (Plan MHE015 in the TA Volume 2)

The Bittacy Hill / Henry Darlot Drive junction is an existing priority junction and it should be noted that there will initially be no direct connection from it to phase 1 and 1a development plots at the eastern end of the site. Henry Darlot Drive will be linked to the development during the first part of Phase 2 (2A), when the Bittacy Hill / Engel Park junction improvement scheme will also be implemented. It is expected that adjacent residents will use the Henry Darlot Drive junction as it provides a direct link to Bittacy Hill, although there will also be a connection to the East – West link provided when the link is built soon afterwards. In phase 3 a further vehicular connection will allow access to and from Henry Darlot Drive by residents in Phase 1 homes.

Whilst the new estate roads will in theory provide an alternative east-west route it is expected that through careful design Henry Darlot Drive will remain a limited access road and all through traffic will use the East – West link.

It is not envisaged that the Henry Darlot Drive priority junction access will be adversely affected due to the additional development related traffic (page 104, TA Volume 1).

Frith Lane / Ridgemont Estate Access

The Frith Lane / Ridgemont Estate priority junction access already exists and serves the current consented Annington Homes scheme. The developers wish to build Phase 1 adjacent to and including the Annington Development and propose that the scheduled 133 homes will be able to access the highway network at this point. This will be the sole access for these homes prior to the East – West link being constructed by the end of Phase 2.

The TA demonstrates (page 103, Volume 1) that the existing priority junction is an acceptable solution at this location, which officers agree with.

Site Access to Civic Square (Plan MHE010B in the TA Volume 2)

The site access to Civic Square is intended as a priority junction to allow bus access, and a limited amount of parking for the public buildings (21 spaces) and to facilitate servicing of the cluster of commercial units proposed at this location.

This part of the development is situated in the area currently occupied by the Council Depot. A provisional relocation of the depot is scheduled for 2017 (2019 at the latest). However, in the meantime, a temporary north-south pedestrian link is being proposed to facilitate efficient and safe pedestrian movement to the underground and public transport interchange (see section 1.8).

Information demonstrating that the proposed priority junction is the best arrangement for this access is contained in the TA (Page 104, Volume 1). Officers find this proposed measure acceptable.

1.7 Off-site Highway Infrastructure

Off-site improvements are required to mitigate the impact of the development in a number of key locations around the site. These are detailed further below and will be secured by Section 106 direct delivery obligations. Section 1.14 of this appendix sets out the proposed level of Highway Section 106 contributions.

Pursley Road / Bittacy Rise (Plan MHE009A in Volume 2)

Early versions of the TA proposed traffic signals for this junction to cater for the expected pattern of increase in traffic levels. Having thoroughly reviewed various options the revised December 2010 TA reconfirms this proposal as the best measure TA (page 107, Volume 1). A series of discussions with officers have taken place and although this measure at this location is acceptable in principle, officers are seeking an option to allow the type of improvement and timing of its delivery to be varied. The TA demonstrates that traffic signals will be needed by the time the development is complete in 2023, and that these will work better than a roundabout at peak times. Mindful that signals are likely to create additional delays during the off-peak, officers are seeking a bond to be set up when the scheme is designed in detail, so that it can be delivered at the appropriate time which will be informed through the Travel Plan monitoring process. This will also allow the detailed design to consider whether peak time only signals can be introduced.

Engel Park / Bittacy Hill (Plan MHE0020 in Volume 2)

Early versions of the TA only had a pedestrian refuge proposed at this location which was rejected as insufficient to cope with the anticipated rise in traffic movements. The December 2010 TA now also proposes a mini roundabout here as a more suitable set of mitigation measures (Page 105, Volume 1). Officers accept this proposal in principle. As set out in the February 2011 Technical Note the scheme will be implemented in the first part of phase 2 (2A), prior to occupation of the 107 residential units accessed off Bittacy Hill via Henry Darlot Drive.

Holders Hill Circus and Frith Lane / Bittacy Hill Roundabouts (Plans MHE012 and MHE013 in Volume 2)

These junctions are acknowledged as existing local congestion spots, with delays being associated with poor use of the lanes at the Circus junction, stopping buses between the two junctions blocking traffic, pedestrian crossing activity, particularly at the Frith Lane junction and long vehicles turning left from Bittacy Hill into Frith Lane encroaching onto the approach lane. Proposals have been sought that address these issues and officers have insisted that the development does not compound the situation.

The East - West link will help reduce the amount of traffic seeking to use these junctions although the location of the two junctions close to each other has still required improvements through a linked and comprehensive approach, as follows:-

- The TA states that it is proposed to implement some local widening to the Bittacy Hill carriageway that creates a wide enough space to allow vehicles to pass stationary buses waiting at the bus stops without making queues worse;

- It is also proposed to reconfigure the Holders Hill Circus roundabout including localised widening and providing new lane markings to guide drivers and use the roundabout more effectively; thereby improving capacity and safety;
- A new pedestrian crossing (central refuge) is proposed near Vineyard Avenue to encourage pedestrians to cross there rather than at the Bittacy Hill / Frith Lane junction;
- Widening on the north-east side of the Bittacy Hill / Frith Lane roundabout will assist the 221 bus and other large vehicles which currently encroach onto the eastern approach lane to the roundabout.

The detailed assessment of these junctions has, for this location only, used both the area wide traffic and detailed junction models to assess the impact of the proposed measures, as the close interaction of the two junctions is best modelled using the main traffic model. The proposals are discussed in detail on pages 108 to 113 of the TA (Volume 1) where it is demonstrated that the proposals can accommodate the predicted levels of traffic and address the key issues. Therefore the proposals are considered acceptable.

A1 / Holders Hill Road

The TA notes that this will be a key route for drivers connecting with the A1 and A406 and beyond. The modelling work TA (Pages 113-4, Volume 1) shows that queues and therefore delays will increase at the junction as a result of the development. However, the TA demonstrates that the increases are small, and moreover, that the overall net north – south travel times between here and either end of Partingdale Lane will be reduced through the site (taking into account the improvements and reduced delays along Frith Lane and Bittacy Hill). The TA also identifies that following discussions with TfL, limited options exist to improve the junction in favour of traffic on Holders Hill as TfL insist that movement on the A1 must remain a priority at this location.

In view of TfL comments officers have instead sought funding to investigate and implement appropriate traffic management measures that will help improve and smooth traffic flows along Holders Hill Road, which should help compensate for any minor increases delays at the A1 junction. These will be secured through the Section 106 agreement. Therefore on balance officers consider the approach to this area to be acceptable.

Argyle Road (Sussex Ring) Roundabout

An am peak only analysis has been undertaken to assess the impact of the development on this roundabout (pages 115-18, Volume 1). The modelling highlights the existing congestion at the junction but shows a negligible impact when the development trips are included.

The assessment has also considered the impact of traffic that currently avoids the roundabout and instead uses local roads including Chanctonbury Way. The applicants have concluded that increasing the capacity at the roundabout would be a suitable option to reduce delays and this could also accommodate traffic using the Chanctonbury Way route. However, the scheme required to achieve this would be significant (plan MHE0022 in TA Volume 2) and the developer would only be obliged to offer limited funding for this measure as it mostly addresses the existing traffic issues, rather than being a mitigation measure directly associated with the development. Therefore it has been agreed that they will instead provide a contribution towards investigating any local traffic management measures

that may help discourage traffic from using local roads such as Chanctonbury Way. This will be secured through the Section 106 agreement and on balance officers consider the approach to be acceptable.

Proposed Scheme Designs

The TA (Volume 2) has provided indicative scheme drawings at locations for all proposed highway works (although the Bittacy Hill / East – West link layout has been superseded by the amended design submitted in March). As this application seeks Outline consent only, the schemes have not been submitted in the detail required for implementation. Work undertaken so far demonstrates that the measures are feasible in principle. Cost estimates have been discussed but to protect the Council from uncertainties around final scheme costs (particularly the costs of relocating utilities) it has been agreed that all the key highway improvements will be delivered by the developer directly (via S278), and the appropriate obligations will be secured through the Section 106 agreement.

In the meantime officers, and Colin Buchanan's, are satisfied with the proposals to date and the findings of the independent Stage 1 Road Safety Audits of the schemes that have been undertaken at the applicants expense (and the designers response provided by the Developer's consultants). The changes will be incorporated in the detailed schemes as they are implemented.

A summary of the proposed junctions, re-produced from the TA (page 119, Volume 1) is tabulated below:-

TABLE 9.27: Recommended Junction Types by Location			
Junction	Junction Type		
	Roundabout	Priority	Signalised
East-West Strategic Link Frith Lane Access Options		✓	
Bittacy Hill East-West Strategic Link Access	✓ (mini)		
Frith Lane/Ridgmont Estate Access		✓	
Bittacy Hill/Henry Darlot Drive		✓	
Site Access to Civic Square		✓	
Frith Lane/Proposed Business Area Access		✓	
Pursley Road/Bittacy Rise			✓
Holdes Hill Circus	✓		
Frith Lane/Bittacy Hill	✓ (mini)		
Engel Park/Bittacy Hill	✓ (mini)		

1.8 Public Transport

The TA includes a Public Transport Strategy (TA, Appendix O, Vol 3) which sets out the enhancements which will encourage greater use of buses and the Mill Hill East Underground Station. Providing effective public transport will give occupiers a good transport choice on existing routes through improving accessibility to destinations in the

Borough and central London. The Public Transport Strategy will need to be updated as part of the monitoring of Travel Plans as the development rolls out.

Existing Bus Routes

The development site is currently served daily by buses 240, 382 and 221 that provide connections to a variety of destinations.

- Bus Route 240 (Edgware to Golders Green Station – via Mill Hill Broadway and Mill Hill East);
- Bus Route 382 (Southgate Station to Mill Hill East Station – via Arnos Grove and Finchley Central);
- Bus Route 221 (Edgware Station to Turnpike Lane Station via Mill Broadway, Mill Hill East, Tally Ho and Wood Green Station).

The Council has been liaising with the developers and also TfL, who oversee the provision of bus services, to ensure that appropriate levels of services and routings are provided contingent with the occupation of the site. The council and TfL work closely and collaboratively across the borough as part of ongoing bus service reviews and improvements, and so future improvements can be considered beyond the completion of this scheme.

The TA makes it clear that the Mill Hill East redevelopment does not actually generate the need for an additional bus service, either diverted or extended into the site. However, mindful of the AAP, it has been acknowledged by all parties that connecting to the tube feeder station at Mill Hill East is key to providing effective travel choices from the first occupation of this scheme. It is therefore considered appropriate for the development to provide a contribution to the costs of 'pump priming' this key bus linkage as an alternative to the use of the car.

Proposed Bus Route Diversions

The applicants are proposing to divert the Bus Route 382 in a loop through the site using the East–West Link which will be offered for adoption by the Council. This service will start to operate early in the development by the end of Phase 2 when the East – West link is completed. This is acceptable in principle and the provision of a new layover space and new driver facilities near the school site is proposed and welcomed (see plan MHE0023 in Volume 2). New bus stops would be provided along the East – West link and by the school.

In addition the applicants propose to provide the North – South link infrastructure (which would also be offered for adoption) to enable a re-routing of the 240 through the site which is planned in the later stages of the development (Phase 8). The North – South link will provide a bus-only connection between the tube station and the East – West link, and will join this by the proposed school.

The re-routing of the 221 through the site has been part of previous discussions regarding the provision of bus services for the Mill Hill East Development site. However, this was rejected by TfL due to the lack of benefits of the re-routing for passengers using the existing service. Officers still consider this a useful route option that can be considered in the future. However, the proposed package of bus route enhancements to date is considered to offer a good level of improvement consistent with the modest shift from car use set out in the TA.

Future Public Transport Accessibility Levels (Plan MHE005 in Volume 2)

The future PTAL levels with the scheme completed have been assessed and this demonstrates that the area of PTAL 3 in the southern part of the site is increased, with the area of PTAL 1 in the north of the site reduced to a small area. Most of the site remains in PTAL 2 although accessibility to bus stops, bus services and the tube station are all improved. This is to the benefit of the entire AAP area, not just the new community, and the bus proposals will also improve conditions for existing bus users.

Bus Route Contribution

The Developers have agreed with the Council and TfL to enhance the local 382 and 240 bus services as follows:

The First Bus Service Contribution for £150,000 is towards the cost of diverting the 382 Bus into the site on the completion of the East – West link at the end of Phase 2 of the development (prior to the occupation of 298 residential units).

The Second Bus Service Contribution for £475,000 is towards the cost of diverting the 240 Bus into the site on the completion of the North-South link during Phase 8 of the development (prior to the occupation of 1429 residential units).

In addition to the bus diversions there are also 5 bus stops on Bittacy Hill and Frith Lane which have been identified as requiring upgrading. The developer is contributing £10,000 per bus stop at a total of cost of £50,000 to upgrade these stops. The bus stopping facilities within the Mill Hill East station forecourt will also be upgraded, and these works will be completed as part of the Station forecourt improvements.

Mill Hill East Underground Station

TfL have confirmed that the existing train service frequency of 5 trains per hour in the peak and a 4 train per hour shuttle off-peak will continue. Although it should be noted that the Northern Line generally is being improved with an expected improvement in reliability as part of the overall Northern Line Upgrade. Patronage is currently a total of 120 arriving and 436 departing passengers in the am peak and 198 arriving and 50 departing in the pm. The development is expected to result in an increase of an extra 11 arrivals and 41 departures in the am peak and 37 arrivals and 9 departures in the pm peak per shuttle tube train.

The TA (Table 9.3, Vol 1 Page 94) forecasts that on completion of the scheme in 2023 a total of 176 arrivals and 641 departures will use the station from the local area, (including the site). This equates to 35 passengers in am peak arriving and 128 passengers departing per shuttle service. In the pm peak, a total of 383 arrivals are expected and 97 departures which is the equivalent of 77 arrivals and 19 departures per shuttle service. Taking into account this information, TfL have decided that a service frequency upgrade is not required to cater for the future trips from the development site or local area. Officers agree with this as the TA clearly illustrates that the station is not operating at capacity and can accommodate projected future development related growth.

Mill Hill East Underground and Step-Free Access (SFA)

Discussions have taken place with GLA, TfL and the applicants on the level of contribution required towards providing SFA at the station. The applicants have offered to fund the

scheme in principle, although they have said that the viability of the scheme is such that this is unaffordable now but more funding may be available if viability improves in the future. The Section 106 Agreement will reflect this.

The applicants have already paid £40,000 directly to TfL to enable them to undertake the SFA Feasibility Study for Mill Hill East Station. The report has been completed and the estimate for the preferred option for providing Step Free Access is 2.9m.

It should be noted that securing SFA is a priority for TfL, and is also highly desirable for LB Barnet as it assists in improving accessibility, although it is not a statutory planning policy in the London Plan, Barnet UDP or the AAP.

Improvements to the station forecourt including the re-alignment of the bus stopping arrangements are also required and will be secured in the Section 106 agreement. The developer has offered a total of £250,000 towards the station forecourt works and at the time of writing borough and TfL officers had received additional plans and a cost breakdown and TfL were seeking to agree a detailed specification. The upgrade is expected to be undertaken in two stages, with initial public realm improvements in phase 2 and a more comprehensive treatment at the time the new public square is built, indicatively in phase 8. The applicants are currently proposing delivery in phases 5 and 10 respectively. As per the junction improvements, delivery directly through a planning obligation is the councils preferred option, rather than a financial contribution, although it is anticipated that the outstanding issues will be resolved as part of the detailed drafting of the Section 106 Agreement.

North-South Pedestrian Link

As a result of the phased nature of the development and the fact that the Mill Hill Council Depot site may not be fully relocated until 2017 (or at the very latest by 2019), the developer has agreed to provide a temporary north-south pedestrian link through the site to provide a direct link to the tube station which would improve pedestrian permeability and help encourage public transport use. This would be delivered as soon as the relevant part of the council depot (existing hard standing yard area) becomes available, indicatively in phase 3 (prior to the occupation of 442 residential units), but at the latest by the end of phase 8 (1429 units).

1.9 Internal Highway Layout

The indicative internal highway layout (Parameter Plan 1- **Appendix A2**) has being designed to ensure through traffic uses the East-West link and measures will be provided to heavily discourage alternative through movements. The internal highway layout is also designed to reduce the concentration of traffic movements at any one location. A clear hierarchy of streets is proposed with distinct characters such as the main boulevard, residential streets with houses, and shared surface streets and courts with houses.

Detailed designs for the proposed internal roads will be presented at the Reserved Matters stage to ensure that the streets are designed to a high quality, provide for safe movement, create a network of quiet routes for pedestrian and cycle movement and discourage unnecessary traffic movements whilst still providing access for essential vehicles, such as emergency services and refuse trucks. It has been agreed with the developer that only the East – West and North – South links intended for buses will be adopted. These links to be adopted by the highways authority will be designed to ensure compliance with adoptable

standards. Therefore, the vast majority of the new streets will remain in private ownership and managed by the 'estate' accordingly.

The accompanying planning document 'Design Principles Document Addendum' sets out in more detail the street hierarchy for the site. This will form part of the Design Code Framework which is conditioned to be agreed before development commences.

1.10 Pedestrians and Cyclists

Around the site

The TA contains a Pedestrian Audit detailing and assessing the existing pedestrian environment around the site, (Appendix G, Volume 3). The Audit has informed the pedestrian proposals required including dropped kerbs, bus stop enhancements, better crossings facilities and footway improvements. The TA sets out the locations where the enhancements are proposed. An upgraded pedestrian and cycle link along the closed section of Sanders Lane and along Lovers Walk is proposed and a contribution of £237,000 has been agreed with the developers which is available to fund local traffic management and parking measures and other associated measures such as these, as appropriate. This will be secured in the section 106 agreement.

At the Engel Park / Bittacy Hill junction which is likely to experience some increase in vehicular traffic arising from the development site a mini roundabout is proposed and the safety of pedestrians will be integral to the design with a new pedestrian refuge crossing proposed. There are also pedestrian crossing facilities proposed in the vicinity of the East-West link junctions, between Holders Hill Circus and the Bittacy Hill / Frith Lane roundabout and outside the tube station. An off carriageway cycle facility is proposed southbound alongside Bittacy Hill beneath the LUL bridge (see plan MHE004 in Volume 2). The crossing outside the tube station (proposed as a zebra crossing) is planned to be delivered at the latest in phase 3 (prior to the occupation of 442 residential units), at the same time as the north – south pedestrian link mentioned in 1.8 above. This is a slight change to that originally proposed in the TA (phase 4 - see figure 11.1 from the main TA,). The timing of delivery is also related to the first phase of the tube station forecourt improvement works, which are subject to ongoing discussions (section 1.8).

The off-carriageway cycle facility is proposed in phase 5 which is considered acceptable. The crossing facilities proposed as part of the junction mitigation package would be delivered as part of the relevant junction, mostly by the end of phase 2.

Within the site

The site currently has few pedestrian through routes and direct routes to the underground station are also very limited. In the proposals, the accessibility through the site and onto existing pedestrian routes (e.g. Lovers Walk), is greatly improved with a network of new routes and facilities being proposed. The improved connectivity through the site, including a shared use pedestrian and cycle path along the southern side of the East – West Link, will provide a variety of routes and will facilitate close integration of the site into the surrounding area. A north – south pedestrian and cycle route corridor is being created with a central refuge crossing being provided where this meets the East – West Link.

The Road Safety Audits have looked at the needs of pedestrians and cyclists to ensure they are being taken into account as part of the overall schemes.

1.11 Car and Cycle Parking Provision

The TA includes a Car Parking Strategy (Appendix O in TA Volume 3) which sets out in detail the car parking proposals. The proposed 2174 residential dwellings have 2522 residential car parking spaces, plus 54 car parking spaces for non residential. Limited additional car parking spaces are proposed for visitor parking which would be provided at reserved matters stage. The proposed residential parking provision equates to an average ratio of 1.16 spaces per unit, with a minimum provision of one parking space per unit. This compares with the borough average ratio of 1.09, and a ratio of 1.29 for Mill Hill ward. On balance the average ratio of 1.16 is acceptable when considering the southern part of the site is in close proximity to the Mill Hill East tube station, together with the package of transport mitigation measures proposed, particularly those relating to bus service enhancements.

The car parking spaces for each type of residential unit and other land uses are set out in the summary table below, which is slightly updated from that in the main TA (Volume 1):

TABLE 5.2: Proposed Parking Provision and Standards

	Total units / GFA	Total Proposed Spaces	Ratio	Standard	In Accordance with Standard
Residential 1-2 Bed Flat	1607	1629	1 / unit	1 to less than 1 space for developments mainly composed of flats	✓
Residential 3 Bed Flat	50	60	1.2 / unit	1.5 to 1 space for each flat	✓
Residential 3 Bed House	240	289	1.2 / unit	1.5 to 1 space for each terraced house & flat	✓
Residential 4-5 Bed House	277	544	2 / unit	2 to 1.5 spaces for each detached and semi-detached unit	✓
Total Residential	2174	2522	1.16 / unit	As above	✓

Land Use	Total units / GFA	Total Proposed Spaces	Ratio	Standard	In Accordance with Standard
Employment	3470	17	1 / 204 sqm.	1 / 100 – 600 sqm.	✓
Primary School	40 staff	16	1 / 2.5 staff	1 space per 2 staff	✓
High Street Uses	1100	11	1 / 100 sqm.	1 / 35 – 50 sqm.	✓
GP Surgery	500 sqm.	10	1 / GP and 1 / 4 staff	1 / GP and 1 / 4 staff	✓

Taking into account the type of housing and other uses, the provision is in accordance with statutory planning policy as contained within the LB Barnet's Unitary Development Plan 2006 and the London Plan. Parking provision is also in accordance with the AAP. The Council is keen to avoid overspill parking on the surrounding streets and considers this level of provision is able to accommodate demand. Appropriate conditions are set out elsewhere in this report and it should be noted that at Reserved Matters stage the number and location of disabled parking spaces will be required.

In addition there are 2554 cycle parking spaces proposed as part of the development, which are generally in accordance with the relevant standards, and therefore considered acceptable. Again the location of the cycle parking will be considered at the reserved matters stage.

Controlled Parking Zone (CPZ) Review

In order to investigate if there is any impact on the public highway in the vicinity of the site it is considered necessary to secure contributions towards the likely review and possible extension to the Mill Hill East CPZ to ensure the right parking controls are in place. It should be noted that any amendments to the existing CPZ or proposed changes to waiting restrictions would also be subject to the outcome of a public consultation. A contribution of £237,000 has been agreed towards a range of initiatives including necessary parking controls and amendments to the CPZ.

Monitoring of car parking

It is considered important that whilst sufficient parking should be provided on site to ensure that overspill onto the surrounding highway network does not occur, it is also important that the development does not over-provide facilities that remain unused. For this reason, it is recommended that parking surveys will be conducted to monitor, and therefore regulate, the car parking provision for subsequent phases and look to amend the excess provision where this can be justified. To be consistent with Policy MHE 13: Parking the existing UDP guidance Policy M14 will be taken as the standard across the site. Cycle parking would be similarly monitored to ensure provision is appropriate.

A Section 106 contribution of £10,000 has been agreed to carry out the monitoring of the car parking within the site, which is considered acceptable. The relevant condition is set out elsewhere in this report.

Refuse/Recycling and Servicing Strategy

Refuse/recycling vehicles will require regular access upon occupation of the dwellings and for other users that currently occupy this site. The details of the proposed turning heads will need to be provided at various points, and this will be addressed as part of detailed design at the reserved matters stages.

Roads that are built to adoptable standards, whether adopted or not, need to be appropriate for servicing vehicle requirements. If service vehicles are required to enter private roads, the applicants will be required to sign an indemnity agreement.

A Servicing and Delivery Strategy will be needed for the High Street, employment and other relevant land use and a Waste Management Plan condition is also proposed in order to facilitate safe refuse/recycling collection for this development.

1.12 Travel Plans

A Framework Travel Plan has been submitted as part of the TA (Appendix J, Volume 3) which is considered to be acceptable. A Travel Plan is aimed at encouraging the use of non-car modes of travel. The site has multiple uses including residential, employment and educational. As each of these uses have differing requirements each will require a separate Travel Plan.

In order to ensure the objectives of the individual Travel Plans are met a 'Monitoring Contribution' is required for the Council to undertake monitoring of the objectives and targets of the Travel Plans. This £25,000 contribution has been agreed and will be secured through the Section 106 Agreement, which will also include the requirement for a Travel Plan Co-ordinator for the whole site to be appointed.

To help deliver the targets of the Residential Travel Plan, the applicant has agreed to the provision of a Residential Travel Plan Incentives Fund to be secured via the Section 106 agreement. The fund will be aimed at incentivising the Residential Travel Plan by providing up to £300 per dwelling for the purchase of Oyster Cards or for Cycle Purchase vouchers.

As this development is to be constructed in phases over a number of years the initiatives set out in each of the Travel Plans should be updated and reviewed annually until at least five years after full occupation.

Prior to the occupation of any educational premises a School Travel Plan will be submitted to the Local Planning Authority for approval and this should be reviewed annually.

As part of the travel planning a Car Club is proposed to operate within the site. This is a scheme that provides its members with quick and easy access to a car for short term hire. Members can make use of car club vehicles as and when they need them. This scheme is aimed at reducing the need for individuals to own a car. It is envisaged that additional detail of the exact location of car club parking spaces will be provided as part of reserved matters and, through the Travel Plan monitoring, the possibility of increasing the number of car club

spaces depending on the demand will be considered and can be incorporated at the reserved matters stage.

In addition to the Car Club spaces a percentage of all the car parking spaces should be provided as Electric Vehicle Charging points. The relevant travel planning conditions are set out elsewhere in this report.

1.13 Construction Management Plan

Due to the size and location of the development a Construction Management Plan (CMP) must be submitted to and approved by the local planning authority, prior to the commencement of any works within each phase of the development. The relevant condition is set out elsewhere in this report.

The Construction Management Plan should also include limits on times of operation for the lorries and identify a designated safe route for lorries to ensure minimal impact on the public highway and to demonstrate how the operation and construction can be done safely. These and other requirements are outlined in Chapter 11 of the TA, which includes a number of outline management proposals that are considered acceptable at this stage, subject to submission of a full CMP at the reserved matters stages.

1.14 Section 106 Transport Contributions

To summarise from the above Highways and Transport appendix the Section 106 Transport and Highways package that has been agreed is set out below:

- Residential Travel Plan Incentives Fund £652,000 (£300 per unit);
- Local Bus Service Contributions £625,000 (1st £150,000 and 2nd £475,000, exact timing of payments to be confirmed);
- Station forecourt £250,000 – (to be confirmed as part of detailed drafting of the Section 106 Agreement) but may be a direct delivery obligation rather than a financial contribution);
- Local Transport and Parking Measures Contribution £237,000 - including off-site traffic management, parking control measures and improvements to footways and cycleways in the vicinity of the site;
- Step Free Access £40,000 already paid and can increase up to £2.9m subject to proposed viability review mechanism;
- Bus Stops – Off Site Contribution £50,000;
- Travel Plan Monitoring £25,000;
- Car and Cycle Parking Survey Monitoring £10,000.

1.15 Section 278 of the Highway Act

The applicant is proposing that all works on (or affecting) existing or proposed public highway will be carried out under section 278 of the Highways Act. These are set out below:

Bittacy Hill/Civic Square Junction Works;
Henry Darlot Drive/Bittacy Hill Junction Works;
Bittacy Hill/ Frith Lane Junction Works - carriageway widening and alterations to roundabout;
Bittacy Rise / Pursley Road/ Devonshire Road Junction Works;
Frith Lane / Business area Junction Works;
Frith Lane / East – West Link route Junction Works;
Holders Hill Circus Highway Works;
Bittacy Hill / East – West Link route Junction Works;
Bittacy Hill / Engel Park Junction Works;
Bittacy Hill Cycleway Works.

The works will be delivered as a direct obligation through the Section 106 Agreement, with the trigger points being as discussed in the relevant previous sections of this appendix above.

1.16 Independent Transport Review and Recommendation

Colin Buchanan's Transport Consultants issued their final Review Report in January 2011. They have arrived at a similar position to officers, in that having comprehensively revisited the methodology and reappraised all aspects of the modelling data contained in the submission they conclude that the TA is robust in all aspects. They also reviewed the material submitted in March in relation to the Bittacy Hill / East-West link and confirmed it was acceptable.

It is clear that the development will result in impacts on the surrounding highway if the proposed highway measures and other elements of the proposed transport package are not implemented but that if the package is delivered the development will be fully mitigated against. The proposed delivery of the most significant elements of the package, the off-site highway schemes, together with the East – West Link, in phase 2 is particularly beneficial in providing early relief to some key existing congestion locations.

The TA demonstrates that careful and extensive work has been undertaken to examine the existing situation and to use suitable data to build acceptable models of the area. All assessment work is in accordance with national guidance and best practice on schemes of this nature and size. In addition, UDP parking standards have generally been adhered to in an appropriate manner, resulting in an overall provision which is higher than the borough average, but marginally less than that for the Mill Hill traditional urban area, reflecting the proximity to the tube station and bus service improvements for a modern development.

Overall there is significant investment in highway and public transport improvements across the development site, with better public transport accessibility, providing high quality transport services and facilities for the new community. This will also be of benefit to the entire AAP area as well as existing road users.

Officers consider that the impacts of the development on the transport network have been robustly assessed, and that all appropriate mitigation measures and control mechanisms are provided for, should permission be granted. The planning conditions and obligations recommended in this appendix are considered to provide an effective framework of control and officers therefore recommend the scheme for approval on matters relating to highways and transport.

APPENDIX B

CONDITIONS

Commencement and Reserved Matters

Plans

1	<p>Approved Plans</p> <p>Site Location Plan (A6157/2.1/01) Site Plan (A6157/2.1/02)</p> <p>Parameter Plans: Parameter Plan 1: Access and Movement (A6157/2.1/03 Rev A) Parameter Plan 2: Landscape (A6157/2.1/04) Parameter Plan 3: Land use (A6157/2.1/05) Parameter Plan 4: Scale (A6157/2.1/06) Parameter Plan 5: Character Areas (A6157/2.1/07) Parameter Plan 6: Levels Strategy (A6157/2.1/08/ Rev A)</p> <p>Officers' Mess Change of Use: A6157/2.1/10, A6157/2.1/11, A6157/2.1/12, A6157/2.1/13, A6157/2.1/14, A6157/2.1/15, A6157/2.1/16</p> <p>Strategic Development Framework: Design Principles Document (MHE/OPA/3) and associated addendum (MHE/OPA/3.1) and errata (MHE/OPA/3.2) Revised Transport Assessment 15th December 2010 (MHE/OPA/4.1) and addendum to Transport Assessment dated 11th January 2011. Revised Public Realm and Open Space Strategy (MHE/OPA/5.1) Technical and Infrastructure Strategy (MHE/OPA/6) Revised Housing Strategy (MHE/OPA/7.1) which includes table A6157.1 (approved development schedule) Revised Community Facilities/Social Infrastructure Strategy (MHE/OPA/8.1) Revised Environmental Sustainability and Energy Strategy (MHE/OPA/9.1) Revised Phasing and Delivery Strategy (MHE/OPA/10.2) which includes phasing plan ref Figure 4.1</p> <p>Supporting Documents: Illustrative Masterplan (A6157/2.0/09 Rev A) Design and Access Statement(MHE/OPA/11) and Addendum (MHE/OPA/11.1) and errata (MHE/OPA/11.2) Planning Statement (MHE/OPA/12) and Addendum (MHE/OPA/12.1) Environmental Statement (MHE/OPA/13) and Addendums (MHE/OPA 13.1, 13.2, 13.3 and 13.4) Economic/Regeneration Statement (MHE/OPA/14) Health Impact Assessment (MHE/OPA/15) Statement of Community Engagement (MHE/OPA/16) Outline Estate Management Strategy (MHE/OPA/17) Open Space, Sport and Recreation Study (MHE/OPA/18) Aboricultural Constraints Report (MHE/OPA/190) A6157/2.3/18</p>
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	<p>Technical Note 22.3.11 Additional Noise Survey data at IBSA House Technical Note 23.3.11 Noise Mitigation for dwellings adjacent to IBSA House Stage 1 Road Safety Audit (TR8100193/GT/LR/008) PRHMHE004 TV/VR/DEP/03V2 MHE0021 MHE0021 Rev 05a – Proposed Bittacy Hill Access mini-Roundabout MHE0021-A -85th Percentile Speed MHE0021-ATR01 Rev 05a – Autotrack 1 Rigid MHE0021-ATR02 Rev 05a – Autotrack 2 Rigid MHE0021-ATR03 Rev 05a – Autotrack 3 Rigid MHE0021-ATR04 Rev 05a – Autotrack 4 Artic MHE0021-ATR05 Rev 05a – Autotrack 5 Artic MHE0021-ATR06 Rev 05a – Autotrack 6 Artic MHE0021-ATR07 Rev 05a – Autotrack 7 Artic MHE0021-ATR08 Rev 05a – Autotrack 8 Artic MHE0021-ATR09 Rev 05a – Autotrack 9 Private Car</p>
Reason	For the avoidance of doubt and in the interests of proper planning.

Time Limits

2	Time Limit – Outline application
	The development to which the outline planning permission relates, shall be begun either before the expiration of three years from the date of this grant of outline planning permission or before the expiration of two years from the date of the approval of the last reserved matter, whichever is the later.
Reason	To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).
3	Time Limit – Reserved Matters
	Applications for the approval of the reserved matters being layout, scale, appearance and landscaping (hereafter called the reserved matters)for which the outline planning permission relates shall be made to the Local Planning Authority before the expiration of eight years from the date of this permission and shall be in accordance with the approved Design Code.
Reason	To comply with Section 92 of the Town and Country Planning Act, 1990 (As Amended).

Pre-Commencement conditions

4	Site Wide Design Code
	<p>Not to submit any Reserved Matters, being layout, scale, appearance and landscaping (hereafter called the reserved matters) for any phase unless and until a design code is submitted to and approved in writing by the Local Planning Authority. The design code shall be substantially in accordance with the Design Principles Document (ref:MHE/OPA/3, MHE/OPA/3.1 and MHE/OPA/3.2)) and shall include and be not limited to:</p> <ul style="list-style-type: none"> • A three dimensional masterplan of that phase and its adjoining phases that shows clearly the intended arrangement of spaces and buildings, including massing, orientation, distribution of uses,

	<p>densities, building lines and spaces;</p> <ul style="list-style-type: none"> • The design principles for that phase including information on dwelling types, palette of materials, parking, landscaping and information on the protection of residential amenity including privacy and overlooking; • An assessment showing that each phase has been designed to accord with the BRE “Site Layout Planning for Sunlight and Daylight: A Guide to Good Practice”; and • An assessment against the criteria established by Secure by Design and the Council’s SPG “Designing to Reduce Crime”.
Reason	To ensure that design code sets sufficiently detailed design standards against which to assess reserved matters applications and to ensure a satisfactory appearance to the development.
5	<p>Reserved Matters Details</p> <p>Not to commence the development of any phase except infrastructure works in relation to Phase 1 until and unless approval of all Reserved Matters for that phase of the development has been obtained in writing from the Local Planning Authority.</p> <p>For each phase, the detailed drawings and supporting documentation to be submitted shall, as part of the reserved matters, accord with the approved parameter plans, Strategic development Framework and the Site Wide Design Code approved under condition 4 and include the following:</p> <p>(i) Hard and soft landscaping plans including drawings, specifications and supporting details which shall include:</p> <ul style="list-style-type: none"> - An accurate survey plan at a scale of not less than 1:200, showing:- - Species, position, height, condition, vigour, age-class, branch spread and stem diameter of all existing trees, shrubs and hedges on and immediately adjoining the site. - A clear indication of trees, hedges and shrubs to be retained and removed. - Routes of any existing or proposed underground works and overhead lines including their manner of construction. - Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained. - Planting plans (at a suitable scale to be agreed with the local planning authority). - Written specification of planting and cultivation works to be undertaken. - Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate. - Implementation programme. - Proposed finishing levels or contours. - Means of enclosure and boundary treatments including the positions, design, materials and type of treatments. Generally, the boundary treatment shall ensure that adequate pedestrian visibility splays are provided through the use of visually permeable rather than solid fencing

unless otherwise agreed in writing with the Local Planning Authority.

- Private and communal external garden and other amenity spaces.
- Outdoor children's playspace.
- Car parking layouts (including landscaping around car parking areas).
- Other vehicle and pedestrian access and circulation areas,
- Hard surfacing materials proposed.
- Minor artefacts and structures (such as street furniture, refuse storage, signs and shall include lighting for amenity spaces and streets).
- The final design and specification of play equipment and play areas including the style of enclosure as well as any associated furniture and features applicable.
- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures).
- A schedule of landscape maintenance for a minimum period of 5 years. The maintenance scheme shall include details of the arrangements for its implementation.
- An inclusive access statement demonstrating how an inclusive environment will be delivered.

(ii) Plans of the site showing the existing and proposed ground levels and the proposed finished height of all proposed buildings. Such levels shall be shown in relation to a fixed and known ordinance datum point.

(iii) Full plans of the buildings including roof form and details of photovoltaic, ecological roofs, lift overruns plant and any other features/installations/projections.

(iv) Elevations of the buildings, including samples of materials to be used on external faces of the building shall be submitted on a materials palette board and drawings of appropriate scale in accordance with the approved Design Code.

(v) A statement and such accompanying design material as is necessary to demonstrate that the proposals accord with the relevant thresholds, principles and parameters approved plans and documents listed in condition 1.

(vi) Details of the proposed quantum and location of affordable housing units and a statement demonstrating that the proposals accord with the approved tenure and unit mix as required by condition 8.

(vii) A reconciliation plan or table which shows that the proposed land uses and mix of units complies with the approved unit numbers and floorspace fixed by condition 14.

(viii) Details at an appropriate scale showing the provision of where appropriate bat boxes in the facade;

(ix) Details of proposed green or brown roofs, where appropriate and details of how this contributes to the site wide 10% target.

(x) Design of lower floor elevations of commercial units including shopfronts at an appropriate scale.

(xi) Full elevations, plans and sections at an appropriate scale showing the future potential provision of intake/extract ventilation and ductwork for future Class A3/4/5 uses in Blocks EE, FF and GG if applicable
Alternatively, plans showing the creation of voids through the building to

	<p>roof level for the future potential provision of extract ventilation ductwork.</p> <p>(xii) Plans and elevations of all boundary treatment and means of enclosure and incorporation of full details of height and materials.</p> <p>(xiii) Full plans and elevations of all buildings and any other structures, incorporating details of materials to be used for external surfaces, including samples of all such materials.</p> <p>(xiv) Full drawings showing the siting, design and finish heights of obscure glazed privacy screens on all balconies and terraces.</p> <p>(xv) Sustainability/energy statement or such other material as is necessary to demonstrate that the development complies with the site wide energy strategy. This shall include a statement to demonstrate the feasibility of linking into the CHP network and District Heating network.</p> <p>(xvi) A detailed phasing plan including the order and timing of individual buildings, landscape areas, play space, bicycle parking and car parking areas within the relevant phase.</p> <p>Thereafter and prior to occupation of each phase, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.</p>
Reason	<p>(i) to (ii) To ensure the appearance of the locality is protected and enhanced in accordance with Policies D11, D13 and D15 of the Barnet Unitary Development Plan Saved Policies (May 2009),</p> <p>(iii) to (ix) To ensure that the external appearance of the buildings and landscaping is satisfactory in accordance with Policy D1 of the Barnet Unitary Development Plan Saved Policies (May 2009).</p> <p>(x) To safeguard the amenity of surrounding areas in accordance with Policy D5 of the Barnet Unitary Development Plan Saved Policies (May 2009).</p>
5a	Infrastructure works in relation to Phase 1
	<p>Prior to the commencement of development a detailed scheme of preliminary infrastructure/enabling works in relation to Phase 1 shall be submitted to and approved in writing by the Local Planning Authority. These details shall include:</p> <ul style="list-style-type: none"> i) Protective fencing around trees which shall conform to BS 5837:2005 Trees in Relation to Construction; ii) Where appropriate details of petrol/oil interceptors; iii) A drainage strategy including details of how the phase would link into a site wide surface water drainage scheme; iv) An ecological survey in relation to Phase 1 which shall include mitigation measures for any wildlife that would be effected by the infrastructure/enabling works; v) A written scheme of archaeological investigation; vi) A scheme to deal with any contaminated land in accordance with the details laid out in condition 71; vii) Levels and location of the access road. <p>The infrastructure/enabling works shall thereafter be completed in strict</p>

	accordance with the approved details.
Reason	To ensure the early delivery of Phase 1 in a satisfactory manner in accordance with the assumptions that underpin the EIA process and to accord with policy GBEnv2 of the Barnet unitary Development Plan Saved policies (May 2009).
6	Overarching Phasing Plan
	<p>Not to commence development except infrastructure works in relation to Phase 1 until and unless, a detailed phasing and implementation plan, including the order and timing of development shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Greater London Authority. The plan shall be in accordance with the Revised Phasing and Delivery Strategy (MHE/OAP/10.2) or any strategy that supersedes this that has been agreed in writing by the Local Planning Authority.</p> <p>Thereafter and prior to occupation of each phase, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.</p>
Reason	To ensure the development proceeds in a satisfactory manner and to accord with Policy GBEnv2 of the Barnet Unitary Development Plan Saved Policies (May 2009).
7	Amendments to Phasing Plan
	<p>The phasing plan approved under condition 6 may be amended from time to time to reflect changes to the phasing of the development that were not foreseen at the date when the phasing plan was approved on written application and subject to obtaining the prior written approval of the Local Planning Authority in consultation with the Greater London Authority as long as such changes have been demonstrated to be unlikely to have significant adverse environmental effects compared to the assessments contained in the Environmental Statement and that they would not significantly undermine comprehensive delivery of the development.</p> <p>Thereafter and prior to occupation of each phase, the development shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.</p>
Reason	To ensure the development proceeds in a satisfactory manner in accordance with the assumptions that underpinned the EIA process and to accord with Policy GBEnv2 of the Barnet Unitary Development Plan Saved Policies (May 2009).
8	Housing Mix and Location of Affordable Housing Units
	<p>No part of the development of any phase except infrastructure works in relation to Phase 1 shall commence unless and until the details of the proposed amount and mix of relevant residential development within the Phase or Sub-Phase and the proposed Affordable Housing Scheme have been submitted to and approved in writing by the Local Planning Authority.</p> <p>Thereafter and prior to occupation of each phase, the scheme shall be completed in strict accordance with the approved details and thereafter</p>

	maintained for the life of the development.
Reason	To ensure that the development is carried out in accordance with Policies 3A.5, 3A.3, 3A.9 and 3A.10 of the London Plan (February 2008); Policy H5 of the Barnet Unitary Development Plan Saved Policies (May 2009) and Policy MHE2 of the Mill Hill East Area Action Plan (2009)
Informative	Affordable Housing Scheme means a scheme for the affordable housing setting out the details of: <ul style="list-style-type: none"> (i) Amount of affordable housing units in accordance with the details contained within the planning agreement; (ii) Type and mix so as to achieve a balanced mix of unit sizes in accordance with the Baseline Housing Mix the details of which are contained within the planning agreement; (iii) The intended location of the affordable housing units; (iv) The proportion and level of car parking provision for the affordable housing units (to be transferred, demised or made available to the affordable housing provider or occupiers of the affordable housing units in accordance with the terms approved under the Estate Management Framework).
9	Open Space provision
	Notwithstanding the submitted plans, no development except infrastructure works in relation to Phase 1 shall commence unless and until an open space strategy has been submitted to and approved by the Local Planning Authority. The strategy shall include details of the location, size and timing of provision of the open space and shall thereafter be so maintained unless otherwise agreed in writing with the Local Planning Authority.
Reason	In order to ensure the appropriate provision of open spaces throughout the development.
Informative	Infrastructure works means a scheme of site wide preparation the scope of which shall have been submitted to and approved in writing by the Local Planning authority.
10	Estate Management Framework
	No development except infrastructure works in relation to Phase 1 shall commence unless and until the Estate Management Framework, which may include the establishment of an Estate Management Body for adopting, managing, cleansing, maintaining, repairing and/or renewing the public realm and open spaces shall have been submitted to and approved in writing by the Local Planning Authority. The Estate Management Framework shall be prepared in consultation with the Local Planning Authority and in accordance with the parameters and principles contained within the planning agreement. Thereafter the scheme shall be managed in strict accordance with the approved details.
Reason	To ensure that the future management, maintenance, repair and upkeep of the development is delivered to an appropriately high standard of safety and quality across the whole development.
11	Employment and Training

	No Reserved Matters application shall be submitted in relation to any given phase unless and until an Employment and Skills Action Plan for the whole development has been submitted to and approved in writing by the Local Planning Authority in accordance with the requirements of the planning agreement.
Reason	To facilitate the economic regeneration of the surrounding areas and to secure appropriate provision of employment and training initiatives.
12	Noise Survey
	No development except infrastructure works in relation to Phase 1 shall commence unless and until an Acoustic Design Report has been submitted to and approved in writing by the Local Planning Authority. The Acoustic Design Report shall include, for any proposed residential properties adjacent to this boundary, details of how internal noise standards with reference to BS8233 can be achieved. The measures required by the report shall be provided prior to the occupation of the relevant phase and thereafter be maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.
	To protect the amenities of future residents and ensure the continued use of IBSA House in accordance with Policy ENV13 of the Barnet Unitary Development Plan Saved Policies (May 2009).
13	Reserved matters applications pursuant to this permission shall be made in accordance with the following plans and documents approved by this application unless otherwise agreed in writing with the Local Planning Authority. The development shall be implemented in accordance with such details as approved. Parameter Plan 1: Access and Movement (A6157/2.1/03 Rev A) Parameter Plan 2: Landscape (A6157/2.1/04) Parameter Plan 3: Land use (A6157/2.1/05) Parameter Plan 4: Scale (A6157/2.1/06) Parameter Plan 5: Character Areas (A6157/2.1/07) Parameter Plan 6: Levels Strategy (A6157/2.1/08/ Rev A) Design Principles Document (MHE/OPA/3) and associated addendum (MHE/OPA/3.1) and errata (MHE/OPA/3.2) Revised Transport Strategy and Assessment (MHE/OPA/4.1) Revised Public Realm and Open Space Strategy (MHE/OPA/5.1) Technical and Infrastructure Strategy (MHE/OPA/6) Revised Housing Strategy (MHE/OPA/7.1) Revised Community Facilities/Social Infrastructure Strategy (MHE/OPA/8.1) Revised Environmental Sustainability and Energy Strategy (MHE/OPA/9.1) Revised Phasing and Delivery Strategy (MHE/OPA/10.2) Illustrative Masterplan (A6157/2.0/09 Rev A) Design and Access Statement(MHE/OPA/11) and Addendum (MHE/OPA/11.1) and errata (MHE/OPA/11.2) Environmental Statement (MHE/OPA/13) and Addendums (MHE/OPA

	13.1 and 13.2) Aboriginal Constraints Report (MHE/OPA/190
Reason	To ensure that the development accords with the outline planning permission.

Development Approved

14	Height and Building Footprint																
	Notwithstanding any illustrative information contained in supporting documentation, the siting, footprint and maximum width, length and height of all buildings shall accord with Parameter Plan 4: Scale (A6157/2.1/06), unless otherwise agreed in writing by the Local Planning Authority. Unless as a result of the noise survey required by Condition 12, the local planning authority require that there be a greater distance between the IBSA boundary and the proposed residential boundary, in which case details revising the layout of this area shall be submitted to and approved in writing by the Local Planning Authority																
Reason	To ensure that the external appearance of the development is satisfactory and to protect residential amenity of nearby occupiers and the visual amenities of the area and to accord with Policies GBEnv1, GBenv2, D1, D2, D3, D4, D5 and D6 of the Barnet Unitary Development Plan Saved Policies (May 2009).																
15	Maximum number of dwellings and floorspace																
	The number of dwellings and floorspace in each respective use granted by this permission shall not exceed: <ul style="list-style-type: none"> • Class C3: 2,174 residential units This will consist of: <table border="1" data-bbox="284 1189 507 1496"> <tr> <td>Flats</td> <td></td> </tr> <tr> <td>1 bed</td> <td>641</td> </tr> <tr> <td>2 bed</td> <td>966</td> </tr> <tr> <td>3 bed</td> <td>50</td> </tr> <tr> <td>Houses</td> <td></td> </tr> <tr> <td>3 bed</td> <td>240</td> </tr> <tr> <td>4 bed</td> <td>239</td> </tr> <tr> <td>5 bed</td> <td>38</td> </tr> </table> <ul style="list-style-type: none"> • Class A1/A2/A3/A4/A5: 1,100sqm • Class B1: 3,470 sqm • Class D1: (education) 3,430sqm and (health) 530sqm • Sui Generis – Energy Centre: 500sqm 	Flats		1 bed	641	2 bed	966	3 bed	50	Houses		3 bed	240	4 bed	239	5 bed	38
Flats																	
1 bed	641																
2 bed	966																
3 bed	50																
Houses																	
3 bed	240																
4 bed	239																
5 bed	38																
Reason	To ensure an appropriately balanced and complimentary range of residential and non-residential uses on site in and that the extent of The development of the site is the subject of an Environmental Impact Assessment pursuant to PPS1, Policy 3A.7 of the London Plan (Consolidated 2008) the Council's AAP for the site.																
16	Level of Open Space																
	Not less than 5.95 Hectares of open space shall be provided in the development which will consist of a target provision in the following areas: <ul style="list-style-type: none"> • Panoramic Park 1.37 Hectares • Central Community Park 0.46 Hectares 																

	<ul style="list-style-type: none"> • Officers' Mess Gardens 0.76 Hectares • Eastern Park 0.42 Hectares • Public Square 0.3 Hectares • Northern Pocket Parks 0.35 Hectares • Open Space to north/south of Officers' Mess 0.29 Hectares • School Playing Fields 1.30 Hectares • Woodland 0.70 Hectares <p>As detailed in Parameter Plan 2(A6157/2.1/04) and the Revised Public Realm and Open Space Strategy (MHE/OPA/5.1) unless otherwise agreed in writing by the Local Planning Authority.</p>
Reason	To ensure that appropriate provision of Open Space throughout the development.

Construction

17	Hours of Construction
	No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, bank or Public Holidays, before 8.00am or after 1.00pm on Saturdays, or before 8.00am or after 6.00pm on other days unless previously approved in writing by the Local Planning Authority.
Reason	To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties.
18	Demolition and Construction
	<p>No development shall commence unless and until, a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details. The Construction Management Plan shall include, but not be limited to, the following information:</p> <ul style="list-style-type: none"> (i) Details of the routing of construction vehicles to the site and access and egress arrangements with the site; (ii) site preparation and construction stages of the development; (iii) the phasing of development works; (iv) details of provisions for recycling of materials, the provision on site of storage/delivery area for all plant, site huts, site facilities and materials; (v) measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities); (vi) traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours); (vii) the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works; (viii) a suitable and efficient means of suppressing dust, including the adequate containment of stored and accumulated material so as to prevent it becoming air borne at any time and giving rise to nuisance; (ix) noise mitigation measures for all plant and processors; (x) details of contractors compound and car parking arrangements;

	<p>(xi) details of precautions to minimise damage to protected species and habitats in particular from site clearance works including demolition of buildings, soil moving and material storage, vehicle and machinery movements;</p> <p>(xii) details of action to be taken and mitigation measures to be; employed should any protected species be found or disturbed on the site;</p> <p>(xiii) ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction;</p> <p>(xvi) Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction.</p> <p>(xvii) Details of a secure boundary treatment between the scout camp and the site.</p> <p>Thereafter and during the construction of each phase, the development shall be completed in strict accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.</p>
Reason	To protect the amenity of the surrounding area in accordance with Policy ENV7 of the Barnet Unitary Development Plan Saved Policies (May 2009) as well as manage air quality in accordance with Policies 4B.1 of the consolidated London Plan 2008 and to minimise the impact of the construction phase on the strategic highway network and to comply with London Plan policy 3C.25.
19	Demolition and Site Waste Management Plan
	No development shall be commenced in relation to any Phase of the Development unless and until a Demolition and Site Waste Management Plan has been submitted to and approved in writing by the Local Planning Authority. The development including any related demolition works shall be carried out in accordance with the approved Demolition and Site Waste Management Plan.
Reason	To ensure effective demolition and waste management in accordance with the mitigation measures proposed and described in the Environmental Statement (MHE/OPA/13, 13.1 and 13.2) and Revised Environmental Sustainability and Energy Strategy (MHE/OPA/9.1)
20	Levels
	The plans showing the existing and proposed levels approved as part of condition 5(ii) shall be shown in relation to a fixed datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.
Reason	To ensure that the development relates satisfactorily to adjoining properties in accordance with policy D2 of the Barnet Unitary Development Plan Saved Policies (May 2009).

Highways, Infrastructure, Parking and Servicing

21	Layout of Car Parking Spaces
	Notwithstanding the plans submitted, before the commencement of each phase of the development, details of the layout of spaces, gradients and circulation within the car parking areas for each phase of the development shall be submitted to and approved by the Local Planning Authority and

	that area shall not thereafter be used for any purpose other than for the parking and turning of vehicles associated with the development.
Reason	To ensure that adequate and satisfactory provision is made for the parking of vehicles, in the interests of pedestrian and highway safety, the free flow of traffic and in order to protect the amenities of the area.
22	No Parking on the East- West and North South Links
	Notwithstanding the plans submitted, no parking spaces shall be provided on the East-West Link or the North- South Link.
Reason	In the interest of pedestrian and highway safety, the free flow of traffic and in order to protect the amenities of the area.
23	Layout of Car Parking Spaces on side roads
	Notwithstanding the plans submitted, before the commencement of each phase of the development, details of all the car parking spaces, gradients and circulation within the car parking including the street furniture and street lighting areas shall be submitted to and approved by the Local Planning Authority and that area shall not thereafter be used for any purpose other than for the parking and turning of vehicles associated with the development.
Reason	To ensure that adequate and satisfactory provision is made for the parking of vehicles, in the interests of pedestrian and highway safety, the free flow of traffic and in order to protect the amenities of the area.
24	Use of Garages
	The garages provided in connection with the residential development shall not be used other than for the parking of private motor vehicles and shall not be used in connection with any trade or business.
Reason	To ensure the permanent retention of the parking provision in accordance with Policy M14 of the London Borough of Barnet Adopted Unitary Development Plan 2006.
25	Garages not converted to habitable rooms
	The integral garages provided in connection with the residential development shall not be used other than for the parking of private motor vehicles and shall not be converted to habitable rooms.
Reason	To ensure the permanent retention of the parking provision in accordance with Policy M14 of the London Borough of Barnet Adopted Unitary Development Plan 2006.
26	Car Parking Management Strategy
	The development of each phase hereby permitted shall not be commenced unless and until a Car Parking Management Strategy for that phase detailing the allocation of car parking spaces, including disabled parking spaces, on site parking controls, electric vehicle charging points, the enforcement of unauthorised parking and a car club has been submitted to and approved by the Local Planning Authority. The Car Parking Management Strategy shall be implemented before the buildings hereby permitted are occupied and maintained thereafter.
Reason	To ensure that parking is provided and managed in line with the council's standards in the interests of highway and pedestrian safety in accordance with Policies M11, M13 and M14 of the London Borough of Barnet Adopted Unitary Development Plan 2006. In addition, to ensure sustainable modes of travel are available and promoted throughout the development.

27	Maximum Number of Parking Spaces
	The total number of car parking spaces (excluding limited visitor parking) within the entire application site (the land which is subject to both the detailed and outline planning permission) shall not exceed 2,522 spaces.
Reason	To ensure that the development does not over-provide car parking spaces and to encourage sustainable travel.
28	Car Parking Surveys
	The applicant shall undertake parking surveys in accordance with a scheme to be agreed in writing with the Local Planning Authority to ascertain the demand for parking with a view to amending the level of parking in the development if necessary.
Reason	To ensure that an appropriate number of car parking spaces are provided.
29	Cycle Parking and Storage
	The approved development shall make provision for cycle parking and storage facilities for each phase of the development in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority. No dwelling located within the phase to which the approved scheme relates shall be occupied until the cycle storage facilities for that unit have been provided in accordance with the approved plans. All of the spaces shall be permanently retained thereafter.
Reason	In the interests of promoting cycling as a mode of transport in accordance with Policies M4, M5 and M14 of the London Borough of Barnet Adopted Unitary Development Plan 2006.
30	East-West and North-South Links
	Before the development hereby approved is occupied in the relevant phase, construction details including, surface treatment, kerb heights of the East-West and North-South links shall be submitted to and approved in writing by the Local Planning Authority. The East-West link shall be constructed in accordance with the approved details by the completion of Phase 1a and/or occupation of 298 units or prior to the commencement of Phase 2. The North-South link shall be constructed in accordance with the approved details by the completion of Phase 8 or occupation of 1429 units or prior to the commencement of Phase 9.
Reason	In the interest of pedestrian and highway safety, the free flow of traffic, ensure a safe form of development and to protect the amenities of the area.
31	Pedestrian and Vehicular Access Points
	Before the development within Phase 1 to 11 as shown on the approved phasing plan (or any subsequent amendments to it that have been agreed in writing by the Local Planning Authority) is commenced, a scheme showing details of access points (Pedestrian and Vehicular), estate road(s) and footways in accordance with the siting, size, dimensions and other details shown on the approved drawing shall be submitted to and approved by the Local Planning Authority, including those listed below. Means of vehicular access during construction and at final completion shall be provided in accordance with the Proposed Masterplan, Land-Use Plan and Street Hierarchy Plan. <ul style="list-style-type: none"> Henry Darlot Drive/Bittacy Hill Junction works (by the end of phase 2 or prior to the occupation of 298 units).

	<ul style="list-style-type: none"> • Frith Lane/Business Area Junction Works (by the end of phase 6 or prior to the occupation of 955 units). • Bittacy Hill Site/Civic Square Junction Works (by the end of phase 8 or prior to the occupation of 1429 units).
Reason	To ensure that the access is satisfactory in terms of highway safety and the free flow of traffic in accordance with Policy M11 and M12 of the London Borough of Barnet Adopted Unitary Development Plan 2006.
32	Details of Estate Roads
	Details of lighting, pedestrian facilities, crossing points, cycle facilities, signing, bus stops/shelters, bus standing / layover facility, bus driver facilities, highway improvements, and estate road layout and gradient to be submitted and agreed with the Local Planning Authority as part of reserved matters for each phase and to be in accordance with the Approved Plans unless otherwise agreed with the Local Planning Authority.
Reason	To ensure the safe form of access to the development and to protect the amenity of the area and to conform to policy M11 and M12 of the London Borough of Barnet Adopted Unitary Development Plan 2006.
33	Adopted Highway
	The roads and footways within the development which are proposed for adoption as public highway shall be constructed in accordance with the Council's adopted design standards.
Reason	To ensure the safe form of access to the development and to protect the amenity of the area and to conform to policy M11 and M12 of the London Borough of Barnet Adopted Unitary Development Plan 2006.
34	Internal Access Roads
	No dwelling shall be occupied within any phase of the development unless and until the highway which is intended to serve that dwelling is constructed and in place, in accordance with a scheme which will have been previously submitted to and approved in writing by the Local Planning Authority.
Reason	In the interests of highway and pedestrian safety and the free flow of traffic.
35	Existing Adopted Highway
	Prior to the commencement of development within any phase, the works to be undertaken to existing public highways within that phase shall have been approved by the Local Planning Authority and implemented prior to the occupation of any of the residential units located within that phase. The development shall be implemented in accordance with such details as approved.
Reason	In the interests of highway and pedestrian safety and the free flow of traffic.
36	Off-Site Highways works
	No dwelling shall be occupied within any phase of the development hereby approved unless and until the applicant has executed the obligations in relation to the off site highways works linked to that phase to the satisfaction of the Local Planning Authority. The off site highway works shall be constructed in accordance with the approved details by the completion of the following Phase and/or occupation of units (or prior to the Commencement of the subsequent Phase), according to the following: <ul style="list-style-type: none"> • Frith Lane Junction Works (Phase 1a or 191 units) • Holders Hill Circus Highway Works (Phase 1A or 191 units)

	<ul style="list-style-type: none"> • Bittacy Hill Junction Works (Phase 1A or 191 Units) • Bittacy Hill/Engel Park Junction Works (Phase 1A or 191 units) • Bittacy Hill Cycleway Works (Phase 5 or 783 units) • Bittacy Rise/Pursley Road/Devonshire Road Junction Works (between Phase 1A or 191 units ad Phase 11 or 2174 units at the discretion of the Local Planning Authority) • Bittacy Hill/Frith Lane Junction Works (Phase 1A or 191 units)
Reason	In the interests of highway and pedestrian safety and the free flow of traffic.
37	Shared Footways / Cycleways
	Before the relevant phase of the development is commenced, a scheme showing details of shared footways / cycleways shall be submitted to and approved in writing by the Local Planning Authority
Reason	To ensure that the Shared Footways / Cycleways are satisfactory in terms of highway safety and assist the free flow of traffic in accordance with Policy M11 and M12 of the London Borough of Barnet Adopted Unitary Development Plan 2006.
38	Temporary Route to Station
	No development except infrastructure works in relation to Phase 1 shall commence unless and until a scheme showing details of the temporary shared pedestrian footway/cycleway from the East-West link to Bittacy Hill in the vicinity of Mill Hill Underground station shall have been submitted to and approved in writing by the Local Planning Authority, the shared pedestrian footway/cycleway shall be provided when vacant possession of the relevant part of the council depot (existing hard standing yard area) becomes available.
Reason	To encourage the use of sustainable forms of transport to the site.
39	Waste Strategy
	No building or dwelling shall be occupied until a strategy for the provision of space and facilities for the separate storage and collection of waste for re-use and recycling within each building have been submitted to and approved in writing by the Local Planning Authority and until the approved works have been implemented within each respective building. The strategy shall include the provision of a waste audit covering the removal and disposal of all waste arising from the construction and operation of the development. Such an audit shall be maintained for regular inspection by the Council. The works undertaken in accordance with this strategy shall thereafter be retained and kept free of obstruction and available for those purposes within each building.
Reason	To encourage recycling and to ensure a satisfactory appearance for the development to protect the amenities of the area.
40	Refuse
	No development except infrastructure works in relation to Phase 1 shall commence unless and until, details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins and/or other refuse storage containers where applicable, together with a satisfactory point of collection at ground level shall have been submitted to and approved in writing by the Local Planning Authority and shall be provided at the site in accordance with the approved details before each phase of the development in accordance with the phasing plan approved

	under condition 6.
Reason	To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area.
41	Refuse Indemnity Waiver
	Prior to the occupation of the development a waiver of liability and indemnity agreement must be signed by the developer and be submitted to and approved in writing by the Local Planning Authority. This is to indemnify the Council against any claims for consequential damage caused to private roads arising from and/ or in connection with the collection of waste by the Council from the premises.
Reason	To ensure that the access is satisfactory in terms of highway safety development and to protect the amenity of the area and in accordance with Policy M11 of the London Borough of Barnet Adopted Unitary Development Plan 2006.
42	Petrol/Oil Inceptor
	Notwithstanding the submitted plans, no development shall commence within any phase (or any subsequent amendments to it that have been agreed in writing by the Local Planning Authority) unless and until details of a scheme for the installation of petrol/oil interceptor(s) in all car parks located within that phase have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved scheme and shall be provided before the car park(s) to which the scheme relates is brought into use.
Reason	In order to prevent oil-polluted discharges entering local watercourses
43	Waste Management Plan
	Before each phase is occupied details of the waste management plan for that phase which includes the refuse/recycle collection arrangements, points of collection and turning heads shall be submitted to and agreed by the Local Planning Authority.
Reason	In the interests of highway safety in accordance with Policy M11 of the London Borough of Barnet Adopted Unitary Development Plan 2006.
44	Residential Travel Plan
	Before the residential development is occupied the Residential Travel Plan shall be submitted to and approved by the Local Planning Authority. This should include the appointment of a Travel Plan coordinator. The Residential Travel Plan should be reviewed annually in against the Residential Travel Plan targets.
Reason	To encourage the use of sustainable forms of transport to the site in accordance with policies GSD, GNon Car and M3 of the London Borough of Barnet Adopted Unitary Development Plan 2006.
45	Workplace Travel Plan
	Before the commercial development is occupied the Workplace Travel Plan shall be submitted to and approved by the Local Planning Authority. This should include the appointment of a Travel Plan coordinator. The Workplace Travel Plan should be reviewed annually in against the Workplace Travel Plan targets.
Reason	To encourage the use of sustainable forms of transport to the site in accordance with policies GSD, GNon Car and M3 of the London Borough of Barnet Adopted Unitary Development Plan 2006.

46	School Travel Plan
	Prior to the occupation of the school a School Travel Plan for the appropriate land use must be submitted to the Local Planning Authority for approval in consultation with TfL, in accordance with the terms set out in the Framework Travel Plan.
Reason	To encourage the use of sustainable forms of transport to the site in accordance with policies GSD and GNon Car of the London Borough of Barnet Adopted Unitary Development Plan 2006.
47	Car Club
	Prior to the commencement of Phase 2 or by the completion of Phase 1a or 298 units a site-wide Car Club including a minimum of 2 car club parking spaces must be established and approved in writing by the Local Planning Authority.
Reason	To reduce the need for site users to travel by private car and to ensure sustainable modes of travel are available and promoted through development.
48	Public Transport Strategy
	Prior to commencement of development except infrastructure works in each phase a revised public transport strategy shall be submitted and approved by the Local Planning Authority in consultation with TfL.
Reason	To reduce the need for site users to travel by private car and to ensure sustainable modes of travel are available and promoted through development.
49	Mill Hill East Underground Station – Station Forecourt Improvements Interim provision
	No development with the exception of infrastructure works in relation to Phase 1 shall commence unless and until a detailed scheme of interim improvements to the station forecourt at Mill Hill East Underground Station shall be submitted to and approved in writing by the Local Planning Authority in consultation with TfL. The application shall include details of the timing of delivery of the improvements.
Reason	To encourage the use of sustainable forms of transport to the site in accordance with policies GSD, GNon Car and M3 of the Barnet Unitary Development Plan Saved Policies (May 2009).
50	Mill Hill East Underground Station – Station Forecourt Improvements
	The development of the Public Square shall not commence unless and until and unless a planning application has been submitted to and approved by the Local Planning authority in consultation with TfL for improvements to the station forecourt of Mill Hill East Underground Station. The application shall include details; timing of delivery of these improvements and the pedestrian links to the proposed public square.
Reason	To encourage the use of sustainable forms of transport to the site in accordance with policies GSD, GNon Car and M3 of the Barnet Unitary Development Plan Saved Policies (May 2009) and to ensure that the proposed public square links to the station forecourt and the improvements to the public transport infrastructure required by policy MHE12 of the adopted AAP.

Drainage

51	Drainage Strategy
	<p>No part of the development except infrastructure works in relation to Phase 1 shall commence unless and until a drainage strategy detailing any on and/or off site drainage works for the whole site (including the adoption of sustainable urban drainage initiatives into the development), has been submitted to and approved in writing by the Local Planning Authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed in the phase in which they are located.</p> <p>Thereafter and prior to occupation of each phase, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.</p>
Reason	In order to ensure that sufficient capacity is made available to cope with the new development and in order to avoid adverse environmental impacts upon the community in accordance with PPS25.
52	Surface Water Drainage
	<p>No part of the development except infrastructure works in relation to Phase 1 shall commence unless and until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.</p> <p>The scheme shall also include details of how the scheme shall be maintained and managed after completion.</p>
Reason	To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system.
53	Borehole Soakaways and Ground Source Heat Pumps
	<p>Borehole soakaways or ground source heat pumps using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.</p> <p>The development shall be carried out in accordance with the approved details.</p>
Reason	To protect the controlled waters. The site lies on thick clay over the major chalk aquifer. Penetrating through the protective clay layer could create a pathway for contaminants into the Chalk and/or the construction materials used could themselves cause pollution. Please refer to EA guidance Groundwater Protection: Principles and Practice (GP3), Part 4, Sections 4 and 10.
54	Infrastructure Upgrades
	Development shall not commence until essential infrastructure upgrades have been carried out at Bittacy Hill, Dollis Road, Holders Hill Road and Boyne Avenue as highlighted by Sewer Impact Study X4503/SMG700

	unless otherwise agreed in writing by the Local Planning Authority in consultation with Thames Water. This work is currently planned to take place between 2010 and 2015. No discharge of foul or surface water from the site shall be accepted into the system until the drainage works referred to have been completed.
Reason	To ensure that the foul and/or surface water discharge from the site shall not be detrimental to the existing sewerage system.
55	SUDS Landscape Plan
	No part of the development except infrastructure works in relation to Phase 1 shall commence unless and until a landscape management plan for the flood storage areas, including long term design objectives, planting proposals, management responsibilities and maintenance schedules, shall have been submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the Local Planning Authority.
Reason	To secure opportunities for the enhancement of the nature conservation value of the site in accordance with PPS1

Landscaping, Open Space and Ecology

56	Design of Open Space
	<p>No development shall commence in any phase with the exception of infrastructure works in relation to Phase 1 unless and until the following details on the construction of any communal open space included within that phase shall have been submitted to and approved in writing by the Local Planning Authority in accordance with the principles and parameters contained within Parameter Plan 2: Landscape (A6157/2.1/04) and the Revised Public Realm and Open Space Strategy (MHE/OPA/5.1);</p> <ul style="list-style-type: none"> a) Layout, design and purpose of space; b) Location of internal pedestrian and/or cycle routes; c) Details of all materials to be used on external hard surfaces; d) Location, design or specification of any elements such as furniture, signage, lighting and other structures; e) Details of bird and bat boxes or any other artificial habitats to be installed; f) Details of any boundary fencing or other means of enclosure <p>Thereafter and prior to occupation of each phase, the Open space shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.</p>
Reason	To ensure high standards of design and implementation of landscaping and the public realm in accordance with the mitigation measures proposed and described in the Environmental Statement (MHE/OPA/13, 13.1,13.2), Design and Access Statement (MHE/OPA/11, 11.1, 11.2) and Revised Design Principles Document (MHE/OPA/3, 3.1,3.2)
57	Outdoor Amenity Space

	None of the dwellings in each phase hereby permitted shall be occupied, until the outdoor amenity area(s) serving that dwelling within the relevant phase (including balconies and communal spaces where these are shown to be provided) have been approved in accordance with conditions 6(i) and have been laid out and made available for use. Thereafter, the amenity areas shall so be maintained for the life of the development.
Reason	To ensure the continued availability of external amenity space for residents of the development, in the interests of their amenity and the character of the area in accordance with policy H18 of the Barnet Unitary Development Plan Saved Policies (May 2009) and London Plan (February 2008) Policy 4B.1.
58	Public Access
	Each phase of the development shall be publicly accessible from first occupation and remain so for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.
Reason	To ensure access to the site and its facilities and to facilitate connections into and across the site, in the interest of achieving sustainable communities in accordance with PPS1 and policies 4B.1 and 4B.3 of the London Plan.
59	Amenity Space
	Reserved Matters applications submitted in accordance with condition 2 of this permission, shall ensure that the detailed design of all residential C3 dwellings not at ground floor, benefit from one of or a combination of, the following amenity space provisions: <ul style="list-style-type: none"> • Balconies and/or Terrace and/or the like; and/or • Communal amenity space (being a semi private space shared by a specific group of dwellings and not generally publicly accessible. An example of which is the communal courtyards of the flat blocks) <p>The size and design of the amenity space shall have regard to the provisions of Policy H18 of the Barnet Unitary Development Plan Saved policies (May 2009) or any subsequent policy or guidance which is deemed to supersede it at the time of the reserved matters application, to be agreed by the LPA.</p> <p>Thereafter and prior to occupation of each phase, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.</p>
Reason	To ensure the availability of amenity space for future residential occupiers in accordance with H18 of the Barnet Unitary Development Plan Saved Policies (May 2009).
60	Childrens' Play Space
	No development with the exception of infrastructure works in relation to Phase 1 within any phase shall commence unless and until details of childrens' play areas to be provided within the phase to which the submission relates have been submitted to and approved in writing by the Local Planning Authority. The play area(s) shall be provided in accordance with the approved details

	within 12 months of the first occupation of any dwelling located within the phase to which the play area relates and thereafter maintained for the lifetime of the development.
Reason	In order to ensure the appropriate provision of play facilities in accordance with policy H20 of the Barnet Unitary Development Plan Saved Policy (May 2009) and London Plan (February 2008) Policy 3A.19.
61	Protective fencing around Trees
	No part of the development except infrastructure works in relation to Phase 1 shall commence unless and until temporary fencing shall have been erected around existing trees which are to be retained in accordance with details to be submitted and agreed in writing by the Local Planning Authority. These details shall include protection to any retained tree outside of the phase boundary that may be affected by construction access and associated works. The details shall conform with BS 5837:2005 Trees in Relation to Construction. This fencing shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas.
Reason	To safeguard the health of existing tree(s) which represent an important amenity feature.
62	Replacement Planting
	If within a period of five years from the date of planting of any tree, that tree or any tree planted in replacement for it, is removed uprooted or destroyed or dies another tree of the same species and size as that originally planted shall be planted at the same place in the next available planting season, unless the otherwise agreed in writing with the Local Planning Authority.
Reason	To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy D13 of the Barnet Unitary Development Plan Saved Policies (May 2009) and to comply with Section 197 of the Town and Country Planning Act 1990.
63	Replacement Planting – existing trees
	Any existing tree shown to be retained as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees of appropriate size and species in the next planting season.
Reason	To ensure that trees and other vegetation to be retained are not damaged during construction work and to ensure that the development conforms with policy D13 of the Barnet Unitary Development Plan Saved Policies (May 2009).
64	Landscaping Scheme – implementation
	All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of each phase of the development or the occupation of the buildings, whichever is the earlier period.

	<p>The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.</p> <p>Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which, within a period of 5 years from the completion of that development phase, dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased, shall be replaced in the same place in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to, any variation.</p>
Reason	To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy D11 of the Barnet Unitary Development Plan Saved Policies (May 2009).
65	IBSA House Boundary Treatment and Landscape Buffer
	<p>No development within Blocks A1, A2 and L of the scheme as shown on Parameter Plan 4 (Scale) or within 50m of the boundary of IBSA House shall begin unless and until details of the proposed boundary treatment and landscape buffer with IBSA House have been submitted to and approved in writing by the Local Planning Authority.</p> <p>The approved boundary treatment shall be provided in accordance with the approved details prior to the occupation of any of the units in the relevant phase and thereafter maintained for the life of the development.</p>
Reason	To protect the amenities of future residents and to ensure the continued use of IBSA House in accordance with policy ENV13 of the Barnet Unitary Development Plan Saved Policies (May 2009) and policy MHE6 of the adopted AAP.
66	Bat Survey and Protection
	No more than six months before the demolition of any building or felling of any tree identified in the Revised Environmental Statement as having the potential to be used as a bat roost, a check survey involving detailed inspection of the building or tree concerned shall be undertaken. Should bats be identified, this shall be reported to the LPA, together with proposed mitigation measures. The demolition or removal shall not be undertaken until any necessary bat handling licence has been obtained and the LPA in consultation with Natural England has approved the mitigation measures. The mitigation measures shall be undertaken in accordance with the bat licence.
Reason	To ensure that appropriate mitigation is provided for bats, all species of which are protected under the Wildlife and Countryside

	Act 1981.
67	Lighting Strategy – Bats
	No external lighting, floodlighting or other means of external illumination shall be affixed to the external elevations of the buildings, or placed/erected within the site without the prior written consent of the Local Planning Authority pursuant to a planning application. Any external lighting, floodlighting or other means of external illumination shall be installed and thereafter retained in full accordance with the approved details.
Reason	To enable the Local Planning Authority to retain control over these matters in the interests of the amenities of the adjoining properties and to safeguard the flight paths of bats.
68	Ecological Mitigation and Management Plan
	No part of the development except infrastructure works in relation to Phase 1 shall commence unless and until an Ecological Mitigation and Management Plan, including ecological enhancements both on and off site has been submitted to and approved by the Local Planning Authority. The Plan should be in accordance with the recommendations laid out in the Environmental Statement (MHE/OPA/13) as updated by the Addendums (MHE/OPA/13.1 and 13.2) and approved as part of this planning permission, and shall be implemented in full and shall thereafter be so maintained, unless any amendments are subsequently agreed in writing with the Local Planning Authority.
Reason	In the interest of nature conservation and in accordance with Paragraph 14 of Planning Policy Statement 9, Policy 3D.14 of the London Plan, and Policy O15 and O17 of the Barnet Unitary Development Plan Saved Policies (May 2009).

Archaeology and Historic Buildings

69	Archaeology
	No part of the development except infrastructure works in relation to Phase 1 shall commence unless and until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme for investigation which has been submitted by the applicant and approved by the Local Planning Authority. The development of each relevant phase shall only take place in accordance with the detailed scheme pursuant to this condition. The archaeological works shall be carried out by a suitably qualified investigating body acceptable to the Local Planning Authority.
Reason	Important archaeological remains may exist on this site. Accordingly the planning authority wishes to secure the provision of archaeological excavation and the subsequent recording of the remains prior to development, in accordance with the guidance and model condition set out in PPS5 and in accordance with Policies HC17 of the of the Barnet Unitary Development Plan Saved Policies (May 2009).
70	Historic Building Recording
	No phase of the development except infrastructure works in relation to Phase 1 shall take place unless and until the applicant has secured the

	implementation of a programme of archaeological recording of the historic buildings, in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority
Reason	The planning authority wishes to secure the recording of the existing buildings prior to development, in accordance with the guidance and model condition set out in PPS5.

Ground contamination

71	Contaminated Land Condition
	<p>No part of the development except infrastructure works in relation to Phase 1 shall commence unless and until a scheme to deal with contamination has been submitted and approved by the Local Planning Authority. All works which form part of the remediation scheme shall be completed before any part of the relevant phase of development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the Local Planning Authority dispenses with any such requirement specifically and in writing:</p> <p>(i) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site and surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;</p> <p>(ii) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make each phase suitable for the proposed use;</p> <p>(iii)</p> <p>(a) A written method statement providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the Local Planning Authority prior to commencement of each phase and all requirements shall be implemented and completed to the satisfaction of the LPA by a competent person. No deviation shall be made from this scheme without the express written agreement of the Local Planning Authority prior to its implementation;</p> <p>(b) If during remedial or development works contamination not addressed in the submitted remediation scheme is identified, an addendum to the remediation scheme must be agreed with the Local Planning Authority prior to implementation; and</p> <p>(iv) Upon completion of the remedial works, this condition will not be discharged for any phase until a verification report for the relevant phase has been submitted to and approved by the Local Planning Authority. The report shall include details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.</p>

Reason	To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy ENV14 of the Barnet Unitary Development Plan Saved Policies (May 2009) PPS1 and PPS23.
72	Previously Unidentified Contamination
	If, during development of any phase, contamination not previously identified is found to be present at the site then no further development on that phase (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how contamination shall be dealt with.
Reason	To prevent the contamination of controlled waters from existing land contamination mobilised by the building work and new development in accordance with policy ENV14 of the Barnet Unitary Development Plan Saved Policies (May 2009) PPS1 and PPS23.
73	Contamination Remediation Verification Report
	Prior to occupation of any part of a permitted phase of development, or part thereof, a verification report for that phase, demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the LPA. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a long-term monitoring and maintenance plan) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the Local Planning Authority.
Reason	To protect controlled waters by ensuring remediation is completed to an acceptable level in accordance with policy ENV14 of the Barnet Unitary Development Plan Saved Policies (May 2009) PPS1 and PPS23.

Noise Odour and Air Quality

74	Boiler Emissions
	No development, with the exception of infrastructure works in relation to Phase 1, within any relevant phase shall commence unless and until, details of the means to control air pollution for any energy centre or the like in that phase shall have been submitted to an approved in writing by the Local Planning Authority. The details shall include the height and location of any flue(s). The measures shall be provided prior to the occupation of the relevant phase and thereafter be operational and maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.
Reason	In order to safeguard the amenities of the area, in accordance with Policy ENV7 of the Barnet Unitary Development Plan Saved Policies (May 2009)

	and London Plan (February 2008) Policy 4B.1.
75	Air Quality and Traffic
	Any traffic management proposals for mitigation of the impact of the development must be accompanied by an air quality assessment of their environmental benefits. The traffic schemes must also be monitored, for a specified time to be agreed by the Local Planning Authority, both pre and post operation, to ensure the proposed scheme is effective.
Reason	To suitably consider, monitor and manage the impacts of traffic on air quality in the interests of the amenity of existing future occupiers in accordance with Policies 4B.1 of the consolidated London Plan 2008 and ENV7 of the Barnet Unitary Development Plan Saved Policies (May 2009).
76	Air Quality scheme
	No development, with the exception of infrastructure works in relation to Phase 1, shall commence until a scheme detailing the implementation of the use of, and promotion of, cleaner technologies. Examples include promotion of car clubs, provision of electric charging points, and use of low emission boilers. The provisions of the Air Quality Scheme shall be carried out in strict accordance with the approved details unless otherwise agreed in writing by the LPA.
Reason	To improve air quality in accordance with Policies 4B.1 of the consolidated London Plan 2008 and ENV7 of the Barnet Unitary Development Plan Saved Policies (May 2009).
77	Noise from plant
	The rating level of the noise emitted from the plant, equipment and any air conditioning units hereby approved shall be at least 5dB lower than the existing background noise level. The noise levels shall be determined at the nearest residential premises in accordance with British Standard 4142, Method for rating industrial noise affecting mixed residential and industrial areas.
Reason	To protect the amenity of the surrounding area in accordance with policy ENV12 of the Barnet Unitary Development Plan Saved Policies (May 2009).

Housing

78	Design to Lifetime Homes Standards & Wheelchair Standards
	All residential units within the development hereby approved shall be built in accordance with Lifetime Homes Standards unless otherwise agreed in writing by the Local Planning Authority. Furthermore 10% of the units hereby approved shall be designed to be fully wheelchair accessible, or easily adaptable for residents who are wheelchair users. Thereafter these features shall be retained and maintained for the life of the development.
Reason	To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (February 2008) Policies 3A.5, 3A.13, 3A.17 and 4B.5 and Policies H13 and H14 of the Barnet Unitary Development Plan Saved Policies (2009).
79	Overlooking potential
	Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-

	enacting that Order with or without modification), no additional windows or doors shall be constructed in the flank walls or roof slopes of the residential dwellings.
Reason	To prevent overlooking to adjoining properties in accordance with policy H17 of Barnets Unitary Development Plan Saved Policies (May 2009).
80	Removal of PD rights for extensions
	Notwithstanding the provisions of any development order made under Section 59 of the Town and Country Planning Act 1980 (or any Order revoking and re-enacting that Order) the building(s) hereby permitted shall not be extended in any manner whatsoever without the prior specific permission of the Local Planning Authority.
Reason	To ensure that the development does not prejudice the character of the locality and the enjoyment by existing and/or neighbouring occupiers of their properties.
81	Antenna
	Unless otherwise agreed in writing by the Local Planning Authority, no antenna, masts, poles, satellite dishes or the like shall be erected atop of the buildings hereby approved with the exception of Class C3 detached, semi-detached and terraced residential dwelling houses.
Reason	To ensure that the apparatus does not detract from the visual amenities of the area and is considered acceptable on a temporary basis only, in accordance with Policy BE37 of the Hillingdon Unitary Development Plan Saved Policies (September 2007)

Non Residential Uses

82	Deliveries (Non - residential Uses Only)
	The site shall not be used for the loading or unloading of goods or fuel (including fuel for any biomass boiler) outside the hours of 08:00 to 18:00 hours Mondays to Fridays, 08:00 to 13:00 Saturdays. There shall be no deliveries to the premises on Sundays, Bank or Public holidays.
Reason	To prevent harm to the amenity of surrounding areas due to noise in accordance with Policy ENV12 of the Barnet Unitary Development Plan Saved Policies (May 2009).
83	Floorspace restriction
	The retail units hereby approved shall not exceed a floorspace of more than 300sqm per unit.
Reason	To restrict the use of the retail floorspace by 1 operator and to ensure the provision of retail choice for local residents in accordance with PPS4 and Policy MHE5 of the Mill Hill East Area Action Plan (2009).
84	Extract ventilation system
	The proposed commercial uses hereby approved shall not be commenced unless and until details of all extract ventilation systems and odour control equipment including details of any noise levels and external ducting, have been submitted to and approved by the Local Planning Authority and the equipment so approved has been installed. The approved extract ventilation system equipment and odour control equipment shall be operated at all times when cooking is carried out and regularly serviced and maintained in accordance with the manufacturer's instructions and

	otherwise be to a fully working and operational standard.
Reason	In order to safeguard the amenities of adjoining properties in accordance with Policy ENV12 of the Barnet Unitary Development Plan Saved Policies (May 2009) and London Plan (February 2008) Policies 4B.1 and 4A.19.
85	Restaurants/Cafes/Snack Bars
	In respect of any future Class A3/A4/A5 occupation, no persons other than staff shall be permitted to be on the premises between the hours of 23.30 hours and 08.00 hours unless otherwise agreed in writing by the Local Planning Authority.
Reason	To ensure that the amenity of the occupiers of adjoining or nearby properties is not adversely affected.
86	Active frontages – Transparent windows
	All glazing at ground floor of non residential uses shall be transparent to enable views into the building and not otherwise be obscured by any temporary or permanent objects and internal arrangements including window displays, fixtures, advertising, and equipment unless otherwise agreed in writing by the Local Planning Authority. No roller shutters or grills at ground floor of non-residential uses unless otherwise approved in writing by the Local Planning Authority.
Reason	To ensure an active and transparent ground floor frontage in support of the surrounding publicly accessible spaces in accordance with PPS1 and policies 4B.1 and 4B.3 of the London Plan (February 2008).

Sustainability

87	Energy
	No development with the exception of infrastructure works for phase 1 shall commence unless and until, detailed drawings and supporting documentation have been submitted for approval in writing by the Local Planning Authority in respect of the following: A detailed Energy Strategy, including plans detailing the district energy centre with a size of 530sqm and associated technology not limited to and including gas fired boilers, heat distribution networks, CHP systems, photovoltaic panels, air source heat pumps and any other relevant renewable features. The strategy shall accord with the revised Environmental Sustainability and Energy Strategy (Ref.MHE/OPA/9.1) and shall demonstrate for each phase, where applicable that the development is able to connect to the site wide heat and power network unless otherwise agreed in writing by the Local Planning Authority. Thereafter and prior to occupation of each relevant phase, the scheme shall be completed and adopted in strict accordance with the approved details and thereafter be maintained for the lifetime of the development.
Reason	To provide on site renewable energy and reduce carbon emissions in accordance with Policy 4A.7 of the London Plan (February 2008).
88	Code for Sustainable Homes

	<p>The development of each phase, with the exception of infrastructure works in relation to Phase 1, shall not commence unless and until, detailed drawings and supporting documentation have been submitted for approval in writing by the Local Planning Authority in respect of the following:</p> <p>For residential C3 dwellings, a statement demonstrating measures that will be incorporated to ensure that the units achieve a minimum standard of Code for Sustainable Homes Level 4 with a minimum level of Code Level 6 (or equivalent) by 2016 unless otherwise agreed in writing by the Local Planning Authority.</p> <p>No part of any phase shall be occupied until a design stage Code Certificate for that phase has been issued for it certifying that at least Code Level 4 has been achieved unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Thereafter and prior to occupation of each relevant phase, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.</p>
Reason	To ensure that the residential elements of the scheme are designed to incorporate energy efficiency and sustainability principles in compliance with the requirements of Policy 4A.7 of the London Plan (February 2008) and Policy MHE14 of the Mill Hill East AAP
89	BREEAM
	All commercial units shall achieve a minimum standard of BREEAM 'Very Good'. No building shall be occupied until a Certificate has been issued for it certifying that this has been achieved.
Reason	To ensure that the non-residential elements of the scheme are designed to incorporate energy efficiency and sustainability principles in compliance with the requirements of Policy 4A.7 of the London Plan (February 2008).
90	Greywater/Rainwater Recycling target
	Subject to feasibility a minimum of 10% of rainwater shall be collected on site and used to provide for the irrigation needs of the proposed development.
Reason	In order to provide a sustainable form of development and promote water conservation in compliance with Policies 4A.3 and 4A.16 of the London Plan 2008 and in accordance with MHE14 of the Mill Hill East AAP.
91	Greywater/Rainwater Recycling provision
	No phase of the development hereby approved, with the exception of infrastructure works in relation to Phase 1, shall commence unless and until, details demonstrating the incorporation of either rainwater or grey water recycling facilities into each of the buildings in the relevant phase shall be submitted to and approved in writing by the Local Planning Authority. Details shall include a reconciliation plan or table which shows how the proposed provision complies with the 10% target fixed by condition 90.

	The approved facilities shall thereafter be installed, maintained and retained for the lifetime of the building.
Reason	In order to provide a sustainable form of development and promote water conservation in compliance with Policies 4A.3 and 4A.16 of the London Plan 2008.
92	Green/Brown Roofs Target
	Subject to feasibility a minimum of 10% of roofs on site shall be green or brown roofs.
Reason	In order to provide a sustainable form of development and promote water conservation in compliance with Policies 4A.3 and 4A.16 of the London Plan 2008 and in accordance with MHE14 of the Mill Hill East AAP.
Informative	Green and Brown Roofs mean sections of the Building Roof Area designed to provide habitat locations and rainfall attenuation as part of a SUDs scheme.
93	Green/Brown Roofs Provision
	No phase of the development hereby approved, with the exception of infrastructure works in relation to Phase 1, shall commence unless and until, details demonstrating the provision of Green or Brown roofs into each of the buildings in the relevant phase shall be submitted to and approved in writing by the Local Planning Authority. Details shall include a reconciliation plan or table which shows how the proposed provision complies with the 10% target fixed by condition 92. The approved facilities shall thereafter be installed, maintained and retained for the lifetime of the building.
Reason	In order to provide a sustainable form of development and promote water conservation in compliance with Policies 4A.3 and 4A.16 of the London Plan 2008 and in accordance with MHE14 of the Mill Hill East AAP.
94	Energy Centre
	Upon the Occupation of the 700th Residential Unit within the Development, the Mill Hill East Energy Centre shall be installed and operational and shall thereafter be the sole source of heat for the Mill Hill East District Heating Network unless previously agreed in writing by the Local Planning Authority on consultation with the Greater London Authority.
Reason	To ensure that the residential elements of the scheme are designed to incorporate energy efficiency and sustainability principles in compliance with the requirements of Policy 4A.7 of the London Plan (February 2008) and Policy MHE14 of the Mill Hill East AAP.
	CHP Plant
95	Upon the Occupation of the 1000th Residential Unit on the Development, the Mill Hill East Energy Centre shall contain a combined heat and power (CHP) plant of at least 500 kilowatts electrical capacity and that within 5 years a review of 'renewable technology' options for the CHP plant shall be undertaken and submitted to and approved in writing by the Local Planning Authority in consultation with the Greater London Authority and changes to the energy source implemented in accordance with the recommendations of the review and thereafter

	permanently retained unless otherwise agreed in writing with the Local Planning Authority in consultation with the Greater London Authority.
Reason	To ensure that the residential elements of the scheme are designed to incorporate energy efficiency and sustainability principles in compliance with the requirements of Policy 4A.7 of the London Plan (February 2008) and Policy MHE14 of the Mill Hill East AAP.
	Solar Photovoltaic Panels
96	Upon the Occupation of the 1500th Residential Unit on the Development, no less than 10,000sqm of roof mounted solar photovoltaic panels with a southern component and absent of significant shading throughout the year shall be mounted, maintained and operated on the development to provide power to the Development unless otherwise agreed in writing with the Local Planning Authority in consultation with the Greater London Authority.
Reason	To ensure that the residential elements of the scheme are designed to incorporate energy efficiency and sustainability principles in compliance with the requirements of Policy 4A.7 of the London Plan (February 2008) and Policy MHE14 of the Mill Hill East AAP.

Change of Use of Officers' Mess

97	Time Limit- full planning application
	The development to which the full detailed planning permission relates, as shown on plans A6157/2.1/10, A6157/2.1/11, A6157/2.1/12, A6157/2.1/13, A6157/2.1/14, A6157/2.1/15, A6157/2.1/16 shall be begun not later than the expiration of three years beginning with the date of decision.
Reason	To comply with Section 51 of the Planning and Compulsory Purchase Act, 2004.
98	Parking – Details
	Before development hereby permitted is occupied turning space and parking spaces shall be provided and marked out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and that area shall not thereafter be used for any purpose other than the parking and turning of vehicles.
Reason	To ensure that parking and associated works are provided in accordance with the council's standards in the interests of pedestrian and highway safety and the free flow of traffic.
99	Materials
	Before the development hereby permitted commences, details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.
Reason	To safeguard the visual amenities of the locality and protect the appearance of the locally listed building.
100	Restricted Use
	Notwithstanding the provisions of the Town and Country Planning (Use Classes) order 1987 (as amended) (or any order revoking or re-enacting that Order with or without modification) the 530sqm of D1 use hereby

	approved shall only be used for the purposes of providing a Doctors Surgery and for no other use within that class
Reason	To enable the Local Planning Authority to exercise control of the type of use within the category in order to safeguard the amenities of the area and to ensure that the development complies with the Mill Hill East AAP.
101	Hours of Use
	The D1 use hereby permitted shall not be open to patients or staff before 07.30 or after 19.00 on weekdays or before 08.00 or after 13.00 on Saturdays and not at all on Sundays and Public Holidays.
Reason	To safeguard the amenities of occupiers of adjoining residential properties.
102	Hours of Delivery/Collection
	No deliveries shall be taken at or dispatched from the site on any Sunday, Bank or Public Holiday or before 08.00 or after 18.00 on any other day.
Reason	To prevent the use causing an undue disturbance to occupiers of adjoining residential properties at unsocial hours of the day.
103	Means of Enclosure
	Before the development hereby permitted is brought into use or occupied the site shall be enclosed except at the permitted points of access in accordance with details previously submitted to and approved in writing by the Local Planning Authority.
Reason	To ensure that the proposed development does not prejudice the appearance of the locality and/or the amenities of occupiers of adjoining residential properties and to confine access to the permitted points in the interest of the flow of traffic and conditions of general safety on the adjoining highway.
104	Refuse
	Before the development hereby permitted commences, details of enclosures and screened facilities for the storage of wheeled bins and/or other refuse storage containers where applicable, together with a satisfactory point of collection shall be submitted to and approved in writing by the Local Planning Authority and shall be provided at the site in accordance with the approved details before the development is occupied.
Reason	To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area.
105	Access for Disabled People
	Before the development hereby permitted is commenced a scheme indicating the provision to be made for disabled people to gain access to the Drs Surgery shall have been submitted to and approved by the Local Planning Authority. The agreed scheme shall in writing be implemented before the development hereby permitted is brought into use.
Reason	To ensure adequate access levels within the development

Informatives

1.	The reasons for this grant of planning permission or other planning related decisions are as follows: - i) The proposed development accords with strategic planning guidance and policies as set out in the Mayor's London Plan (published 10 February 2004) and
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the Adopted Barnet Unitary Development Plan (2006).

In particular the following policies are relevant:

The Mayors London Plan (Consolidated with Alterations since 2004)

2A.1, 2A.2, 2A.6, 2A.9, 3A.1, 3A.2, 3A.3, 3A.5, 3A.7, 3A.8, 3A.9, 3A.10, 3A.15, 3A.18, 3A.23, 3A.24, 3B.4, 3B.11, 3C.1, 3C.2, 3C.3, 3C.4, 3C.9, 3C.11, 3C.13, 3C.20, 3C.21, 3C.22, 3C.23, 3D.8, 3D.9, 3D.11, 3D.13, 3D.14, 4A.1, 4A.2, 4A.3, 4A.4, 4A.5, 4A.6, 4A.7, 4A.11, 4A.12, 4A.13, 4A.14, 4A.16, 4A.17, 4A.19, 4A.21, 4A.22, 4A.24, 4A.28, 4A.30, 4A.31, 4B.1, 4B.3, 4B.5, 4B.6, 4B.8, 4B.15, 5A.1, 5B.1, 5B.3, 6A.3, 6A.4, 6A.5, 6A.7, 6A.8 and 6A.9.

Barnet Unitary Development Plan Saved Policies (May 2009)

GSD, GMixed Use, GBEnv1, GBEnv2, GBEnv3, GL1, GRoadNet, GParking, GCS1, GEMP1, GEMP", GEMP3, GTCR2, ENV7, ENV12, ENV13, ENV14, D1, D2, D3, D4, D5, D6, D9, D10, D11, HC15, HC17, O1, O2, O7, O12, O13, L11, L12, L13, L14, L19, L26, M1, M2, M3, M4, M5, M6, M7, M8, M9, M10, M11, M13, M14, H1, H5, H16, H17, H18, H20, H21, H24, CS1, CS2, CS4, CS5, CS8, CS10, CS11, CS13, EMP8, EMP9, TCR7, IMP1 and IMP2.

Mill Hill East Area Action Plan (January 2009)

MHE1, MHE2, MHE3, MHE4, MHE5, MHE6, MHE7, MHE8, MHE9, MHE10, MHE11, MHE12, MHE13, MHE14, MHE15, MHE16, MHE17, MHE18 and MHE19.

ii) The proposal is acceptable for the following reasons:

The proposed development accords generally and taken as a whole with strategic planning guidance and the policies set out in the Mayor's London Plan (consolidated with alterations since 2004) (published 19 February 2008) ("the London Plan") and the Adopted Barnet Unitary Development Plan (UDP) Saved Policies (May 2009) and the Mill Hill East Area Action Plan (January 2009) ("the AAP"). The proposals will deliver the comprehensive redevelopment of a large part of the Area of Intensification identified in the London Plan and the area covered by the AAP. The Environmental Statement together with consultation responses received from statutory consultees and other stakeholders and parties, provides sufficient information to enable the Council to determine the application with knowledge of the likely significant impacts of the proposed development.

It is considered that the proposed development can be satisfactorily accommodated on the site without causing significant harm to the character and appearance of the locality or to the amenity of neighbouring residents.

This decision is taken on the basis of the proposed controls, mitigation measures and delivery commitments contained in the draft conditions and Heads of Terms for the Section 106 Agreement which are considered to provide an adequate framework of control to ensure as far as reasonably practicable that the public benefits of the scheme will be realised in accordance with relevant planning policies whilst providing the mitigation measures and environmental

	<p>improvements needed to address the likely significant adverse impacts of the development.</p> <p>The proposed development includes provision for appropriate contributions in accordance with Regulation 122 of the Community Infrastructure Levy Regulations 2010.</p>
2.	<p>Any waste excavation material or building waste generated in the course of the development must be disposed of satisfactorily and in accordance with section 34 of the Environmental Protection Act 1990.</p> <p>If controlled wastes are to be utilised for construction purposes the developer must register the activity with the Environment Agency. The Duty of Care Regulations applies to all movements of controlled waste. Movements of Hazardous Waste from the site must be accompanied by Hazardous Waste consignment notes.</p>
3.	<p>In respect of environmental conservation it has been indicated that there may be Bats present in the area and that the existing school buildings have the potential to provide bat roosts please note that the Environment Agency recommend that when demolishing buildings and felling trees which might potentially offer bat roosting opportunities. Buildings to be demolished and trees to be felled should be inspected for bats prior to work starting, with Natural England being contacted if any bats are found. All species of bat in Britain and their roosts are afforded special protection under the Wildlife and Countryside Act 1981.</p>
4.	<p>You are advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.</p> <p>In addition to the noise control measures and details the scheme needs to clearly set out the target noise levels for the classrooms and the levels that the sound insulation scheme would achieve.</p> <p>The details of acoustic consultants can be obtained from the following contacts: Institute of Acoustics: telephone number 01727 848195 Association of Noise Consultants: telephone number 01763 852958</p> <p>The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate:</p> <p>Dept of Environment: PPG 24 (1994) Planning Policy Guidance - Planning & Noise.</p> <p>BS 7445 (1991) Pts 1, 2 & 3 (ISO 1996 pts 1-3) – Description & measurement of environmental noise.</p> <p>BS 4142:1997 – Method of rating industrial noise affecting mixed residential and industrial areas.</p> <p>BS 8223 :1999 – Sound insulation and noise reduction for buildings: code of practice.</p>

	Dept of Transport: Calculation of Road Traffic Noise (1988). Dept of Transport: Calculation of Railway Noise (1995). Dept of Transport: Railway Noise & Insulation of Dwellings
5.	Where possible when naming new streets, roads, parks and open space, residential blocks reference should be made to the previous military use of the site.

LOCATION: Pavement adjacent to Basing Hill Park, opposite 137 & 139
Hendon Way, NW2
REFERENCE: F/00907/11 **Received:** 02 March 2011
Accepted: 02 March 2011
WARD(S): Childs Hill **Expiry:** 26 April 2011

Final Revisions:

APPLICANT: Vodaphone Ltd & O2 Ltd

PROPOSAL: Installation of a 12.5m high monopole with associated antennas
and 1no. equipment cabinet to be used by O2 and Vodafone.
(Telecommunications Installation)

RECOMMENDATION: Prior Approval is REQUIRED and GRANTED

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans: Drawings 100B, 200B, 300B, Photomontages, Supporting evidence reference CS_9948/O2_43811/VF_46941.

Reason:

For the avoidance of doubt and in the interests of proper planning.

- 2 This development must be begun within three years from the date of this permission.

Reason:

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

INFORMATIVE(S):

- 1 The reasons for this grant of planning permission or other planning related decision are as follows:

i) The proposed development accords with strategic planning guidance (including PPG8) and policies as set out in the consultation draft replacement London Plan 2009 and the Adopted Barnet Unitary Development Plan (2006).

In particular the following polices are relevant:

Adopted Barnet Unitary Development Plan (2006):GBEnv1, GBEnv2, D2, D13, D16

Core Strategy (Publication Stage) 2010: CS5

ii) The proposal is acceptable for the following reason(s): The proposed development would effectively blend in within the streetscene and be in character with the area. The applicant submitted sufficient evidence to show that the proposed site is adequate for the proposed development. The proposal would not impact on the visual amenity of neighbouring occupiers. As such, it is considered that the proposal would be in line with policies GBEnv1, D1, D2 and D16 of the Adopted Barnet Unitary Development Plan (2006) and advice in PPG8.

- 2 The applicant is advised to consult with Transport for London before any works commence on site.

1. MATERIAL CONSIDERATIONS

National Planning Policy Guidance/ Statements: Planning Policy Guidance 8 (Telecommunications)

The Mayor's London Plan: Consultation draft replacement plan 2009

Relevant Unitary Development Plan Policies: GBEnv1, GBEnv2, D2, D13, D16

Core Strategy (Publication Stage) 2010

The Planning and Compulsory Purchase Act 2004 reformed the development plan system replacing the Unitary Development Plan (UDP) with the Local Development Framework (LDF). The LDF will be made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD). Until the LDF is complete, 183 policies within the adopted UDP remain. The replacement of these 183 policies is set out in both the Core Strategy and Development Management Policies DPD.

The Core Strategy will contribute to achieving the vision and objectives of Barnet's Sustainable Community Strategy and will help our partners and other organisations to deliver relevant parts of their programmes. It will cover the physical aspects of location and land use traditionally covered by planning. It also addresses other factors that make places attractive and distinctive as well as sustainable and successful.

The Council published its LDF Core Strategy Publication Stage document in September 2010. The document has been subject to three rounds of public consultation and is in general conformity with the London Plan: therefore weight can be given to it as a material consideration in the determination of planning applications.

Relevant Core Strategy Policies: CS5

Relevant Planning History:

C16341/05 Installation of a 12m high telecommunications pole with 3no. integral antennas and associated equipment cabinet APPEAL DISMISSED in 2006

Application:	Planning	Number:	F/04442/10
Validated:	03/11/2010	Type:	TPRN
Status:	Decided	Date:	13/12/2010
Summary:	Refused		
Description:	Installation of a 12.5m high monopole with associated antennas and 2no. equipment cabinets to be used by O2 and Vodafone. (Telecommunications Installation)		
Case Officer:	Fabien Gaudin		

Consultations and Views Expressed:

Neighbours Consulted:	82	Replies:	3
Neighbours Wishing To Speak	0		

The objections raised may be summarised as follows:

- Health risks
- Impact on character
- Detrimental to the area
- Impact on property values

Internal /Other Consultations:

- Golders Green Estate Residents Association – no reply
- Traffic & Development – no objection

Date of Site Notice: 17 March 2011

2. PLANNING APPRAISAL

Site Description and Surroundings:

The application site is on the pavement of Hendon Way close to Basing Hill Park. The surrounding area is mixed in character with the closest residential properties located on the other side of Hendon Way. The chosen pavement location is prominent due to the large open area directly behind. There is very little street furniture in this part of the pavement apart from lampposts. The application is submitted by O2 and Vodafone who are proposing to share the installation.

Background information:

O2 has recently entered onto a strategic partnership with Vodafone to share their infrastructure in the UK and across Europe. The current planning application is a direct consequence of the new partnership. In practise, this means that the same antenna can be used simultaneously by O2 and Vodafone therefore reducing the

number of antennae required by both companies to operate.

Proposal:

Prior approval is sought for the siting and appearance of a 12.5 metre-high telecommunications pole and associated equipments cabinets. The proposal falls under development permitted by Class A Part 24 of Schedule 2 of the GPDO (as amended 2004). However, Class A development consisting of the installation of a mast of the height proposed requires the operator to apply to the Local Planning Authority for a determination as to whether the prior approval of the authority will be required for the siting and appearance of the development.

Prior approval for the siting and appearance of the proposal is required.

The proposal is designed to be in full compliance with the requirements of the radio frequency public exposure guidelines of the International Commission on Non-Ionising Radiation (ICNIRP) and the application has been provided with the appropriate declaration of conformity.

The applicant submitted all relevant information for the Local Authority to assess the scheme.

Planning Considerations:

Permission was refused and an appeal dismissed for similar proposals along this stretch of pavement in 2006. More recently in 2010 permission was refused on the application site for the same mast currently proposed and the installation of 2 cabinets for the following reason:

The proposed equipment cabinets, by reason of their height, size, siting, design and lack of screening on this prominent location, would be unduly obtrusive in the street scene, causing harm to the character and appearance of this part of Golders Green contrary to policies GBEEnv1, D1, D2 and D16 of the Adopted Barnet Unitary Development Plan (2006) and advice in PPG8.

Council's policies in relation to the siting and appearance of telecommunications equipment generally seek to ensure that their installation (and where relevant their proliferation) does not create adverse environmental effects on the local area surrounding the particular site.

The 2006 appeal decision must be taken into account as it relates to a site only a few metres away from the application site. The two sites are considered comparable. The refused and proposed masts are of similar styles and height. In 2006, the inspector considered that "given its slim appearance and the open character of the area, that it would not be visually intrusive and would soon be assimilated into the background and become an accepted feature". On the basis of the Inspectors previous comments, it is considered that the Local Planning Authority cannot object to the application on the grounds of the impact of the pole on the character and appearance of the area.

The two cabinets proposed in 2010 were considered to result in substantial structures in the streetscene. The impact of associated equipment for telecommunication development has been recognised in the 2006 appeal decision. The inspector commented that 2 cabinets along Hendon Way would appear intrusive and incongruous features in the streetscene harming its appearance.

It is considered that the current proposal which includes one cabinet only to be shared by O2 and Vodafone has addressed the previous reason why the inspector dismissed the appeal and the most recent council refusal.

PPG8 outlines that applicants should provide evidence that other potential sites for the equipment have been adequately investigated. The applicant in this instance has provided information relating to all road sections located in the search area. It is agreed that the proposed site is the optimum location. Evidence of site sharing possibilities has also been provided. The Council encourages the principle of the proposals to share a mast between operators.

3. COMMENTS ON GROUNDS OF OBJECTIONS

Generally considered to have been covered in the above appraisal.

Health issues are of great concern to the public in general as regards the erection of mobile communications equipment. The Stewart Report (2000) found that while the balance of evidence does not suggest that mobile phone technology puts the health of the general population at risk, the possibility of harm couldn't be ruled out. The report suggests a precautionary approach. The adoption of the stringent guidelines as set out by the International Commission on Non-Ionising Radiation Protection (ICNIRP) is part of the precautionary approach.

In the Governments view, if a proposed mobile phone base station meets the ICNIRP guidelines for public exposure it should not be necessary for a local planning authority, in processing an application for planning permission or prior approval, to consider further the health aspects and concerns about them.

An ICNIRP compliance notice for the predicted field strengths for proposed installation has been submitted with the application. This certificate shows that the maximum signal strength is within ICNIRP Public Exposure Guidelines.

4. EQUALITIES AND DIVERSITY ISSUES

The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities.

5. CONCLUSION

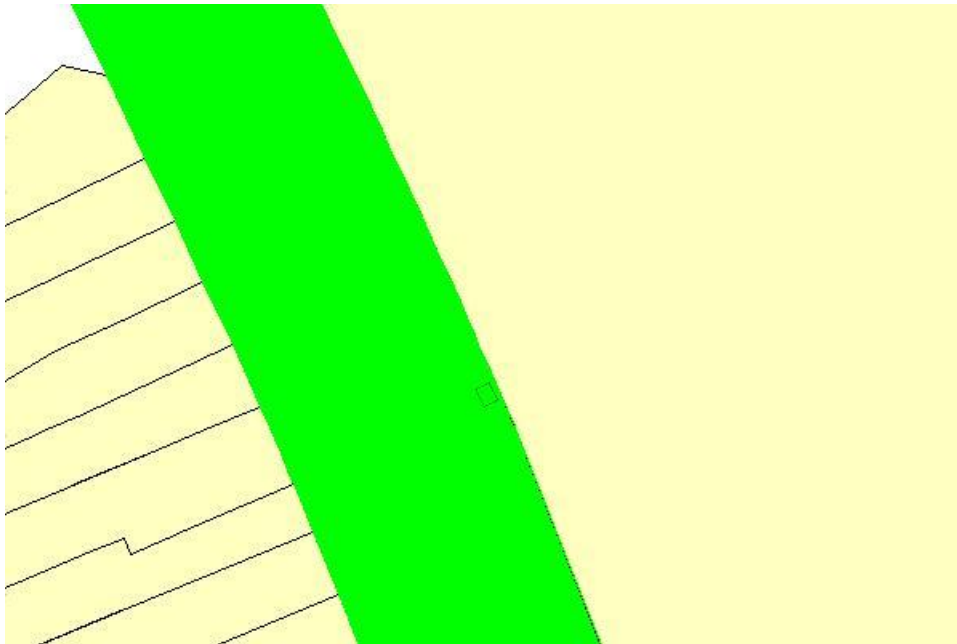
The proposed development would effectively blend in within the streetscene and be in character with the area. The applicant submitted sufficient evidence to show that the proposed site is adequate for the proposed development. The proposal would

not impact on the visual amenity of neighbouring occupiers. As such, it is considered that the proposal would be in line with policies GBEnv1, D1, D2 and D16 of the Adopted Barnet Unitary Development Plan (2006) and advice in PPG8.

It is recommended that PRIOR APPROVAL is required and GRANTED for the reasons above.

SITE LOCATION PLAN: Pavement adjacent to Basing Hill Park, opposite
137 & 139 Hendon Way, NW2

REFERENCE: F/00907/11



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