

MEETING

POLICY AND RESOURCES COMMITTEE

DATE AND TIME

TUESDAY 22 MARCH, 2016

AT 7.00 PM

VENUE

HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ

TO: MEMBERS OF POLICY AND RESOURCES COMMITTEE (Quorum 3)

Chairman: Councillor Richard Cornelius
Vice Chairman: Councillor Daniel Thomas BA (Hons)

Dean Cohen
Ross Houston
David Longstaff
Alison Moore

Sachin Rajput
Tom Davey
Anthony Finn

Barry Rawlings
Paul Edwards
Alon Or-Bach

Substitute Members

Melvin Cohen
Alan Schneiderman

Geof Cooke
Mark Shooter

Arjun Mittra
Reuben Thompstone

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions or comments must be submitted by 10AM on the third working day before the date of the committee meeting. Therefore, the deadline for this meeting is Thursday 17 March at 10AM. Requests must be submitted to Faith Mwende; 02083594917 faith.mwende@barnet.gov.uk

You are requested to attend the above meeting for which an agenda is attached.

Andrew Charlwood – Head of Governance

Governance Service contact: Faith Mwende; 02083594917 faith.mwende@barnet.gov.uk

Media Relations contact: Sue Cocker 020 8359 7039

ASSURANCE GROUP

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of last meeting	1 - 8
2.	Absence of Members	
3.	Declaration of Members' Disclosable Pecuniary interests and Non Pecuniary interests (If any)	
4.	Report of the Monitoring Officer (if any)	
5.	Public Questions and Comments (if any)	
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13.	Planning Additional Services	239 - 254
14.	The Barnet Group (TBG) Business Plan	To Follow
15.	Committee Forward Work Programme	255 - 264
16.	Any other item(s) the Chairman decides are urgent	
17.	Motion to Exclude the Press and Public	
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19.	Exempt-The Barnet Group (TBG) Business Plan	To Follow
20.	Any other exempt item(s) the Chairman decides are urgent	

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Decisions of the Policy and Resources Committee

16 February 2016

Members Present:-

AGENDA ITEM 1

Councillor Richard Cornelius (Chairman)
Councillor Daniel Thomas (Vice-Chairman)

Councillor Dean Cohen
Councillor Tom Davey
Councillor Paul Edwards
Councillor Anthony Finn
Councillor Ross Houston

Councillor David Longstaff
Councillor Alison Moore
Councillor Alon Or-Bach
Councillor Sachin Rajput
Councillor Barry Rawlings

1. MINUTES OF LAST MEETING

RESOLVED – That the minutes of the meeting held on 16 December 2015 be approved as a correct record, subject to a correction on item 3: Councillor Ross Huston should read Councillor Ross Houston.

2. ABSENCE OF MEMBERS

There were none.

3. DECLARATION OF MEMBERS' DISCLOSABLE PECUNIARY INTERESTS AND NON PECUNIARY INTERESTS (IF ANY)

Councillor	Agenda Item	Interest Declared
Councillor Ross Houston	Item 9	Disclosable pecuniary interest as he is a Council appointed representative on the Board of The Barnet Group Ltd and thus did not take part in the discussion or the vote.
Councillor Richard Cornelius	Item 9	Non-disclosable pecuniary interest as he is a director of Barnet Holding.
Councillor Richard Cornelius	Item 13	Non-disclosable pecuniary interest as he has had his vehicle repaired at the garage on the site.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

There was none.

5. PUBLIC QUESTIONS AND COMMENTS (IF ANY)

There were none.

6. MEMBERS' ITEMS (IF ANY)

There were none.

7. BUSINESS PLANNING 2016-20

The Committee considered the report and the supplementary addendum.

Councillor Rawlings moved a motion that was duly seconded, to amend recommendation 1.4 as follows:

“Recommend to Council applying the social care precept at 2% in 2016/17 – to help fund care for the elderly – subject to the results of the current consultation”

Having been put to the vote the Committee voted:

For: 5
Against: 6
Abstain: 0

The motion was therefore lost.

The Chairman moved to the vote. Votes were recorded as follows

For: 7
Against: 0
Abstain: 5

The committee

RESOLVED –

1. To note the issues that have, so far, emerged from the consultation when making their decisions. Consultation closed on 12 February, however due to the timings of compiling and publishing this report, the consultation report in Appendix G is presented as an interim report, reflecting responses received as of 3 February 2016. A final consultation report will be reported to Council on 1 March, to inform final decisions on the council’s budget. The committee made the decisions below also being mindful of the equalities impact assessments including the cumulative equalities impact assessments;
2. To recommend to Council for approval the MTFs attached as Appendix A and the detailed revenue budgets in Appendices B1 and B2. The MTFs sets out all of the budget changes over the period 2016-20, including assumptions around inflation, changes to levies, pressures, savings and grant funding. It is the model around which the council’s financial strategy is based.

3. To recommend to Council that the budget for 2016/17 is prepared on the basis of no increase to council tax in 2016/17, other than for the increase set out below in 1.4 – subject to the results of the current consultation;
4. To recommend to Council applying the social care precept at 1.7% in 2016/17 – to help fund care for the elderly – subject to the results of the current consultation;
5. To note that the Chief Finance Officer under his delegated powers in accordance with para 4.3.2 of the Financial Regulations has calculated the amount of 135,324 (band D equivalents) as the Council Tax base for the year 2016/17 [item T in the formula in Section 31B (1) of the Local Government Finance Act 1992, as amended (the “Act”)];
6. To recommend to Council for approval, the following amounts calculated for the year 2016/17 in accordance with Sections 31(A) and (B), 34, 35 and 36 of the Act:
 - a) £956,469,590 being the aggregate of the amounts which the council estimates for the items set out in Section 31A(2) (a) to (f) of the Act;
 - b) £804,761,913 being the aggregate of the amounts which the council estimated for the items set out in Section 31A(3) (a) to (d) of the Act;
 - c) £151,707,677 being the amount by which the aggregate at 1.6(a) above exceeds the aggregate at 1.6(b) above, calculated by the council in accordance with Section 31A(4) of the Act as its Council Tax requirement for the year (Item R in the formula section 31A(4) of the Act);
 - d) £1,121.07 being the amount at 1.6(c) above (item R), divided by Item T (Item 1.5 above), calculated by the council, in accordance with Section 31B(1) of the Act, as the basic amount of its Council Tax for the year;

London Borough of Barnet Valuation Bands (£)

A	B	C	D	E	F	G	H
747.3	871.9	996.5	1121.07	1370.20	1619.32	1868.45	2242.14
8	4	1					

Being the amounts given by multiplying the amounts at 1.6(d) above by the number which, in proportion set out in Section 5(1) of the Act, is applicable to dwellings listed in valuation band D, calculated by the council, in accordance with Section 36(1) of the Act, as the amounts to be taken into account for the year in respect of categories of dwellings listed in different valuation bands;

7. To recommend to Council, on the advice of the Chief Finance Officer, that it determines that the council’s basic amount of Council Tax for 2016/17 as set out in 1.6(d) above is not excessive in accordance with the principles approved under section 52ZB and 52ZC of the Local Government Finance Act 1992, set out in the Referendums relating to draft Council Tax increases (Principles) Report (England) 2016/17 subject to any changes to that Report which at the time of publication of this report was still in draft;
8. To note that for the year 2016/17 the Greater London Authority has provisionally indicated that the following amounts in precepts will be issued to the council, in accordance with Section 40 of the Local Government Finance Act 1992, for each of the categories of the dwellings shown below:

Greater London Authority Valuation Bands (£)

A	B	C	D	E	F	G	H
184.0	214.67	245.33	276.00	337.33	398.67	460.00	552.00

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9. To recommend that having calculated the aggregate in each case of the amounts at 1.6(d) with the amounts at 1.8, the council, in accordance with Section 30(2) of the Local Government Finance Act 1992, sets the following amounts as the amounts of Council Tax for the year 2016/17 for each of the categories dwellings shown below:

Council Tax for Area (£)

A	B	C	D	E	F	G	H
931.38	1086.61	1241.84	1397.07	1707.53	2017.99	2328.45	2794.14

10. To recommend to Council for approval the Barnet Council Tax Support Scheme, adopted in January 2015, remain unchanged except for uprating in line with Department for Work and Pension changes for housing benefit.
11. To note that the working age non-dependent (ND) charges be uprated as set out in paragraph 1.6.14
12. To recommend to Council that in accordance with Section 38(2) of the Act the Chief Executive be instructed to place a notice in the local press of the amounts set under recommendation 1.9 above within a period of 21 days following the Council's decision;
13. To recommend to Council for approval the capital programme as set out in Appendix C1 and C2, and that the Chief Officers be authorised to take all necessary actions for implementation;
14. To recommend to Council that the Chief Finance Officer be authorised to adjust capital project budgets and financing in 2016/17 throughout the capital programme after the 2015/16 accounts are closed and the amount of slippage and budget carry forward required are known.
15. To recommend to Council the approval of the Treasury Management Strategy for 2016/17 as set out in Appendix I;
16. To approve the following in relation to the Housing Revenue Account:
- The proposed rent decrease by 1% for council dwelling as set out in paragraph 1.9.3 to take effect from 1 April 2016;
 - The proposed increase to service charges for council dwelling as set out in paragraph 1.9.9 to take effect from 1 April 2016;
 - The proposed rent increase of 2% for council garages as set out in paragraph 1.9.9 to take effect from 1 April 2016,
17. To approve the Housing Revenue Account estimates for 2016/17 as set out in Appendix D;
18. To note the submission of the Authority Proforma Tool in relation to the Dedicated Schools Budget as set out in Appendix E;
19. To approve the Assurance fees and charges in Appendix F, whilst noting the Adults, Children's and Environment fees and charges that were approved at their relevant Theme Committee as detailed in Appendix F;

20. To note the summary equality impact assessment (EIA) and cumulative assessment set out in section 5.6. Appendix H provides the cumulative impact and individual Delivery Unit assessments where significant changes to service delivery are proposed. As EIAs and cumulative EIA are assessed to take account of responses to the budget consultation will be reported to Council of 1 March 2016 to inform the final decision on next year's budget;
21. To recommend to Council approval of the reserves and balances policy as set out in Appendix K and indicative amounts as set out in para 1.11 and the Chief Finance Officer's assessment of adequacy of reserves in section 1.11. To recommend to Council that CFO authorised to adjust balances in 2016/17 after 2015/16 accounts are closed and the amount of balances carry forward required are known;
22. To approve budget movements as set out in para 1.12;
23. To approve the transformation programme as detailed in Appendix J and additional funding as set out in para 1.13;
24. To recommend to Council to approve the write offs as detailed in Appendix L and summarised in para 1.12.8;
25. To note the corporate risk register and recommend it to Council as set out in Appendix M.

8. ESTABLISHMENT OF A NEW WHOLLY OWNED COUNCIL HOUSING COMPANY (WOC)

The Committee considered the report.

The Committee;

RESOLVED – To endorse the business case for a new wholly owned council housing company to develop and own homes and recommend that Full Council approve the creation of the above, subject to Committee further agreeing the business plan in due course, prior to the WOC commencing trading.

9. LOAN TO BARNET HOMES' REGISTERED PROVIDER (OPENDOOR HOMES) FOR THE DEVELOPMENT OF NEW AFFORDABLE HOMES

Having declared an interest Councillor Houston left the room and did not take part in the discussion or the vote.

The Committee considered the report.

The Committee;

RESOLVED – to recommend to Council

1. The approval of a loan of £57.5m to Opendoor Homes by the Council, subject to approval of the establishment of Opendoor Homes as a Registered Provider by the Homes and Communities Agency on such terms as the Section 151 Officer considers, on advice, to be appropriate and in the best interests of the Council.

2. That authority is delegated to the Council's Section 151 Officer to increase the loan amount as specified in recommendation 1 up to £65m during the draw down period, if needed to provide contingency for unanticipated increases in costs over the life of the development programme.
3. That authority is delegated to the Council's Section 151 Officer; in consultation with HB Public Law and other professional advisors as appropriate, to agree the legal documentation to support the loan, including the Loan Agreement and Development Agreement.
4. That authority is delegated to the Council's Section 151 Officer, in consultation with HB Public Law, to authorise entering into the Agreements on behalf of the Council and to do such acts as are reasonably required to give effect to the Agreements

10. CHILD AND ADOLESCENT MENTAL HEALTH - CONTRACT EXTENSION

The Committee considered the report.

The Committee;

RESOLVED –

1. To approve a waiver of the CPRs and permit a one year extension of the Child and Adolescent Mental Health Services (CAMHS) contract from Barnet Enfield & Haringey Mental Health Trust from 1st April 2016 to 31st March 2017.
2. To note the reduced contract value of £770,000 for which will be in place from 1st April 2016 to 31st March 2017 following approval highlighted above in line with the Council's MTFS.
3. To delegate to the Commissioning Director- Children & Young People, authority to undertake the tendering process for future contract provision

11. EXTENSION OF MENTAL HEALTH PREVENTION AND SUPPORTED LIVING SERVICES

The Committee considered the report with a correction to recommendation 2 (a) which read 'to extend the contract with Richmond Fellowship until 07.03.2015' and it should read 'to extend the contract with Richmond Fellowship until 07.03.2016'. This was agreed by the committee.

The Committee;

RESOLVED –

1. To approves the following waivers of the Council's Contract Procedure Rules:
 - a) A waiver to bring the prevention services listed in the table at paragraph 5.2.3 into contract, to last until 31.03.2017.
 - b) A waiver to extend the contract with One Support for Bevatone House and Barnet Complex Needs service retrospectively for the period from 01.04.2015 to 31.03.2016 and to extend the contract until 31.03.2017.
 - c) A waiver to extend the contract with Sanctuary Housing for Sarnes Court core housing support service retrospectively for the period from 01.02.2014 to 31.03.2016 and to extend the contract to 31.03.2017.

2. To note the decision of the Adults and Health Commissioning Director as detailed below:
 - a) That the Officer in consultation with the Chairman of the Policy agreed a waiver of the Contract Procedure Rules to extend the contract with Richmond Fellowship until 07.03.2016.

12. BARNET CARERS AND YOUNG CARERS STRATEGY 2015-20: "CARERS ARE SUPPORTED AND VALUED BY OUR COMMUNITIES"

The Committee considered the report.

The Committee;

RESOLVED –

1. To note the contents of the Barnet Carers and Young Carers Strategy 2015-20 which the Barnet Carers Strategy Partnership Board approved on 7th December 2015.
2. To authorise the procurement of a carers and young carers support services tender to commence from April 2016.
3. To agree a waiver of the Contract Procedure Rules to further extend the contract with Barnet Carers Centre for the provision of adult carer support services from 1st April 2016 for a period of up to one year, delegating authority to the Director of Adults and Communities to enact a variation to the current contract whilst procurement activities are being undertaken. The total contract value for the extension period will be £280,000 per annum.
4. To agree a waiver of the Contract Procedure Rules to extend the contract with Barnet Young Carers and Sibling Services from 1st April 2016 for a period of up to one year, delegating authority to Director of Family Services to enact a variation to the current contract if required whilst procurement activities are being undertaken. The total contract value for the extension period will be £115,020 per annum.

13. BRAKE SHEAR HOUSE - DRAFT PLANNING BRIEF

The Committee considered the report.

The Committee;

RESOLVED - to approve the Brake Shear House draft Planning Brief for public consultation

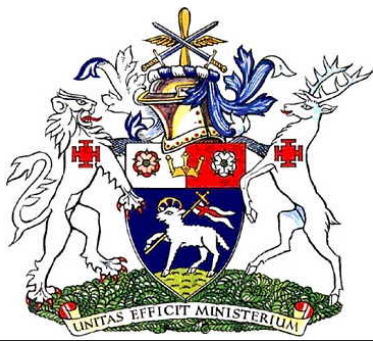
14. COMMITTEE FORWARD WORK PROGRAMME

The Committee noted the work programme.

15. ANY OTHER ITEM(S) THE CHAIRMAN DECIDES ARE URGENT

There were none.

The meeting finished at 8.00 pm



Policy and Resources Committee

22 March 2016

Title	Business Rates - Discretionary Rate Relief Policy
Report of	Director of Resources
Wards	All
Status	Public
Urgent	No
Key	Yes
Enclosures	Appendix 1 - Discretionary Rate Relief Policy Appendix 2 – Consultation Responses
Officer Contact Details	Jonathan Wooldridge - Jonathan.wooldridge@barnet.gov.uk 020 8359 2824

Summary

Barnet council is responsible for collecting Business Rates which is then shared between itself, the Government, and The Greater London Authority. This report sets out the current basis for granting discretionary rate relief to business rate payers in the borough and the need to review this policy.

The council recognises through its “Entrepreneurial Barnet” approach that a thriving, growing and competitive business sector can have a range of positive benefits on the wider economy and community. For instance by creating new employment opportunities, increasing business and resident satisfaction, and growing the size of the local tax base.

It also recognises that there are a range of costs associated with operating a business, one of which is business rates. The council can offer a range of business rates reliefs, which can act as useful policy tools to support small businesses by giving them the space they need to establish themselves, or to enable groups who have a community focus to minimise their costs and remain viable.

Although many ratepayers don’t receive any help with their rates, some ratepayers are entitled to reliefs based on the property they occupy, the organisational make up and their objectives. The council has the authority to award relief on a discretionary basis – within

a legislative framework. This applies as a top up to some charities and amateur sports clubs, and other not for profit organisations. The Localism Act empowered reductions for any ratepayer, subject to award by the authority in accordance with an agreed policy.

Following consultation this report proposes a policy to cover the discretionary rate relief (including government financed or incentivised), the use of localism powers to create a local discount, and hardship relief as set out in Appendix 1.

There is uncertainty of the impact of the government's announcement of localisation of business rates. As details of the more fundamental reforms the government is making to business rates emerge, a further review of discretionary rate relief will be undertaken.

Recommendations

That the Committee note the consultation responses and approve the Discretionary Rate Relief Policy.

1. WHY THIS REPORT IS NEEDED

- 1.1 The business rates service is administered through the Customer Support Group (CSG) delivery unit. Business rate is administered through a shared service centre in Bromley, with discretionary decisions passed back to the council for final approval.
- 1.2 The current policy for awarding Discretionary Rate Relief (DRR) was established in the Best Value Review of Working with the Voluntary and Community Sector (VCS) Cabinet Report of 4 September 2006. In summary the report recommended to "Align in-kind support allocation with other financial support by developing policies for allocation of ... discretionary rate relief ... that accord with VCS grants and procurement policies."
- 1.3 This has meant restricting DRR awards to those organisations that are commissioned by Barnet, or from which we are procuring services. Whilst this means that we align our support and don't issue competing grants, it could mean in some circumstances that some organisations are not awarded relief, who we might otherwise consider as working with the community.
- 1.4 By re-establishing a new policy of DRR, the process of application and award will be much simpler. It will allow charities and not for profit organisations that support council values and meet the conditions to claim relief. Currently some organisations may be assisted in neighbouring boroughs but find they are not able to receive the same reductions within the London Borough of Barnet.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Current policy is difficult for officers to interpret and the definition of procured or commissioned is not clear.

- 2.2 The relief awarded is business rate income foregone to the council, the GLA and the Government. Accordingly the tax payer is ultimately funding any reduction awarded and therefore it is appropriate to consider the contribution that organisation has to the community. The draft revised policy referred to in Appendix 1 is broadly similar to the policy that existed pre 2006. The relief would only be available to organisations that
- predominantly serve the needs of residents;
 - contribute to the area and provides benefits to the community
 - provide facilities that satisfy a local need or indirectly relieve the Council of the need to do so, or enhance and supplement those services the Council does provide
 - has a membership that is open to all sections of the community (not unduly restricted) and that is mainly drawn from persons resident in borough; and
 - provide training, education or schemes for its members or encourages participation from particular groups in the community, such as young people, the elderly, the disabled, minority groups, etc.
- 2.3 Exclusions to organisations such as charity shops would also apply, which are detailed in Appendix 1.
- 2.4 In addition, through the Localism Act 2011 the council may determine a policy that can agree a local discount to incentivise and stimulate certain businesses or areas of the borough, by reducing rate liability. The government has directed that the council use this authority for certain purposes and has directly reimbursed the council with relief. In 2014/15 and 2015/16 the government has supported retail businesses, and introduced an 18 month reduction for businesses that move into premises that had been long term empty.
- 2.5 The Entrepreneurial Barnet strategy outlines the council's vision to make Barnet 'the best place in London to be a small business' and support for the economy to grow.
- 2.6 During 2015 HMRC has announced changes to the way that Community and Amateur Sports Clubs (CASCs) must be operated to retain their tax free status. Clubs may no longer be registered as CASCs if they fail to meet certain criteria. In turn, losing CASC status would also lose their entitlement to mandatory relief from rates. The council supports 11 clubs through this relief, such as tennis and golf clubs. These assets to the community may now have to pay 500% more rates. Accordingly the proposed policy extends the rate relief to these organisations that received rate relief for a further two years, giving the organisations time to adjust and for the council to review the impact of the changes to business rates funding. It is proposed that the rate relief should apply in 2016/17 and 2017/18 at 80% relief. Only those clubs that were CASCs in 2015/16 and were ratepayers on 31/3/2016 would be eligible for this discount.

- 2.7 Finally there is no clear hardship policy. Without a policy and the ability to consider individual circumstances the authority could be challenged on not correctly applying their discretion. The council has not awarded any relief of this nature for some years. Until 2013/14 the council would have borne the cost of this relief. But since the implementation of the retention scheme the council only bears 30%. This is not a justifiable reason to award the relief, but the financial burden is reduced considerably.
- 2.8 All relief awarded is a financial burden on the rates yield. The council share of the rates collected is currently 30%. Any relief awarded therefore is limited to this amount, with the GLA and government absorbing the other 70%. As the 30% relief is a cost to the local taxpayer, it is essential that due regard be paid to the benefits of supporting a business, as opposed to that being additional income to the council's general fund.
- 2.9 The council's basis for supporting business rate payers is clear. It has the discretion to remit all or part of a ratepayer's debt if it is satisfied that a ratepayer would suffer hardship if it did not do so, and it is reasonable to do so having regard to the interests of the local taxpayers. However hardship should not be confused with competition and this should not be a tool to influence market forces.
- 2.10 A Hardship Policy proposed by this paper is included in the Appendix 1.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 There remains the option to not change the current scheme. However this is not recommended as there is limited transparency to the way in which ratepayers can access the relief scheme. In respect of the hardship policy, there isn't a documented policy. This could leave the council open to a challenge.

4. POST DECISION IMPLEMENTATION

- 4.1 Following the Committee's decision to accept the proposed policy, the policy will come in to effect on 1 April 2016.
- 4.2 Once the revised policy is in place a process of reviewing current rate relief will take place.
- 4.2.1 Government plans for business rate retention are only beginning to emerge and it will be sometime before this is more certain. Due to the uncertainty, a review of the cost of business rates and its benefits to the ratepayer, and the cost of reliefs to the council will be undertaken. This is will take place in the coming months to ensure we are informed and can confidently respond to any call for evidence or consultation.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The Council's Corporate Plan 2015-20 states that the council, working with local, regional and national partners, will strive to ensure that Barnet is a place:

- of opportunity, where people can further their quality of life
- where people are helped to help themselves, recognising that prevention is better than cure
- where responsibility is shared, fairly
- where services are delivered efficiently to get value for money for the taxpayer.

5.1.2 The council provides support for business and made a commitment to make Barnet the best place in London to be a small business. The Entrepreneurial Barnet strategy outlines the council's vision to make Barnet 'the best place in London to be a small business' and support for the economy to grow.

5.1.3 The Discretionary Rate Relief policy will help meet these objectives by offering increased opportunities for charities or non-profit making organisations relief from rates, providing that they are offering services to the local taxpayers.

5.1.4 Community and Amateur Sports Clubs will continue to be supported and these organisations will assist the council in promoting well-being and preparing residents for a healthy life.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

5.2.1 In 2015/16 Business Rates is due to generate £108m on behalf of the government, the GLA and Barnet. This is distributed 50%, 20% and 30% respectively. The overall amount of relief already being award in 2015/16 is:

Relief	Forecast award in 2015/16	Forecast no. of ratepayers in 2015/16
Discretionary Relief awarded to Charities as a top up (20%)	£871,728	111
Discretionary Relief awarded to not for profit organisations (up to 100%)	£103,968	29
Relief for Community and Amateur Sports Clubs (20%)	£208,736	11

Table 1 – Forecast amount of relief in 2015/16

5.2.2 It is not envisaged that the financial envelope of the relief being awarded would significantly change. The Discretionary Relief awarded to charities, £871,728 would remain the same. Discretionary Relief for not-for-profit organisations may pose a risk of increasing as new organisations emerge. However the conditions attached to these would have to demonstrate a community benefit.

5.2.3 The Barnet share of these reliefs is just 30%, so a £1 benefit to the ratepayer, comes at just a 30p cost to the council.

5.3 Social Value

5.3.1 The Public Services (Social Value) Act 2013 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. Before commencing a procurement process, commissioners should think about whether the services they are going to buy, or the way they are going to buy them, could secure these benefits for their area or stakeholders.

5.3.2 The council can offer a range of business rates reliefs, which can act as useful policy tools to support small businesses by giving them the space they need to establish themselves, or to enable groups who have a community focus to minimise their costs and remain viable.

5.4 Legal and Constitutional References

5.4.1 The Local Government Finance Act 1988 s.47 provides the statutory authority to provide discretionary rate relief, and s.49 provides for a hardship relief.

5.4.2 The Localism Act 2011 gives authorities the ability to give local discounts, by amending s.47 of the Local Government Finance Act 1988.

5.4.3 The Councils Constitution Responsibilities for Functions Annex A sets out the terms of the Policy and Resources Committee including responsibility for

- ensuring “Effective Use of Resources and Value for Money
- the overall strategic direction of the Council including - Local Taxation, Billing, Collection and Recovery.

5.5 Risk Management

5.5.1 Government plans for business rate retention are only beginning to emerge and it will be sometime before this is more certain. Due to the uncertainty, a review of the cost of business rates and its benefits to the ratepayer, and the cost of reliefs to the council will be undertaken.

5.5.2 The cost to the council is currently 30% of the benefit to the ratepayer but this cost may increase over time. The value of the amount of relief may increase in the short term due to the simplicity of the term, but it is not expected that the conditions extend the eligibility to many more ratepayers.

5.5.3 For this reason, it is important that the council continues to be prudent with its use of relief, and conducts monthly forecasting to predict the value of the rating income.

5.6 Equalities and Diversity

The 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies **to have due regard** to the need to:

- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- advance equality of opportunity between people from different groups
- foster good relations between people from different groups

The broad purpose of this duty is to integrate considerations of equality into day business and keep them under review in decision making, the design of policies and the delivery of services.

Whilst any relief is a cost to the taxpayer there is a balance between the loss of income and the benefits to the community which will affect all residents equally. A preliminary assessment indicates that there is no equalities impact as defined by the Act, on this decision.

5.7 Consultation and Engagement

5.7.1 Consultation with the public and businesses took place between the 5 January 2016 to 15 February 2016. The consultation document and draft policy were published on the engage.barnet.gov.uk website.

5.7.2 All ratepayers received a General Budget Consultation 2016-2017 letter in late December which advised them of the opening of the budget consultation and invited them to respond to the discretionary rate relief policy also.

5.7.3 A separate invitation to respond to the consultation was sent to all current beneficiaries of discretionary rate relief as these have been identified as potentially directly impact by a change.

5.7.4 There were 9 responses to the consultation, but only 5 responders went on to make a comment.

5.7.5 Responses to the consultation are included in Appendix 2. In summary these responses were largely in favour of the principles. Comments were received around the extension on offer to CASCs, the turnover threshold, and the exclusion of not for profit organisations from having a licenced bar. One respondent welcomed the limit to charity shops, but sought further assistance for local high street shops.

5.8 Insight

5.8.1 The proposal uses evidence of best practice and guidance such as benching marking with other authorities,

6. BACKGROUND PAPERS

Item	Decision	Link
Best Value Review of Working with the Voluntary and Community Sector (VCS) Cabinet Report of 4 September 2006	Decision Item 6 -	https://barnet.intranet.moderngov.co.uk/Data/Cabinet/200609041900/Agenda/6,%20Best%20Value%20Review%20of%20working%20with%20the%20Voluntary%20&%20Community%20Sector.pdf https://barnet.intranet.moderngov.co.uk/Data/Cabinet/200609041900/Agenda/10_CABD_040906.pdf
Policy & Resources Committee 16 December 2015	Decision item 13 -	http://barnet.moderngov.co.uk/documents/s28126/Business%20Rates%20Discretionary%20Rate%20Relief%20Policy.pdf

Appendix 1

Discretionary Rate Relief Policy –

This policy sets out the legislative and eligibility criteria required for processing applications for rate relief. This policy will apply from 1 April 2016 for a period of two years, before further review.

1. Discretionary Relief for charities and non-profit making organisations

All applications for Discretionary Relief must be considered on their own merits. In order for the Chief Finance Officer to consider an application for Discretionary Rate Relief

- the application meets the legislative requirements in section 1.1, and
- the application is in accordance with the guidelines in section 1.2 or that there are exceptional circumstances that merit the award of Discretionary Relief (see section 1.3).

1.1. Legislative requirements

The Local Government Finance Act 1988 makes provision for local authorities to award 80% Mandatory Relief to charities.

Section 47 of the Local Government Finance Act 1988 allows a local authority to grant Discretionary Relief if all or part of the hereditament is occupied for the purposes of one or more institutions or other organisations:

- (i) none of which is established or conducted for profit, and
- (ii) each of whose main objects are charitable or otherwise philanthropic or religious or concerned with education, social welfare, science, literature or the fine arts; or
- (iii) the hereditament:
 - is wholly or mainly used for purposes of recreation, and
 - all or part of it is occupied for the purpose of a club, society or other organisation not established or conducted for profit.
 -

A local authority may in its discretion award up to 20% Discretionary Relief to charitable organisations in receipt of 80% Mandatory Rate Relief.

A local authority may also in its discretion award up to 100% of Discretionary Relief to organisations not eligible for Mandatory Relief.

Discretionary Relief will be administered in accordance with guidance issue by central government.

1.2. Considerations

The following factors will be considered by the Chief Finance Officer deciding whether to recommend the granting of Discretionary Business Rate Relief for charities and non-profit making organisations.

Whether the organisation:

- i) predominantly serves the needs of residents of London Borough of Barnet
- ii) contributes to the area and provides benefits to the local community
- iii) provides facilities that satisfy a local need or indirectly relieve the Council of the need to do so, or enhance and supplement those services the Council does provide
- iv) has a membership that is open to all sections of the community (not unduly restricted) and that is mainly drawn from persons resident in London Borough of Barnet
- v) provides training, education or schemes for its members or encourages participation from particular groups in the community, such as young people, the elderly, the disabled, minority groups, etc.
- vi) has facilities provided by self help or grant aid.

The Chief Finance Officer will also consider:

- i) the finances of the organisation and whether payment of business rates would adversely affect provision of the organisation's objectives
- ii) whether the cost to the Council of granting relief can be justified.

1.3. Exclusions

The following categories of organisations will not normally be considered for Discretionary relief:

- i) national charity shops
- ii) organisations whose objectives are solely concerned with education and which are already receiving Mandatory relief (80%).
- iii) administrative offices of national charitable organisations which are already in receipt of Mandatory relief (80%)
- iv) organisations which have a commercially operated bar within the relevant property serving alcohol.
- v) organisations that have audited income of more than £1 million per annum.

1.4. Exceptional circumstances

The Chief Finance Officer has the ability to recommend awards of Discretionary Relief which run contrary to these guidelines if the Chief Finance Officer is satisfied there is sufficient evidence of exceptional circumstances.

1.5. Revocation

Any relief awarded will be subject to an annual review. In the event that an award is revoked, it will be subject to a minimum of 12 months' notice ending on 31 March.

2. Part occupied hereditaments

Relief for part occupied or not fully occupied hereditaments may be granted for a short time. Relief is awarded based on a temporary apportionment of the valuation of the premises for an operative period.

2.1. Legislative Requirements

Under section 44A of the Local Government Finance Act 1988 a local authority has the discretion to allow rate relief where a property is partly occupied for a short time. The definition of a 'short time' is not prescribed and therefore it is for local authorities to decide the period of relief that should be awarded.

The Rating (Empty Properties) Act 2007 amended the above section 44A, to reflect 3 and 6 month free periods. This means that most cases will be calculated for 3 or 6 months only and thereafter have a nil entitlement even though the operative period runs on. Properties that are exempt from rates would benefit for up to 12 months to 31 March in any year. This would include hereditaments where the rateable value of the apportioned empty part is below the low rateable value limit.

2.2. Considerations

Partially occupied rate relief (also referred to as Section 44A Relief) is not intended to be used where part of a property is temporarily not used. The intention is aimed at situations where there are practical difficulties in occupying or vacating part of the property.

2.3. Persons who can make application

Applications must be made in writing by the ratepayer which includes a plan of the property, with the unoccupied portions clearly identified.

If the application is approved the council will contact the valuation office agency for a certificate of apportionment.

2.4. Revocation

The temporary period will end on the first day following one or more of the following events:

- a. the occupation of any unoccupied part of the premises
- b. the ending of the rate period to which the apportionment relates
- c. the beginning of a new period being awarded
- d. the hereditament becoming completely unoccupied

3. Local Discounts

All applications for Local Discounts must be considered based on their own merits. In order to recommend an award of a Local Discount, the Chief Finance Officer must be satisfied that:

- i) the application meets the legislative requirements in section 2.1 and
- ii) the application is in accordance with the guidelines in section 2.2 or that there are exceptional circumstances that merit the award of a Local Discount (see section 2.3).

3.1. Legislative requirements

The Localism Act 2011, which came into effect on 1 April 2012, amends Section 47 of the Local Government Finance Act 1988 to allow local authorities to grant Discretionary Reliefs to any ratepayer, subject to the European rules on State Aid. The authority must have regard to the interests of council tax payers.

Rate relief for charities and non-profit making bodies is not normally considered to be state aid because recipients are usually not in market competition with other businesses. However if the charities or non-profit making bodies are engaged in commercial activities or if they are displacing an economic operator rate relief could constitute state aid.

State Aid does not apply where the aid is below a de minimis level. This is currently 200,000 Euros to any one business over three years.

3.2. Considerations

The Localism Act 2011 does not set criteria for the award of a Section 47 Local Discount, therefore each application will be considered on its own merit and based on a local policy.

At this time the Council's policy is to approve applications for a local discount for organisations that were Community and Amateur Sports Clubs in 2015/16, have amended their CASC status with the HMRC during 2015/16, and who also received mandatory rate relief in 2015/16. The maximum amount of relief is 80%.

This local discount will apply for five years, between 2016/17 until 2021/22, or such time that the regulations prevent it.

3.3. Revocation

Subject to a minimum of 12 months' notice, ending on 31 March in any year the council may review and withdraw any local discounts.

4. Government Supported initiatives

The government has recently introduced some amendments to the legislation governing business rates. The government has asked local authorities to administer these changes through the existing Business Rates Discretionary Relief legislation. There is however no real discretion for local authorities, as the government expects local authorities to award relief and has committed to fully fund all such awards. The relevant changes relate to the provision of a period of up to 18 months exemption for newly built properties (subject to state aid limits).

These will be administered in accordance with guidance issued by central government.

4.1. Other

Any relief awarded may be subject to a review.

5. Hardship Policy

5.1. Legislative requirements

Section 49 of the Local Government Finance Act 1988 gives the authority the discretion to remit all or part of a ratepayer's debt if it is satisfied that a ratepayer would suffer hardship if it did not do so, and it is reasonable to do so having regard to the interests of the local taxpayers. Hardship should not be confused with competition and this should not normally be a tool to influence market forces.

5.2. Considerations

Each application has to be carefully considered on its own merits. Individual ratepayers or limited companies can make applications.

- (i) Companies - The interests of local taxpayers go wider than just the financial implications. For example where the employment prospects in the area could be worsened by a company going out of business, or the amenities available to local residents in an area might be reduced.
- (ii) Sole Traders - Each application has to be individually considered, however this Authority considers that the following criteria can be deemed appropriate for the allowing of relief, provided of course that hardship can be proved and having regard to the interests of the local taxpayers:
 - the ratepayer(s) is/are dying of an incurable illness.
 - the ratepayer has had to close the business to look after a relative dying of an incurable illness
 - the ratepayer manages a shop which provides a service to the local community which could not be replaced if he/she stopped trading.
 - the business has been affected by temporary action by the Council which was unavoidable and no allowance can be given by the Valuation Officer.

5.3. Exclusions

A reduction in business rates on grounds of hardship should be the exception rather than the rule.

Generally, claims for hardship in respect of empty rate will not be considered, on the basis that the premises could be sold or let at a peppercorn rent, if necessary, in order to relieve the owner of rate liabilities.

Relief will only be given for the period where there is clear evidence of hardship; it may be given for short periods subject to review and may be renewed following review;

No relief to be granted for a retrospective period, i.e. for the previous financial year.

5.4. Revocation

In the event of a change in circumstances of the ratepayer, the relief awarded would be apportioned, and may be repayable to the council.

5.5. Application Process

Ratepayers will be able to apply for discretionary rate relief or hardship relief by writing to the business rate team, and by completing a form available on the council's website. Evidence of registration and/or audited accounts will need to be supplied as applicable. Once the application has been made and processed by the business rate team, a recommendation shall be made to the Chief Finance Officer, who would then review the application before confirming the reduction.

Where an application has been refused, the ratepayer may ask for the matter to be reviewed by the Chief Finance Officer.

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Discretionary Rate Relief Policy

Appendix 2 – Consultation Responses

1.1 Comment 1:

“Finchley Golf Club is situated in Frith Lane in the Borough of Barnet. The Club has operated as a non-profit-making private members’ golf club for almost a hundred years.

The Club became a Community Amateur Sports Club (CASC) in 2004.

The Club has approximately 450 playing members and 80 social members. The majority of members live in Barnet

Finchley Golf Club is nicknamed “Friendly Finchley” and is well known for its open, inclusive and diverse membership. The Club is open to everyone as members or visitors. We offer a range of affordable membership schemes particularly aimed at young people and beginners. In 2015, we introduced the latest of these schemes “Academy Membership” aimed at encouraging women, who are under-represented in golf, young people and first time players. Every summer our resident professional hosts a summer camp for children and young people who want to learn to play golf.

The Club is proud of its strong community traditions, which is one of the reasons we were accepted as a CASC in the first place.

CASC changes 2015-16

Last year HMRC announced changes to the requirements to qualify as a CASC and gave current CASCs the opportunity to consider if they could continue to meet those requirements.

If clubs wish to remain a CASC, they have until March 31st 2016 to apply to stay in the scheme. If not, they will be de-registered.

The main requirements are:

A cap on annual subscriptions to include all mandatory costs of membership and participation.

A limit on income from non-membership activities (visitor green fees, external events etc).

A new “affordable” category of membership for anyone who can show they are unable to afford the Club’s standard range of fees.

In addition, any Club which is de-registered after March 31st 2016 faces the possibility of being charged Capital Gains Tax on the value of the Club, as it is assumed the CASC disposes of its asset to the Club. HMRC have granted CASCs a “window” until March 31st 2016 to de-register without the risk of CGT.

The Board of Finchley Golf Club has been reviewing its options the stay in or leave CASC.

Staying in CASC

The major benefit of being a CASC is the receipt of 80% mandatory rate relief.

We believe Finchley Golf Club can meet the new requirements to remain a CASC but only just.

However, meeting these requirements presents significant challenges for the Club:

- HMRC have indicated the top subscription rate will not be increased in the future, so the Club would not be able to increase its fees to cover increased costs over the years.
- The Club would not be able to raise additional funds by such means as a levy to pay for much needed improvements to our course and clubhouse. Any such levy would be regarded as part of the subscription fees.

So the Club would face an effective freeze on income for years to come.

Leaving CASC

The Board of FGC has been considering the option of leaving CASC to give the Club greater control over its finances by allowing us to adjust subscriptions and raise funds through levies etc to respond to future needs

However, the single biggest issue of not being a CASC would be the loss of our 80% mandatory rate relief. The Club would also lose Corporation Tax relief.

The total cost of these to the Club is estimated in excess of £50,000 pa from April 2016. That's the equivalent of 33 additional full members at a time when golf membership in London and the UK has been falling for the past decade.

On this basis, leaving CASC is not a viable financial option.

Barnet Council's Discretionary Rate Relief proposals

The council's proposed new discretionary rate relief scheme, approved by the Policy and Resources Committee in December 2015, offers Finchley Golf Club the opportunity to reconsider its options.

The proposal to offer CASCs a two year period of rate relief at 80% if they choose to not to continue as CASCs presented the Club with the opportunity consider the possibilities of raising the additional income required to cover the increase in rates and corporation tax from 2018.

Financial analysis

The Club has carried out a financial assessment covering the next ten years comparing the costs of staying in or leaving CASC

In any scenario the Club will lose out financially, however, leaving CASC, even with two years discretionary rate relief from Barnet, would be almost double the cost of retaining CASC status.

The Club currently just about breaks even each year so there is no scope to absorb extra costs

Finchley Golf Club proposal to Barnet Council

It is clear from the financial analysis carried out that Finchley Golf Club faces substantial losses whichever choice we make but the least worst scenario is to remain in CASC.

Barnet Council's offer of two years discretionary rate relief at 80% offers a short term benefit in leaving CASC, but the costs from 2018, when we will be liable to full rates, are unsustainable and will result in significantly greater losses to the Club than staying in CASC. In an ideal world, the Club would prefer to leave CASC in order to have greater control of our financial future but it would require greater assistance from Barnet Council to help us reach that point.

So, Finchley Golf Club requests that Barnet Council considers a longer period of discretionary rate relief. The Club requests that Barnet Council offers a five year transitional discretionary discount at 80%.

If the request is denied, the Club is currently very reluctantly minded to remain a CASC.

We sincerely hope Barnet Council will consider our proposal seriously and we would be happy to furnish you with any further information you require."

LBB Response:

The two year extension to CASCs that leave the CASC scheme at 1 April 2016, is intended to extend the relief and allow that cushion. Some CASCs may continue to be beneficiaries of discretionary rate relief as they qualify for that in any case. An extension to a relief for 5 years does expose the council to some financial uncertainty, but this is a relief that would not otherwise a loss to the council. The council recognises the impact that this can have on former CASCs and therefore the extension to rate relief at 80% will apply for 5 years from 1 April 2016, or until regulations prevent the council from doing so.

1.2 Comment 2:

"Broadly speaking the policy is welcomed. However there are a couple of points that need to be raised. Firstly the threshold of £1m annual turnover on discretionary relief will still mean that charities who have set contract prices based on present arrangements will see their expenditure increase and make contracts less viable. Secondly it is important that sports clubs are continued to be supported, particularly in the light of reductions in the amount and quality of council facilities. Also not providing support where there is a bar serving alcohol should not apply where the organisation is not for profit."

LBB Response:

Sports clubs are supported where they are registered as CASCs. Those not registered as CASCs but are established as a not for profit organisation, would be eligible to claim discretionary rate relief. The council recognises that sports clubs do make a valuable contribution to the community, but does not view that the council tax payer should subsidise a bar.

1.3 Comment 3:

“I think the policy is fine but I am concerned about how it will work in practice, who will ensure the policy operates fairly?”

LBB Response:

Ratepayers will be able to apply for discretionary rate relief or hardship relief by writing to the business rate team, and by completing a form available on the council’s website. Evidence of registration and/or audited accounts will need to be supplied as applicable. Once the application has been made and processed by the business rate team, a recommendation shall be made to the Chief Finance Officer, who would then review the application before confirming the reduction.

1.4 Comment 4:

“Pleased to see that it doesn't include charity shops for additional relief, the proliferation of charity shops in many of Barnet's High Streets seems to be driving out new businesses who can't afford the high rates. Wouldn't it be worth charging lower rates for businesses o allow them to get off the ground.”

LBB Response:

Charity shops who already received 80% mandatory relief are excluded from the policy. The council does have the power to award a discount to stimulate business growth. This is power awarded via the Localism Act 2011. This is not included at this stage but could be an option in a further review.

1.5 Comment 5:

“Barnet's 800-odd community groups and charities, most of which are MICRO organisations run mainly by volunteers, on a shoestring and on donations from the residents of Barnet as well as trusts and foundations should receive 100% rate relief; in the current climate where public support for charities has been cut, where overall funds are shrinking whilst demand is rising, it's a way of supporting the many local groups which are supporting vulnerable residents on the ground, day to day. It is these small, community-based, neighbourhood self-help groups that do a lot of the practical, actual support of residents in need of support.”

LBB Response:

The proposed policy does allow for up to 100% of rate relief to be awarded.



Policy and Resources Committee
22 March 2016

Title	Accessing frameworks for professional construction and engineering services
Report of	Chief Operating Officer
Wards	All
Status	Public
Urgent	No
Key	Yes
Enclosures	None
Officer Contact Details	Jamie Masraff, jamie.masraff@barnet.gov.uk ; 0208 359 4792

Summary

This report seeks approval to procure professional services required on construction and engineering schemes through existing OJEU compliant frameworks accessible to local authorities. Appointment through these frameworks would be in consultation with the Chairman of the Policy & Resources Committee, and subject to documentation through Full Officer DPRs.

Recommendations

That Committee:

- 1. Authorise the procurement of professional construction & engineering services for schemes through existing OJEU compliant frameworks.**
- 2. Delegate authority to the Chief Operating Officer to appoint suppliers through these frameworks in consultation with the Chairman of the Policy & Resources Committee and subject to documentation through Full Officer DPRs.**

1. WHY THIS REPORT IS NEEDED

- 1.1. The London Borough of Barnet is committed to using capital investment in infrastructure to ensure that Barnet remains a place where people want to live and work. Investing in the future is a key strand of the council's response to the scale of the challenge facing Local Government from funding reductions and increasing demand. Barnet will not be able to support the growth needed to ensure the council's financial independence without investment for the future.
- 1.2. This commitment can be seen in a number of areas of planned investment – from our planned stake in the Grahame Park and Brent Cross Cricklewood regeneration schemes, additional specialist housing, new community centres at Grahame Park, Colindale and Stonegrove Spur Road, two new leisure centres located in New Barnet and Copthall, investment in school places building further to the £116m invested over the past 5 years, and over £50m of planned investment in roads and pavements from 2015/26 to 2019/20. Given this level of commitment, the Council needs to ensure we maximise the value we receive from spending on the construction and engineering industries.
- 1.3. Further procurement options would better enable the Council to get full value from its investment in professional services for construction and engineering services. For construction schemes, the Council follows the Royal Institute of British Architects' (RIBA) industry standard approach to deliver these schemes, drawing on professional construction services through the design and construction phase. This includes architecture, technical, quantity surveying, employer's agent, open space & landscaping design, and mechanical & electrical design services. At present the Council uses Capita's construction supply chain through its 10 year strategic partnership to source the specialist services required for each scheme. Engineering services are also provided by this strategic partnership with Capita and delivered through the Barnet / Regional Enterprise (Re) Joint Venture. The Council will continue to use these routes in the future, however access to additional OJEU compliant frameworks will allow us to test value for money and have additional flexibility for specialist projects. The scope of engineering professional services includes:
 - Highways management
 - Traffic management
 - Road safety engineering and audit
 - Parking policy
 - Highways engineering
 - Highways maintenance
 - Structural / Civil Engineering
 - Asset management
 - Utilities and drainage
 - CDM Co-ordination
 - Inspections of Structures
 - Design of New Structures
 - Preparation of Structure Maintenance Projects

2. REASONS FOR RECOMMENDATIONS

- 2.1. The Council spends a significant proportion of total costs for both construction and engineering schemes on professional services. They are major areas of spend for the Council. Assessing existing frameworks that have been set up in accordance with OJEU regulations would allow the Council to consider alternative specialist providers of these services, further to those accessible through RE, CSG, and Capita's supply chain, and further to Conway AECOM specifically for engineering services which can be accessed through the London Highways Alliance Contract (LoHAC) as agreed at Cabinet Resources Committee on 24 June 2013.
- 2.2. As a result, the Council would be better able to test the market and identify the providers offering the best value for the services required. The Council would still procure services through RE, CSG and Capita's supply chain in instances where this provides the best value. However, access to existing frameworks will also allow the Council to access specialist expertise from other suppliers.
- 2.3. Permission is therefore sought to procure these services through relevant OJEU compliant frameworks that are accessible to LB Barnet. This includes the LCP Construction Related Consultants Services framework, the HCA Multi-disciplinary Panel, and the soon to be awarded Transport for London Multi-Disciplinary Services Contract. These frameworks are fully compliant with EU Regulations.
- 2.4. The HCA framework covers design and technical services including project management, engineering, planning, architecture and ecology and allows access to large suppliers that typically cover the whole range of construction services. The LCP framework may be used in instances where the Council requires access to more specialist suppliers through the framework's 11 specialist lots, including independent services lots for Quantity Surveyors, Construction Design Management and Project Management. The Transport for London Multi-Disciplinary Services Contract may be used to access a wide range of specialist engineering service firms.
- 2.5. Other relevant OJEU compliant frameworks may be let in the future, such as the Crown Commercial's Service Project Management and Full Design Team Services Framework which is due to be in place by May 2016. Permission is also sought to procure services through other OJEU compliant frameworks should they become available and should the Council require professional services that cannot be accessed through the named frameworks above.
- 2.6. Access Agreements must be signed before the Council can access these frameworks. Once signed, the Council will be able to access specialist suppliers either by directly appointing them, or by running a short competitive process involving eligible suppliers on the framework. To allow the Council to procure services without significant time lapses, permission is also sought to

delegate authority to the Chief Operating Officer to appoint suppliers through these frameworks in consultation with the Chairman of the Policy & Resources Committee and subject to documentation through Full Officer DPRs.

- 2.7. Although the rates provided through these frameworks have already been competitively tendered and all organisations on the panel pre-qualified through OJEU procurement, the Council will still run these ‘mini-competitions’ to seek the best value, apart from exceptional circumstances where only a single supplier can deliver the service required or when there is insufficient time.
- 2.8. Signing Access Agreements does not commit the Council to procuring services through these frameworks. After conducting a mini-competition the Council can also still decide to use alternative routes to procure these services or decide to no longer procure these services through any route.
- 2.9. The Council will not be directly charged for accessing these frameworks. They are in effect free at the point of use. Suppliers, however, are charged a management fee (typically <1%) which is likely to be reflected in the prices that these suppliers offer to the Council. These indirect costs are less than the costs would be if the Council were to undertake its own full procurement process for these services.
- 2.10. The Council wishes to access these frameworks for both relatively small and discrete requirements, as well as for the full set of professional services related to major construction & highways schemes. It is not therefore possible to identify precisely how much, if any, the Council will spend on suppliers accessed through these frameworks. However, the table below identifies some examples of the services that the Council will consider procuring through these frameworks, and the estimated maximum spend in each case:

Scheme Name	Estimated max. spend	Description
Greenspaces Depot	£400k	Professional construction services linked to design and build of new depot for Greenspaces services
Replacement of Meadow Close Children’s Home	£185k	Professional construction services linked to replacement and relocation of Meadow Close children’s home
Libraries Strategy	£600k	Professional construction services linked to internal redesign of libraries (conditional on approval by CELS Committee)
PRU School	£600k	Professional construction linked to condition improvements to PRU (EFA-funded, assuming we agree to deliver on behalf of EFA)
Blessed Dominic & St James Schools	£2.35m	Professional services linked to design and build of expansion to St James and Blessed Dominic schools

Traffic Management including Parking Design	£250k	Engineering Services linked to feasibility, design, consultation, project and cost management
Highway Engineering / Maintenance	£3.5m (over 4 years)	Engineering Services linked to feasibility, design, consultation, project and cost management

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1. Procuring of the Council's own frameworks for construction and highways professional services was considered. However, this option is not recommended because suitable, accessible frameworks are already available, and establishing our own frameworks would take an estimated 6 months, absorb considerable resources and be unlikely to provide better value than that provided by frameworks let on behalf of large public sector bodies/consortiums.

3.2. Carrying out separate procurement exercises for each specific scheme is also not recommended, largely for the same reasons identified above, with timing even more of an issue, as the Council would have a lag of an estimated 6 month between identifying a requirement and identifying the market rate.

4. POST DECISION IMPLEMENTATION

4.1. The necessary work to sign an Access Agreement with the LCP framework and Transport for London's Multi-Disciplinary Services Contract will commence. An Access Agreement with the HCA panel is already in place following the decision of Policy & Resources Committee on 16th December 2015 to access technical support for the establishment of a housing/property wholly owned company through this Panel.

4.2. At the appropriate time, when the requirements have been identified for any future construction scheme, the council will then have the option to hold mini-competitions through each of these frameworks for the services required. The Council could then appoint a supplier should they offer a better value proposal than what can be accessed through CSG, RE or Capita's supply chain. In these instances the Chief Operating Officer would appoint these suppliers in consultation with the Chairman of the Policy & Resources Committee and subject to documentation through Full Officer DPRs. The Council would continue to use the existing channels with CSG, RE and Capita in other instances where this provides the best value.

5. IMPLICATIONS OF DECISION

5.1. Corporate Priorities and Performance

5.1.1. The Council's Corporate Plan for 2015-20 sets the vision and strategy for the five years based on the core principles of fairness, responsibility and opportunity, to make sure Barnet is a place:

- Of opportunity, where people can further their quality of life;
- Where people are helped to help themselves, recognising that prevention is better than cure;
- Where responsibility is shared, fairly;
- Where services are delivered efficiently to get value for money for the taxpayer.

5.1.2. The Council is committed to delivering capital investment in infrastructure to ensure that Barnet remains a place where people want to live and work as a core part of its corporate strategy. This report supports the Corporate Plan delivery by ensuring that the Council's investment in infrastructure is spent as efficiently as possible.

5.1.3. Getting best value from the Council's spending on professional construction & highways services will also support the Council's Medium Term Financial Strategy from 2016/17 to 2019/20 to meet an expected budget gap of £81.1m.

5.1.4. Delivery of the professional services required for these specific schemes will be monitored through the officer boards established for Educational Capital, Community Assets, Libraries Strategy and Depot programmes, as well as through the Assets & Capital Board. Authorisation to proceed will be sought from the Children, Education, Libraries & Safeguarding Committee (for school place schemes), Environment Committee (for engineering schemes) and from the Assets, Regeneration and Growth Committee (for all other schemes) at key stages for each of these schemes.

5.2. Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

5.2.1. The professional services procured through these frameworks will be within the budgets allocated for professional services on schemes set out in the Council's Capital Programme. The rates provided through these frameworks have already been competitively tendered and all organisations on the panel pre-qualified through OJEU procurement. In addition 'mini-competitions' will be used wherever possible to seek to gain further discounts from these competitively tendered rates. In accordance with the Council's Contract Procedure Rules, all mini-competitions will be conducted through Barnet's eTendering Portal unless the framework prescribes use of their own portal solution.

5.2.2. A major benefit of using these frameworks is it minimises the resources the Council requires to procure the required services. It is not therefore anticipated that additional resources are required.

5.3. **Social Value**

5.3.1. The Council will seek to provide employment opportunities for local people and opportunities for small and medium enterprises through the procurement of professional construction services through these frameworks by considering these factors when running 'mini-competitions'.

5.4. **Legal and Constitutional References**

5.4.1. Council Constitution, Responsibility for Functions, Annex A – The Policy and Resources Committee has responsibility for:

- the overall strategic direction of the Council including Corporate Procurement (including agreement of the Procurement Forward Plan and agreeing exceptions to CPRs)
- authorising procurement activity within the remit of the Committee and any acceptance of variations or extensions if within budget in accordance with the responsibilities and thresholds set out in Contract Procedure Rules.

5.4.2. On approval of the recommendations within this report, the Chief Operating Officer is authorised to appoint suppliers through these frameworks, in consultation with the Chairman of the Policy & Resources Committee. The Chief Operating Officer will document any appointment through Full Officer DPRs.

5.5. **Risk Management**

5.5.1. The main risk is higher than necessary professional services costs for the Council, should we continue to source these services solely through CSG, RE and Capita's supply chain. Accessing existing, OJEU compliant, frameworks is the most time and resource effective means of managing this risk.

5.5.2. Procuring professional services through these means may help manage risks of delays on schemes where immediate access is needed to specialist services that would not otherwise be available at short notice.

5.5.3. The risk of time delays and quality issues caused by having multiple partners working on the delivery of individual schemes will be carefully managed through setting clear expectations for how partners must work together and through rigorous monitoring.

5.5.4. The risk of challenge to future procurement will be mitigated by accessing only OJEU compliant frameworks that have been let in accordance with EU Regulations and by officers ensuring the process complies with Contract Procedure Rules and procurement law.

5.5.5. These risks will continue to be assessed and managed in accordance with the Council's project and risk management methodologies.

5.6. **Equalities and Diversity**

5.6.1. Suppliers procured through these frameworks will have due regard for the Council's Equalities and Diversity requirements in the undertaking of their appointed duties.

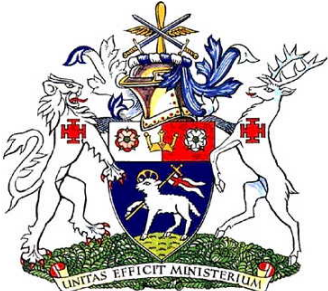
5.7. **Consultation and Engagement**

5.7.1. Consultation and engagement during the development of all schemes will take place in accordance with construction good practice, including, but not limited to, statutory consultation undertaken as part of the planning process. Consultation on schemes will be monitored by the appropriate boards identified in section 5.1.

5.7.2. Aside from consultation and engagement on specific schemes, no additional consultation or engagement is necessary prior to appointing suppliers of professional services through these frameworks.

6. **BACKGROUND PAPERS**

6.1. Business Planning 2016-20 - <https://barnet.moderngov.co.uk/documents/s29688/Business%20Planning%202016-20.pdf>

	<p>Policy and Resources Committee</p> <p>22 March 2016</p>
<p style="text-align: right;">Title</p>	<p>National Institute of Medical Research Planning Brief</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director Growth and Development</p>
<p style="text-align: right;">Wards</p>	<p>Mill Hill</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>Yes</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix A – Consultation representations and responses Appendix B – Final National Institute for Medical Research Planning Brief</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Nick Lynch – Planning Policy Manager 0208 359 4211 Nick.Lynch@barnet.gov.uk Gavin Ball – Principal Policy Planner 0208 359 6155 Gavin.Ball@barnet.gov.uk</p>

Summary

The Planning Brief sets out the Council’s vision for the residential led mixed use development of the National Institute of Medical Research. The Planning Brief focuses on the following key objectives :

- To deliver a high quality residential-led mixed used development comprising a range of housing types and tenures, including family homes;
- To ensure the positive management of the Green Belt, enhancing openness, as well as biodiversity and improving public accessibility for sport and recreation;
- To preserve or enhance its contribution to the character and appearance of the Mill Hill Conservation Area;
- To provide opportunities for employment creation, ensuring the continued contribution to innovation and growth through provision of workspace for small to medium enterprises; and
- To ensure any new development is of the highest design and environmental standards and appropriate in scale and siting.

The draft Planning Brief was subject to public consultation. The Brief has been

revised in response to this feedback.

Recommendations

That the Committee

- 1. Note the responses to the consultation, and agree the Council responses in the Consultation Report attached at Appendix A.**
- 2. Adopt the National Institute of Medical Research Planning Brief attached at Appendix B.**

1. WHY THIS REPORT IS NEEDED

- 1.1 With the relocation of the National Institute of Medical Research (NIMR) to St Pancras in 2017 and the disposal of a 19 hectare site by the Government a major development opportunity has arisen.
- 1.2 The NIMR site is located in the Green Belt and also within the Mill Hill Conservation area. It also forms part of the Mill Hill Neighbourhood Area. There is a significant opportunity to transform the site into a residential-led, mixed use development that is sensitive to its surroundings and is policy compliant.
- 1.3 In order to shape the future of this site a Planning Brief has been produced. This sets out key parameters to consider in determining the future of the site reflecting its location within the Green Belt and a Conservation Area. It also highlights the opportunities it provides for the delivery of much needed housing and new business space that supports small to medium enterprises.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Adopting a Planning Brief is vital to ensure that future development of the National Institute of Medical Research site comes forward in line with Council priorities and delivers sustainable development.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The alternative option is to not adopt a Planning Brief. Failure to adopt the Planning Brief could result in a less strategic response to the development of the site. This may also result in Council priorities not being achieved.

4. POST DECISION IMPLEMENTATION

- 4.1 The National Institute of Medical Research Planning Brief has been subject to a period of public consultation and revised in light of comments received. The adopted Planning Brief will be a material consideration in determining future planning applications on this site.

5. IMPLICATIONS OF DECISION

- 5.1 **Corporate Priorities and Performance**

5.1.1 The NIMR Planning Brief helps to meet Corporate Plan 2015-20 strategic objectives in ensuring that Barnet is a place:-

- of opportunity, where people can further their quality of life – *the NIMR Planning Brief provides guidelines for ensuring that development will enhance the setting of the site within Green Belt as well as the Mill Hill Conservation Area. It supports the provision of a good mix of residential type, sizes and tenures with adequate amenity space and provides opportunities for increased access to Green Belt as well as sport and recreation.*
- where people are helped to help themselves, recognising that prevention is better than cure – *the NIMR Planning Brief supports provision of commercial floorspace that meets the needs of modern business.*

5.1.2 Through supporting the provision of modern business space suited to the needs of small and medium enterprises the Planning Brief also helps to deliver the objectives of Barnet's Economic Strategy (Entrepreneurial Barnet) in facilitating business growth

5.2 **Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**

5.2.1 The cost of producing the Planning Brief is being met by the prospective developers Barratts who have an agreement to purchase the NIMR site from the landowner, the Medical Research Council. The Planning Brief has been produced by Regional Enterprise (Re) on behalf of the Council.

5.3 **Social Value**

5.3.1 The NIMR Planning Brief sets out the parameters for the delivery of a residential led mixed use development on a strategic development site. Through the delivery of a new suburban mixed and balanced community in Mill Hill future development will secure social, economic and environmental benefits.

5.3.2 Social benefits will be secured through the delivery of a mix of housing unit sizes and tenures including affordable housing.

5.3.3 Economic benefits will be delivered through the provision of modern business space that addresses the needs of small and medium enterprises.

5.3.4 Environmental benefits will be delivered through enhancing the biodiversity on the site and meeting relevant energy and surface water run-off standards set out in the London Plan.

5.4 **Legal and Constitutional References**

5.4.1 Constitution Responsibilities for Functions Annex A sets out the terms of the Policy and Resources Committee including "to be responsible for the overall strategic direction of the Council including approval of development of statutory Local Plan related documents".

5.4.2 Site specific Planning Briefs provide an opportunity to bridge the gap between the provisions of the Local Plan and the requirements of any future planning application for the site.

5.4.3 Planning Briefs should be consistent with and provide guidance, supplementing the policies and proposals of the Local Plan. Planning Briefs cannot contradict, rewrite or introduce new policies.

5.4.4 Planning Briefs can have a number of functions, such promoting development of a site; addressing particular site constraints and/or further interpretation of local plan policies.

5.5 **Risk Management**

5.5.1 A consequence of failing to produce a Planning Brief for the NIMR site may lead to a less strategic response to the development and result in Council priorities not being achieved.

5.6 **Equalities and Diversity**

5.6.1 The 2010 Equality Act places a legal obligation on the Council to pay due regard to equalities. The Brief helps implement policy set out in the Local Plan Core Strategy. Adopted in 2012 the Core Strategy was subject to an Equalities Impact Assessment (EqIA).

5.6.2 Adoption of the Planning Brief will ensure that there is a considered approach to the development of the site which will have due regard to the need to eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010. It should also help advance equality of opportunity as well as foster good relations between people from different groups.

5.6.3 This mixed use residential led development will provide choice in terms of a range of units by size, type and tenure. It will also provide choice for businesses in terms of access to a range of employment spaces. It will also provide a long term opportunity for access to sports and recreational facilities in the northern part of the site.

5.6.4 Given the nature of the use there is no existing public access to the NIMR site. Accessibility to Green Belt will be improved through increased permeability across the non-residential elements of the site. Public realm improvements will help to reduce the real and perceived risk of crime and help to reduce feelings of vulnerability that certain groups of people feel.

5.7 **Consultation and Engagement**

5.7.1 The Council carried out a public consultation exercise on the draft Planning Brief for a period of six weeks. This included a presentation to the Mill Hill Neighbourhood Forum and an evening drop in session at Mill Hill Library.

5.7.2 Responses were received from local residents and statutory stakeholders including Historic England, Highways for England, Natural England and the

Environment Agency. Local groups including the Mill Hill Preservation Society, Herts and Middlesex Wildlife Trust and the Hendon and District Archaeological Society submitted comments on the Brief. A response was also received from Barratt London, the prospective developer of the site.

5.7.3 Below is a summary of the issues raised, alongside the Council's response to each issue. Further details are set out in at Appendix A of this report.

5.7.4 *Impact on/ Development appropriate to the Green Belt Location/ Scale of development*

There was concern locally that any development on the site should have a beneficial effect on the setting and outlook to the green belt. This was a mixed response, with notable support for the development's impact, but concern that new development could be overbearing. Overall it seemed the Planning Brief had struck the right tone in this regard.

5.7.5 *Construction Traffic/ Traffic*

There was particular concern with the potential impact of construction traffic on the Ridgeway, amid reports that previous developments had impacted negatively on this issue. A certain amount of construction traffic is inevitable with any development, but that the effects can be managed by appropriate use of a construction management plan, which will be required alongside a planning application.

5.7.6 *Retention of existing buildings/ Conservation assets nearby*

There is generally support for the "main building" within the NIMR campus. There was concern from the potential developer that this building may be beyond repair and conversion. The Council is clear that if the building is to be removed, it will expect a faithful replica to be rebuilt. A new building that differs from the original, but maintains the same height will not be acceptable.

5.7.7 *Developer Response*

In addition to expressing concern about the potential to retain the main building on the campus, developers consider that the development does not need to expressly identify "very special circumstances" as it can be demonstrated through the Planning Brief, and subsequent application that the redevelopment will have a beneficial effect on the openness of the green belt setting. The Council agrees this position, but feel that there needs to be a rigorous set of criteria that the development needs to be assessed against in order for it to fulfil this.

5.8 **Insight**

5.8.1 Data from the Barnet Observatory on the socio-economic characteristics of Mill Hill has provided the basis for local prioritisation of community infrastructure.

6. **BACKGROUND PAPERS**

6.1 [Barnet Local Plan Core Strategy](#), September 2012

6.2 [Barnet's Statement of Community Involvement](#), July 2015

6.3 [National Institute of Medical Research - Draft Planning Brief](#) – December 2016

London Borough of Barnet

National Institute for Medical Research Planning Brief

Consultation Report

March 2016

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Summary of Consultation Activity

Consultation on the National Institute of Medical Research Planning Brief took place over a period of 6 weeks extending from 7th January until February 17th 2016. Consultation involved letters that were e-mailed to stakeholders on the Local Plan consultation database as well as posted to residents living next to the NIMR. A Public Notice was published in the Barnet Press to publicise the consultation. Officers attended the Mill Hill Neighbourhood Forum in January to publicise the consultation. Further publicity included a drop-in session at Mill Hill Library on 4th February.

Responses were received from local residents and statutory stakeholders including Historic England, Highways for England, Natural England and the Environment Agency. Local groups including the Mill Hill Preservation Society, Herts and Middlesex Wildlife Trust and the Hendon and District Archaeological Society submitted comments on the Brief. A response was also received from Barratt London, the prospective developer of the site.

Below is a summary of the issues raised, with a full set of summarised comments, alongside the Council's response to each, and what action was taken to amend the Planning Brief to address the issue raised in the response included at Appendix A of this report.

Main issues raised & what changes we are making.

Impact on/ Development appropriate to the Green Belt Location/ Scale of development

There was concern locally that any development on the site should have a beneficial effect on the setting and outlook to the Green Belt. This was a mixed response, with notable support for the development's impact. Concern was expressed that the new development could be overbearing. Overall it seemed the Planning Brief had struck the right tone in this regard.

Construction Traffic/ Traffic

There was particular concern with the potential impact of construction traffic on the Ridgeway, amid reports that developments in the area such as Millbrook Park had caused problems. It is noted that a certain amount of construction traffic is inevitable with any development, but that the effects can be managed by appropriate use of a Construction Management Plan, which will be required alongside a planning application.

Retention of existing buildings/ Conservation assets nearby

There is generally support for the "Main Building" within the NIMR campus. There was concern from the potential developer that this building may be beyond repair/conversion may not be possible due to the nature of the building. The Council is clear that if the building is to be removed, it will expect a faithful replica to be rebuilt. A new building that differs from the original, but maintains the same height will not be acceptable.

Developer Response

In addition to expressing concern about the potential to retain the Main Building on the campus, developers consider that the development does not need to expressly identify "very special circumstances" as it can be demonstrated through the Planning Brief, and subsequent application that the redevelopment will have a beneficial effect on the openness of the Green Belt setting.

The Council agrees this position, but feel that there needs to be a rigorous set of criteria that the development needs to be assessed against in order for it to fulfil this.

Appendix A: Representations and Council Responses

Impact on/ Development appropriate to the Green Belt

Location/ Scale of development

Respondent	Summary of Response	Council Reply	Action
Local Resident	The Area north of the existing security fence should be kept as rough open ground to maintain the rural feel of the area.	This accords with the Planning Brief.	No change necessary.
Local Resident	It is good that you only intend to develop the two front clusters and not the Valley cluster. I take it that this will be demolished and returned to open space.	This accords with the Planning Brief.	No change necessary.
Local Resident	<p>How will this development affect the abundance of trees and hedgerows which are so important to this Greenbelt /Conservation Area? What will be the impact on our privacy and quality of life as residents, living directly opposite the current MRCT facility?</p> <p>We are very worried that this Greenbelt / Conservation site will be compromised, and our quality of life detrimentally affected by the impact of such a large scale development happening right on our doorstep.</p>	<p>It is the aim of the Planning Brief to secure a use on the site which is compatible with the aims of both the Conservation Area, and the Green Belt.</p> <p>Both the London Plan and Barnet's Local Plan are clear that any development either adjacent to or within either of these designations would need to be developed in an appropriate manner.</p> <p>The Planning Brief provides significant guidance with regard to the areas of the site which should be retained as open space. The Brief has sought to keep as much of the site as open/ rural space as possible ensuring that its sensitive setting is not compromised whilst securing a viable outcome for the site.</p>	No change necessary.
Drop in	Seeking no dormer windows larger than	This is a detailed matter which relates to any future	No change

Session Comment 6	existing.	planning application However it is clearly stated in the Planning Brief that any replacement of the “Main Building” on the NIMR site will not be larger than the original.	necessary.
Local Resident	Concerned that high elevation buildings would not be in keeping with the character of surrounding buildings.	Agreed, it is considered that this is already covered in the Planning Brief.	No change necessary.

Construction Traffic/ Traffic

Respondent	Summary of Response	Council Reply	Action
Mill Hill Preservation Society	Concern over lack of a schedule of delivery, and concern over potential long build out period.	This is a detailed matter which would accompany any future planning application	No change necessary.
Drop in Session Comment 2	Concerns highlighted about the impacts of construction traffic on the amenity of nearby residents.	Construction impacts should be managed and mitigated through a construction statement to accompany any future planning application.	No change necessary.
Drop in Session Comment 3	Concern that the Millbrook Park Construction Management Plan is not being adhered to.	These comments have been passed to officers responsible for the Millbrook Park development.	No change necessary.
Local Resident	Wish for the developer to ensure the Ridgeway is left in pristine condition once development completes.	The Council will seek that the impact of construction is mitigated and the number of construction trips are minimised through a Transport Plan and Construction Management Plan. Maintenance of roads is the responsibility of the Council therefore any damage to surfaces will be addressed by Highways.	No change necessary.
Local Resident	My concern about this is largely the effect on traffic on the Ridgeway which has already increased to levels where the road -which used to be quiet and without incident, is now constantly busy. Often schools traffic parked in the area from Mill Hill School past the Adam and	Changing the use on the site entails that the types of trips to and from it will change. However it is not considered that there will be a significant change in the number of trips generated in the end-use of the development.	No change necessary.

	<p>Eve pub cause chaos from approximately 2.45 until 5 pm on weekdays. The road becomes impassable - especially when larger vehicles are trying to get through, The only way is for cars to mount the pavement! The new developments on the old Army site have already made this even worse despite reassurances from the council that this would NOT happen and these proposals would be a disaster for anyone living in the area, particularly those along the side roads such as Burtonhole Lane. I understand that many residents favour some sort of community arts hub, or business use, which I support PROVIDED that there is ample parking. If there is not sufficient provision for this, it will just clog the road up on a constant basis. Suggesting that people would use public transport instead is unrealistic. The buses using that road already cause more problems trying to pass than anything else does! Parents will always park near schools to pick up young children.</p>	<p>A Transport Assessment will be required to accompany any future planning application.</p> <p>The Council will apply its Local Plan residential parking standards to this development. These are highlighted at para 4.31. Parking standards for non residential uses will be applied in line with the London Plan</p>	
Local Resident	<p>We are very worried about the impact of increased traffic, vehicle access, noise & pollution on our semi rural environment, in particular along Burtonhole Lane.</p>	<p>A Transport Assessment will be required to accompany any future planning application.</p> <p>Mitigation of noise impacts through design, layout and insulation will be expected where appropriate</p>	No change necessary.

Retention of existing buildings

Respondent	Summary of Response	Council Reply	Action
Local Resident	Will the façade of the present building be preserved?	If the existing building cannot be retained our preferred approach would be to rebuild the Main Building as set out in paras 3.33 and 3.34 of the Planning Brief	See revised text at paras 3.33 and 3.34
Local Resident	I am pleased to see that you intend to retain the Main Building as this is a great local landmark.	Please see response above	See revised text at paras 3.33 and 3.34
Mill Hill Preservation Society	Clause 3.27 Support retention of the Main Building	Please see response above	See revised text at paras 3.33 and 3.34
Mill Hill Preservation Society	Clause 3.28 Disagree that the Collaborate Centre at 1-3 Burtonhole Lane has architectural merit, and would prefer demolition to increase flexibility on the site.	Objection noted. It is considered that this issue is subjective, and that debate around the matter is welcomed at the planning application stage. The statement in the Planning Brief is not considered to be overly prescriptive.	No change necessary.

Developer Response

Respondent	Summary of Response	Council Reply	Action
Barratt London	<p>Paragraphs 3.5 to 3.9 of the draft Brief aim to highlight key Green Belt policy tests and guiding principles that should be addressed through the redevelopment and reuse of the Site.</p> <p>Paragraph 3.8 (c) is misleading and does not accurately reflect paragraph 89 of the NPPF by stating that “if Very Special Circumstances do not exist, the scheme is likely to be refused planning permission.”</p> <p>Paragraph 89 of the NPPF states that a local planning authority should regard the construction of new buildings in the Green Belt as inappropriate, unless it accords with certain exceptions.</p> <p>The 6th exception identified under Paragraph 89, is: ‘Limited infill or partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continued use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.’</p> <p>Development which falls within this category is considered to be ‘appropriate.’ Where development is considered ‘appropriate’, Very Special Circumstances (VSC) are not required.</p> <p>The Brief proposes a framework for the complete redevelopment of the Site, which is a previously developed site. If the redevelopment does not have a greater impact on the openness of the Green Belt and the purpose of including land within it will be considered appropriate against Paragraph 89 and VSC will not be required.</p>	Agreed that the site fulfils the criteria of the 6 th exception of the NPPF para 89.	See revised text at para 3.8
Barratt London	<p>Paragraph 89 sets out two potential options for redevelopment of brownfield land in the Green Belt:</p> <p>The development accords with para. 89 by not having a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development. Therefore the development is considered appropriate and VSC are not required.</p> <p>The scheme does not accord with para. 89 by having a greater impact on</p>	The Council has changed para 3.8 with regard to Very Special Circumstances and revised para 3.10	See revised text at para 3.10

Respondent	Summary of Response	Council Reply	Action
	<p>the openness of the Green Belt and the purpose of including land within it than the existing development. Therefore the development is considered to be inappropriate and VSC are required.</p> <p>We are very concerned that the Brief as drafted does not explicitly allow for the first option, and only refers to option B. To address this, we suggest that the following amendments (insertions highlighted green and deletions red) to paragraph 3.8c of the Brief to bring it in line with the NPPF:</p> <p>“The NPPF defines inappropriate development. This is development which is, by definition, harmful to the Green Belt [and should not be approved except in very special circumstances. The NPPF states that the construction of new buildings in the Green Belt is inappropriate, unless it accords with certain exceptions, in which case the development is considered to be appropriate.] <i>Very Special Circumstances, therefore, must exist to enable development within the Green Belt. Harm to the Green Belt is, therefore, the priority key material consideration in determining any planning application for this site. If Very Special Circumstances do not exist, the scheme is likely to be refused planning permission. The NPPF addresses the issue of appropriate development in the Green Belt in Paragraph 89 which inter alia, defines as an exception to inappropriate development.</i> Paragraph 89 sets out a number of exceptions to inappropriate development as, which includes:</p> <p><i>‘Limited infill or partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continued use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.’</i></p> <p>[If the scheme therefore demonstrates that the redevelopment of the site will not have a greater impact on the openness and the purpose of the Green Belt than the existing development, in accordance with Paragraph 89</p>		

Respondent	Summary of Response	Council Reply	Action
	<p>of the NPPF, very special circumstances will not be required.]</p> <p>[The development principles described in the Brief take account of the need to protect openness, and to respect the objectives of the Green Belt.] This Brief addresses this point. The proposals the Council is setting out make use of a brownfield site and in such a way that it does not have a greater impact on the Green Belt. It does this in two ways:</p> <p>By restricting all new development to the [Ridgeway cluster and Burtonhole Lane cluster] southern part of the site (see Figure [7]), it clears the northern section of all existing buildings (although the retention and conversion of one building for a visitors centre may be allowable). This enhances the openness of the Green Belt.</p> <p>It enables the site to be designed, re-sculptured and enhanced by fresh landscaping and in a setting which promotes openness, permeability and a mix of uses complementary to its setting and the Green Belt.”</p>		
Barratt London	<p>To ensure consistency, we also consider that para 3.9 of the draft brief should be amended as follows:</p> <p>“Any future proposal will need to demonstrate that the location and scale of new buildings will not have a greater impact on the openness of the Green Belt. [If it does, very special circumstances will need to be demonstrated.]”</p> <p>A further paragraph should be inserted after para 3.9 to set out the potential factors, that either in isolation or in combination, could amount to demonstration of VSC if required. We suggest that the following paragraph is included:</p> <p><i>“If it is identified that Very Special Circumstances are required, the following factors, either in isolation of combination could be considered:</i></p> <p><i>Improvements in access to high quality open space;</i> <i>Increased opportunities for sport and recreation;</i></p>	<p>The measures set out at para 3.12 are considered appropriate to test the suitability of the scheme in terms of ensuring the positive management of the Green Belt.</p> <p>The Council sees no merits in proposing a new test for very special circumstances along the lines proposed.</p>	No change.


Respondent	Summary of Response	Council Reply	Action
	<p><i>Landscape and biodiversity benefits;</i> <i>Socio-economic Benefits;</i> <i>Securing the future economic redevelopment of the site, which will be vacant and contains buildings that are not suitable for conversion or re-use;</i> <i>Removal of unsightly features and buildings that detract from the Mill Hill Conservation Area and the Green Belt”</i></p>		
Barratt London	<p>Given the housing shortage in London and the acknowledgement that a lack of housing is the number one threat to the London economy, the delivery of a significant number of high quality homes on the Site should also be given significant weight.</p> <p>The direction of travel in planning policy is to make the best possible use of Brownfield land that is suitable for housing, including land within the Green Belt. The current consultation on the proposed changes to the NPPF (December 2015) includes an amendment to alter Paragraph 89. The consultation draft sets out that development on Brownfield land in the Green Belt, which contributes towards the delivery of Starter Homes may be considered appropriate development where any harm to openness is “not substantial.” This amendment would provide greater flexibility for the redevelopment of Brownfield land in the Green Belt in comparison to existing policy.</p> <p>We request that the consultation draft of the NPPF and subsequent potential changes are acknowledged within the Brief.</p>	<p>The council considers that making changes based on a draft update to the NPPF is not appropriate.</p> <p>This proposal to amend para 89 of the NPPF and diminish the impact on openness as a key material consideration causes the Council serious concern.</p> <p>To create a blanket change relating to Green Belt policy in favour of a specific class and type of housing ie Starter Homes will not support sustainable development objectives.</p>	No change.
Barratt London	<p>Paragraph 1.9 of the draft Brief sets out that one of the opportunities for the Site is the retention and re-use of the Main Building, in whole or part. Barratt has undertaken a design competition for redevelopment of the building, which the Council, the GLA and local interest groups participated</p>	<p>If the existing building cannot be retained our preferred approach is to rebuild the Main Building</p>	See revised text at paras 1.9

Respondent	Summary of Response	Council Reply	Action
	<p>in, including the Mill Hill Neighbourhood forum. De Metz Forbes Knight architects were successful and are now working in collaboration with Hawkins Brown architects to design the redevelopment of the Site. The preferred scheme which emerged from the competition consisted of the retention of the central element of the building, and the demolition and rebuilding of the four wings. This scheme was selected as it would reduce the bulk of the building and allow for enhanced openness and views into the countryside from the Ridgeway.</p>	<p>as set out in para 3.34 of the Planning Brief</p>	<p>and 3.34</p>
<p>Barratt London</p>	<p>Based on the outcome of the design competition, Barratt has undertaken detailed analysis of the structural condition of the building and a detailed assessment of the works required to convert the building. This analysis has indicated that the layout and structure of the building does not lend itself to be easily adapted for residential and commercial uses.</p> <p>With specific regard to the preferred scheme from the design competition, demolition of the four wings and conversion of the central element would require significant structural alterations. The structure and layout of the existing building would impact severely on the quality of the residential and commercial space that can be created, with some apartments being unable to meet certain minimum design standards.</p> <p>The required works would ultimately result in a large proportion of the central element of the building needing to be re-built, and would consequently have a significant impact on the fabric and appearance of the building.</p> <p>The key issues are summarised below (please see the enclosed document by dMFK for further information):</p> <ul style="list-style-type: none"> •To facilitate the removal of the wings and other alterations to brickwork, over 50% of the facade of the central part of the building would be new brickwork. Architecturally, it is problematic to match the new brickwork with the old, and this would therefore result in an incoherent composition or an unacceptable brick match. •The existing brickwork of the building is of poor quality with many spalled 	<p>The Council considers that the issues raised here are too detailed for inclusion in the Planning Brief, and instead should be used in the preparation/ decision of a planning application.</p> <p>Our preferred approach is set out at para 3.34</p>	<p>See revised text at paras 1.9 and 3.34</p>

Respondent	Summary of Response	Council Reply	Action
	<p>bricks, detached brick slips, and poor quality pointing.</p> <ul style="list-style-type: none"> •The oxidised green copper roof is a key design feature of the building. However, the material is at the end of its design life, and any refurbishment scheme would require the complete replacement of the existing roof. •The west chimney needs to be re built to include cavity trays. •Whilst Floor to Ceiling Heights are generous to the lower floors, the 4th and mezzanine (5th) floors do not meet minimum standards and are of insufficient height to accommodate residential space, with the 5th floors at less than 2m under the existing, unlined beams. The existing mezzanine floor cannot be altered as it braces the main facade. •The current arrangement of the floor levels does not allow for dropped ceilings which will be required for residential and commercial accommodation. Dropped ceilings to service apartments and create insulation and soundproofing will result in unsightly bulkheads above all new windows in the facade. •Existing floor slabs are cast deep into the brickwork facades, creating a thermal cold bridge problem. This can be solved by completely overcladding the building, however this would significantly alter the appearance of the existing building. •Existing floors are not structured to deal with B1 office live loads. The existing floor construction is beam and pot construction, which performs badly for acoustic separation. •The building is not framed and the brick façade is load bearing. The facades are constructed using solid loadbearing masonry and are up to 900mm thick. They require substantial internally fixed additional structure to strengthen them to withstand disproportionate collapse. This would impact on the layout and structure of the building. •The existing cores are poorly located and, if reused, result in unworkably shallow units at the ends on each level. •The re-positioning of the cores requires complex temporary support, and 		

Respondent	Summary of Response	Council Reply	Action
	<p>results in an unsatisfactory arrangement of internal columns, to the detriment of the quality of the residential units.</p> <ul style="list-style-type: none"> •Existing centrally located columns impact negatively on the quality of the residential units. •Significant cost in connecting new basements to new cores •The lower ground floor slab would need to be re cast as the existing slab is only 100mm thick. •The formation of a lightwell around lower ground floor to obtain beneficial use of accommodation requires significant retaining structure and framing for relatively low quality space. 		
Barratt London	<p>Tavernor Consultancy has undertaken an assessment of the building's heritage significance. The assessment states that the building holds some historic and architectural interest, but most of its significance is derived from the building's use as a research institute, which will be much reduced when the Medical Research Institute vacate the site. The building is not nationally or locally listed.</p> <p>The Brief should support the rebuilding of the central part of the building in a similar form and scale to the existing building. This would deliver a number of benefits:</p> <ul style="list-style-type: none"> • The replacement building would be of better design quality, and could incorporate key elements of the design of the existing building including: <ul style="list-style-type: none"> o The profile and appearance of the roof; o The form of the building; and o Architectural detailing. • It would have the capacity to gently address poor architectural features which contribute to the negative effect of the building on the Conservation area, and replace with elements that will enhance the character of the area. • It would maintain its contribution towards the Conservation Area as a focal point and landmark building forming part of an important view across 	<p>If the existing building cannot be retained our preferred approach is to rebuild the Main Building as set out in para 3.34 of the Planning Brief .</p> <p>Para. 3.34 has been revised to highlight the Brief's expectations with regard to any replacement building in the event of the removal of the Main Building</p>	See revised text at paras 1.9 and 3.34

Respondent	Summary of Response	Council Reply	Action
	<p>the valleys into the Conservation Area from Totteridge Common and Totteridge Lane;</p> <ul style="list-style-type: none"> • It would deliver better quality homes, meeting all space standards, and better quality employment space; • It would deliver a more energy efficient building; and • It would improve the viability of the scheme, which could enable wider benefits to be delivered. 		
Barratt London	<p>We request that the Brief is amended to allow for the Main Building to be rebuilt. To allow for this scenario, we request that the following amendments are made to the Brief:</p> <p>Para. 1.9 Bullet 10 – <i>“To improve, retain and re-use [or re-build] the distinctive Main Building, in whole or part. This would have a positive impact on its appearance through the removal of unsightly additions;”</i></p> <p>Para. 3.27 – <i>“Any development should preserve or enhance the character and[or] appearance of the Mill Hill Conservation Area as a designated heritage asset. Although the Mill Hill Conservation Character Appraisal states that the Main Building ‘due to its appropriate height, scale and prominent siting fails to enhance the character of the area’ it is the Council’s desire to retain [or re-build] the Main Building in part or in whole.”</i></p> <p>Para. 3.28 – <i>“In the event of the removal of the Main Building, it is unlikely that a replacement building of the same scale would be considered acceptable its rebuilding in a manner which retains the scale, massing and positive features of the building would be acceptable.]”</i></p>	<p>These revisions are largely agreed.</p> <p>Para. 3.34 has been revised to highlight the Brief’s expectations with regard to any replacement building in the event of the removal of the Main Building</p>	<p>See revised text at paras 1.9, 3.33 and 3.34</p>
Barratt London	<p>Paragraph 3.5 of the Brief states that new built development will be restricted to the Ridgeway Cluster and the Burtonhole Lane Cluster only – the extent of both clusters is shown on Figure 7.</p> <p>We request that both the Ridgeway cluster and the Burtonhole Lane cluster are amended in accordance with the enclosed plan (please see enclosed).</p>	<p>The Council considers that the Clusters shown in the Brief are indicative. This is made clear in para 5.5. The text has been revised</p>	<p>See revised text at Fig 7 and para 5.4</p>

Respondent	Summary of Response	Council Reply	Action
	<p>This will bring the northern boundary of the Ridgeway cluster broadly in line with the rear of the building line of residential properties along St. Vincent's Lane. The amended clusters ensure that new development will be focused to the south of the site, with the northern section being cleared of existing buildings to deliver significant benefits to the openness of the Green Belt.</p> 	<p>at para 5.4 and at Figure 7 to clarify their indicative nature.</p>	
<p>Barratt London</p>	<p>We also request that a degree of flexibility is provided at Paragraph 5.4 to allow for potential of new development to be located outside of the Ridgeway and Burtonhole Lane clusters, if for any reason this is required and subject to it being robustly justified in accordance with NPPF policy, which is summarised earlier in these representations. The proposed amended wording is set out below: <i>“New built development will [should] be restricted to the [indicative] Ridgeway Cluster, including the associated car parks, and the [indicative] Burtonhole Lane Cluster only as shown on Figure 7. It is unlikely that no development, [other than] save for ancillary facilities for the playing pitches</i></p>	<p>There is flexibility within the Brief. As highlighted above the indicative nature of the clusters is made clear at paras 5.4 and 5.5 as well as Figure 7. However the message on zoning of development is an essential component of the Brief.</p>	<p>No change.</p>

Respondent	Summary of Response	Council Reply	Action
	<i>and a possible visitors centre for the Totteridge Valley (as part of a new regional park, as promoted in the London Plan) will be acceptable outside of these two areas.”</i>		
Barratt London	Paragraph 3.19 states that the Council expects the development to seek to provide at least 2,000 sq. m of employment space for B1 (a) and B1 (b) uses, subject to the findings of a supporting Employment Study. Barratt consider 2,000 sq. m represents an appropriate viable amount of employment space that could be supported on the Site, given its location and the demands for businesses seeking to expand or relocate within Barnet. The employment space will help support innovation and growth through provision of workspace for small to medium enterprises, the entirety of which we consider can be accommodated in the Main Building.	We note these positive comments and highlight that the Brief expects at least 2,000m2	No change.
Barratt London	Paragraph 1.9 - The development that takes [should seek to take] advantage of the topography and the landscaping so that, with the exception of the Main Building, development nestles within the existing and enhanced landscaping	Agreed.	See revised text at para 1.9
Barratt London	Paragraphs 1.3 and 2.8 - The MRC will commence the decant of the Site in 2016 but the Site will not be vacant until Summer 2017. Please amend paragraph 1.3 and 2.8 for accuracy.	Agreed.	See revised text at paras 1.3 and 2.8
Barratt London	Paragraphs 3.9 - The NPPF does not define openness or the criteria against which it will be tested. Case law has established that it can be assessed taking into account a balance of factors. Barratt support the measures set out in paragraph 3.9 but request that the following is also included as this is an important factor in assessing the openness of a site: <i>“Existing and proposed managed publically accessible open space.”</i>	The existing list of considerations at para 3.12 includes an assessment of public accessibility	No change.
Barratt London	Paragraphs 1.8, 3.22 and 3.27 – please amend the relevant sections of these paragraphs to state - preserve [or] enhance the character [or] appearance of the Mill Hill Conservation Area in accordance with the Planning (Listed Buildings and Conservation Areas) Act 1990.	Our view is that development should preserve or enhance character and appearance	No change.

Respondent	Summary of Response	Council Reply	Action
Barratt London	<p>Paragraph 4.4 – It will be necessary to build up certain parts of the site to achieve the appropriate levels. We request the wording of para 4.4 is amended as follows to provide flexibility for this:</p> <p><i>“New development may require parts of the site to be relevelled. This should [primarily] be done by cutting into the slopes, [but it may also be necessary to build up certain parts of the site]”.</i></p>	<p>of the Conservation Area.</p> <p>Agreed in part. There is some ambiguity in what is meant by “to build up”. Primarily can be added.</p>	<p>See revised text at para 4.4</p>

Other Issues

Respondent	Summary of Response	Council Reply	Action
Drop in Session Comment 4	Concern over the issue of drainage on the sports field. Concern over potential contamination of local water supply from drainage methods.	A planning application of this size will be required to be accompanied by a Flood Risk Assessment, and a contamination report.	No change.
Drop in Session Comment 5	Opposition to use of local school as landfill for construction waste.	This is outside the scope of the Planning Brief.	No change.
Drop in Session Comment 7	Existing biodiversity, there are slow worms and snails.	A biodiversity study will need to be carried out as part of any future planning application.	No change.
Mill Hill Preservation Society	Clause 3.20 We would have liked an accommodation schedule to be provided	This is a detailed matter which should accompany any future planning application.	No change.
Drop in Session Comment 1	This is a country area, and the Ridgeway is becoming congested.	It is acknowledged that by changing the use on the site, that the types of trips entering and egressing the will change. It is not considered that there will be a significant change in the number of trips generated in the end-use of the development however.	No change
Mill Hill Preservation Society	Clause 3.19 We are surprised that no A1 uses have been included	This site is outside of a Town Centre. The Council will therefore not seek to promote retail at this location, to preserve the vitality of existing centres.	No change
Mill Hill Preservation Society	We believe that Clauses 4.15 & 4.16 should come after Clause 4.13 as they relate to the southern site boundary fronting The Ridgeway. The current Clause 4.14 concerning the eastern boundary should come before Clause 4.17	Agreed.	See revised order of paras 4.13 to 4.16

Mill Hill Preservation Society	Support inclusion of public art recognising the historical achievements at the site.	We welcome this support	No change.
Natural England	Natural England does not consider that this Consultation on draft Planning Briefs North London Business Park poses any likely risk or opportunity in relation to our statutory purpose, and so does not wish to comment on this consultation.	Noted	No change.
Highways Agency	No comments.	Noted	No change.
Herts and Middx Wildlife Trust	<p>The plans must take appropriate account of the existing ecological value of the site. The development proposals must demonstrate how they will conserve and enhance biodiversity, in accordance with NPPF. This will entail ecological survey of the site and the specification of any avoidance, mitigation, compensation or enhancement measures required to achieve net biodiversity gain. The survey should be consistent with BS 42020 'Biodiversity code of practice for planning and development'. It should show; what is there, how it will be affected by the development proposals and how any adverse impacts can be avoided, mitigated or compensated in order to achieve net ecological gains. Ongoing management proposals to achieve net gain should be described, including the funding arrangements required to maintain ecological gains in perpetuity.</p> <p>NPPF also states that 'opportunities to</p>	<p>Noted, the purpose of a Planning Framework is to establish the principals a development must be in accordance with in order to gain planning consent.</p> <p>It is considered that the Planning Brief sets this out in sections 3.33-3.35.</p>	No change.

	<p>incorporate biodiversity in and around developments should be encouraged'. Bird and bat boxes are a useful way of achieving this. It is important that such features are positioned in the correct areas, i.e. next to productive feeding and commuting routes, orientated correctly for the species concerned i.e. bat tubes south facing birds north, as high as possible on the building, and most importantly integrated into the fabric of the building e.g. Habibat bat boxes. Free standing boxes are less effective and prone to vandalism or theft.</p> <p>Given the semi rural location of the site, planting schemes should mimic natural vegetation communities in order to maximise ecological gains. Therefore tree planting, meadow creation or waterside planting should be consistent with the most appropriate National Vegetation Classification community for the area and soil type.</p> <p>Lighting within and around development should respect the ecological functionality of nocturnal movement corridors. Certain species of invertebrate and mammal are highly sensitive to inappropriate lighting. Surveys should determine where these movement corridors are and put forward measures that demonstrate how these will be protected and enhanced.</p>		
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Local Resident	Overall I think the planning brief is good.	Support is noted.	No change.
Local Resident	Affordable housing is very important in the area and it would be good to include this on site and not allow the developer to build it elsewhere.	Affordable housing will be required on all new residential development.	No change.
Local Resident	The workspace units should be restricted in size for start-ups and maybe something along the lines of Barnet's own Tech Park	The Council will support a wide range of uses within the commercial element of the development.	No change.
Local Resident	With regard to the access from Burton Hole Lane I would have thought that traffic could move within the site if there was an internal road between the 2 clusters.	It is not the intention of the development to direct traffic through the site.	No change.
Local Resident	Don't think shops are a good idea as there are plenty at Kelly's Corner but a cafe and or restaurant is	Noted, there will only be limited ancillary retail use.	No change.
Glartique Ltd	As a local micro business (currently working from home in Bunns Lane) there are no adequate affordable artist studio space in NW7. NIMR is an ideal space to develop a creative hub in north london. There many places in central and east london but none in the outer areas of North London that are accessible and affordable. This space would be a great addition to the local area, as a tech and creative hub for micro and small businesses.	Support is noted.	No change.
Local Resident	An affordable NW7 creative hub with artist studios and micro and small creatives businesses would be the best use for this site. There are loads of these in East London, but nothing like that in NW7. This would help to retain the "villagey" feel of Mill Hill. The more	It is considered that flexible B1(a)/B1(b) commercial space will fulfil this purpose adequately.	No change.

	that little matchbox flats are crammed into this area, the less of its original character is retained. Also, it is all very well housing more people, but they need somewhere to work. If people can work locally, that is much greener for the environment because they do not need to use fuel travelling into central London.		
Local Resident	I understand that many residents favour some sort of community arts hub, or business use, which I support PROVIDED that there is ample parking.	It is considered that flexible B1(a)/B1(b) commercial space will fulfil this purpose adequately. Parking standards will be applied in accordance with the adopted Local Plan policy.	No change.
Hendon and District Archaeological Society (HADAS)	The draft brief deals satisfactorily with matters relating to the built heritage (especially the NMRC building itself, whose importance is well recognised) and conservation aspects of the site, but fails to mention archaeology. Although not in an Area of Special Archaeological Significance the site borders Area 16 delineated in the map at Appendix 1 to the Development Management Policies document of Barnet's Local Plan, published in September 2012 and is close to Area 1b. Tara Fidler's 2007 report to the Council on Areas of Archaeological Significance states, referring to Area 16 that An Acheulian hand-axe (Neolithic), a barbed and tanged arrowhead (Bronze-age) and baked clay and wattle building material of possible Iron Age date have been found in the area. The recent discovery of prehistoric remains on the site of the old Inglis Barracks indicates the potential.	Noted. Information will be included, with Historic England to advise on the specific undertakings upon submission of a planning application.	Add contextual information at para 3.29.

	<p>Possible Roman road 167 is said to follow The Ridgeway through Mill Hill. There may have been a Saxon settlement near Mill Hill Village, an arrowhead, knife (9th or 10thC) and axe being found here. Settlement developed in the 17th and 18thC with the construction of large houses along the Ridgeway. The planning brief should draw attention to all this, and indicate that any proposals which involve significant excavation, whether or not for building, should take into account the possibility that archaeology, whether artefacts or evidence of earlier landscape use, will be encountered and should be studied appropriately. It will be for Historic England to advise on whether any specific archaeological condition should be imposed on any planning application made in pursuance of any planning brief.</p>		
Local Resident	<p>Since this is a conservation area on green belt land, the land should not be appropriate for a dramatic change of use. It is currently offices with a small amount of private residential use. The land also has some sports and recreational for the private use of the offices and residential owners only. There is currently no A1 small retail or A3 restaurants & the sports and recreation within the property are for not available for public use. Changing this land to public leisure & entertainment use, will increase traffic, noise & the potential for further planning. Once small retail, restaurants, sports</p>	<p>It is considered, that once the site is vacated, that a new use needs to be found. Evidence suggests that the continuation of the use by a different occupier is not likely, meaning a change of use of the site is required. In the context of significant housing need in London, leaving the floorspace vacant is not considered practical.</p> <p>The Council is satisfied that the replacement of some of the jobs on the site, alongside new residential, with a</p>	No change.

	and leisure activities become a destination for the public, there is no reason why further expansion of the retail & leisure activities may not be considered for a larger retail park in the future. How are the planners proposing that this represents conserving the land for private office & residential use only? What do the planners consider are the principles of conservation of the use of the land?	returning of some of the site to the green belt represents an appropriate use of the land.	
Environment Agency	<p>A small part of the south of the site sits on Secondary A Aquifer and within Source Protection Zone II and we would therefore like to provide the following comments and recommendations.</p> <p>The proposed development site appears to have been the subject of past industrial activity which poses a high risk of pollution to controlled waters. We are however unable to provide detailed site-specific advice relating to land contamination issues at this site and recommend that you consult with your Environmental Health / Environmental Protection Department for further advice. Where necessary we would advise that you seek appropriate planning conditions to manage both the risks to human health and controlled waters from contamination at the site. This approach is supported by Paragraph 109 of the National Planning Policy Framework.</p>	Noted. These will be undertaken when an application comes in.	Identify the potential actions in the Planning Brief at para 4.20
Environment Agency	We recommend that developers should: 1. Follow the risk management framework	Noted. These will be undertaken when an application comes in, but can be flagged	Identify the potential actions

	<p>provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.</p> <p>2. 2. Refer to the Environment Agency Guiding principles for land contamination for the type of information that is required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.</p> <p>3. 3. Refer to the contaminated land pages on GOV.UK for more information.</p>	up in the Planning Brief	in the Planning Brief at para 4.21
Historic England	<p>While the NIMR site does not lie within an Archaeological Priority Area as currently defined, its Northern area does contain extensive undeveloped land with significant potential for new discoveries. GLAAS therefore recommends that any major application is supported by an archaeological desk-based assessment and, if extensive earthmoving is proposed on previous undeveloped land, field evaluation. The Southern built-up area has historical interest related to its wartime and medical research uses. GLAAS recommends historic building assessment and recording of significant structures prior to conversion or demolition. Research should be supported by documentary and oral history which together could inform locally distinctive place-making for the new development.</p>	Noted.	Identify the potential actions in the Planning Brief at para 3.29.
Historic England	<p>We note that you have highlighted the Mill Hill Conservation Area in relation to the site at the</p>	Noted.	Identify the potential actions

	<p>National Institute Medical Research, and the Grade II listed lodge building that is in close proximity to the Copthall site. In addition to these two heritage assets we would encourage you to make reference to the potential for impacts on the setting of other listed buildings in close proximity to the National Institute Medical Research site. These include the Banqueting House in the grounds of St Vincent's Convent, St Vincent's Convent (part called 'Littleberries'), Chapel adjacent to St Vincent's Convent and Burtonhole Farmhouse (all Grade II listed). This is because when planning applications are submitted on these sites you will need to consider the impact on the setting of listed buildings, as set out in the 1990 Planning (Listed Building and Conservation Areas) Act</p>		<p>in the Planning Brief at para 3.29</p>
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PLANNING BRIEF

National Institute of Medical Research, Mill Hill

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Introduction

Purpose of the Planning Brief

- 1.1 This Planning Brief has been formulated to provide the planning framework for the re-use and redevelopment of the National Institute of Medical Research (NIMR) site.
- 1.2 The NIMR is situated to the north of The Ridgeway in Mill Hill, in the London Borough of Barnet. The NIMR site is located in the Green Belt and also within the Mill Hill Conservation Area. It is also within the area to be included within the Mill Hill Neighbourhood Plan.
- 1.3 The site is due to be vacated in 2017, when the NIMR relocates to the new Francis Crick Institute at St Pancras.
- 1.4 There is a significant opportunity to transform the site into a residential-led, mixed use development that is sensitive to and enhances its surroundings and is planning policy compliant.
- 1.5 While this site represents opportunities it is also affected by a wide range of constraints, including the Green Belt and the Conservation Area.
- 1.6 A Planning Brief is therefore considered to be the most appropriate vehicle for providing the necessary framework to enable the site to be brought forward for development that provides certainty, guides the developer and is robust enough to defend any decision of the Council.
- 1.7 This Planning Brief sets out the key parameters to consider in determining the future of the site reflecting existing policies, the Green Belt and Conservation Area, and its existing role as a major source of employment. This is presented together with the opportunities it provides for the delivery of housing and new employment space that supports the needs of modern businesses.

Objectives for the NIMR site

- 1.8 The objectives for the site are:
 - To deliver a high quality residential-led mixed used development comprising a range of housing types and tenures, including family homes;
 - To ensure the positive management of the Green Belt, by maintaining openness, as well as seeking to enhance biodiversity and improving access to opportunities for outdoor sport and recreation;
 - To preserve or enhance its contribution to the character and appearance of the Mill Hill Conservation Area;
 - To provide opportunities for employment creation, ensuring the continued contribution to innovation and growth through provision of workspace for small to medium enterprises; and
 - To ensure any new development is of the highest design and environmental standards and appropriate in scale and siting.
- 1.9 In order to deliver these objectives the re-use and redevelopment of the NIMR site presents a number of opportunities. These include :

- Provision of new floorspace for Employment – B1(a) Offices or B1b (Research and Development)
- Introduction of new uses including :
 - Residential – C3
 - Small scale retail - A1 (Shops) or A3 (Restaurant and Cafe)
- Provision for new Open Space and Sport and Recreation
- Non-residential floorspace should be located in the higher density heart of the development. It should be positioned on the lower levels of buildings in order to create active frontages;
- Positive management of the Green Belt to provide improvements in overall quality and accessibility;
- A strategic contribution towards housing delivery in Barnet. The size of the site will ensure steady delivery of housing over the medium term;
- The development should not result in a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development, unless very special circumstances are demonstrated;
- The development should not adversely impact on the Conservation Area and adjoining residential amenity
- The development should seek to take advantage of the topography and the landscaping so that, with the exception of the Main Building, development nestles within the existing and enhanced landscaping;
- To improve, retain, re-use or re-build as per the original the distinctive Main Building, in whole or part;
- The existing large number of trees present throughout the site can play an important role in screening proposed buildings as well as adding amenity value and character to the development;
- New employment space meeting the needs of modern businesses in particular small to medium enterprises;
- The removal of security fencing is an opportunity to improve public access to the Green Belt. Improvements to the quality of the existing public right of way can make it more accessible;
- Improved accessibility to the sports pitches and pavilion.
- The Council would seek the continuation and improvement of the sports pitches to form part of the cluster with the adjoining pitches;

- The enhancement of biodiversity through sensitive landscaping, the creation of new natural water features (as part of a SUDS network) and the creation of informal public parkland through the enhancement of the copse, glades and meadows within the site;
- Improving public access and pathways from The Ridgeway and Burtonhole Lane will provide an opportunity for the site to be a gateway to the Totteridge Valley and increase accessibility to the countryside and the Green Belt;
- Innovative forms of public art to mark the scientific advances at Mill Hill over the last 65 years.

2 The Existing Site

Site History

- 2.1 The Medical Research Council (MRC) was formed in 1913 and established its facilities in Hampstead. It soon afterwards established the National Institute for Medical Research.
- 2.2 In 1922 the MRC purchased 15 hectares of the Rhodes Farm at Mill Hill in order to support its existing laboratory facilities in Hampstead. In the 1930s it was recognised that the MRC had outgrown its Hampstead location. It therefore took the decision to move to Mill Hill.
- 2.3 Construction of the Main Building commenced in 1937. Designed by Maxwell Ayrton, the architect of the original Wembley Stadium, the Main Building was not occupied by the MRC until 1949, having served as a base for the Women's Royal Naval Service during the Second World War.
- 2.4 The NIMR changed its name to the Francis Crick Institute in 2015 and Mill Hill became one of the new Institute's campuses. The evolution of the existing site now known as the National Institute of Medical Research can be summarised in three key periods of development:

Phase 1 Early buildings completed in the 1920s and 1930s (buildings mainly to the west of the site) including the Stroud and Laboratories site, as shown in Figure 1 below.

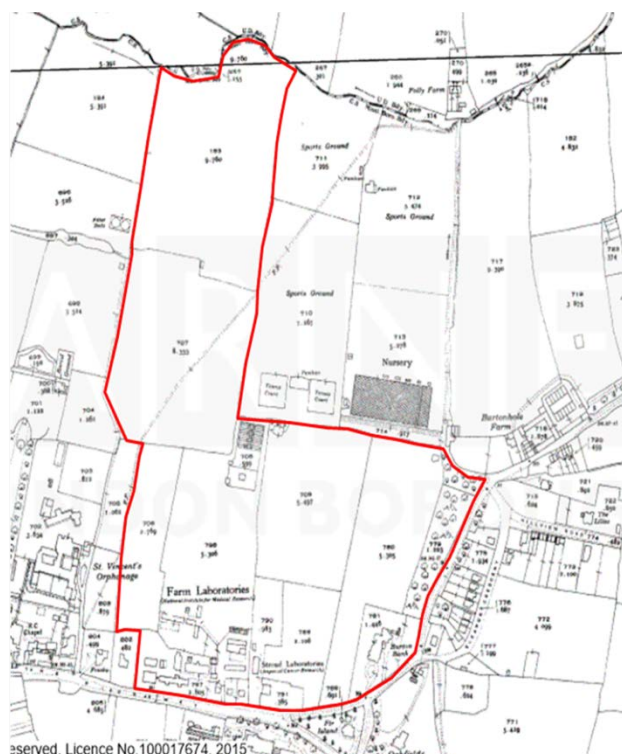


Figure 1. 1935 OS map showing early buildings that existed on the site.

Phase 2 Centred around the Main Building. These were completed between the late 1930s and 1950 to replace the Stroud Laboratories, as shown in Figure 2 below.

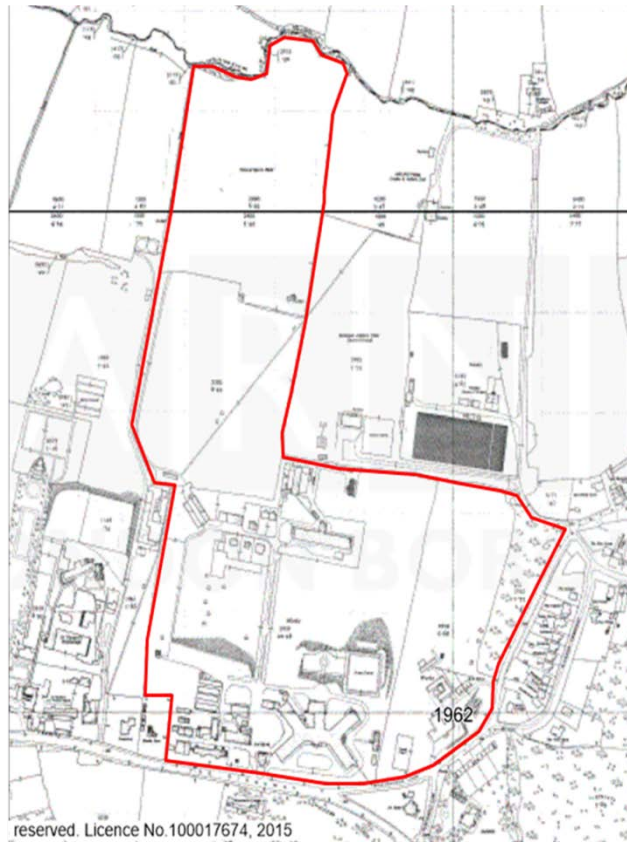


Figure 2 1962 OS map

Phase 3 Expansion in late 1960s early 1970s with new car parks and extensions to existing buildings, as shown in Figure 3 below.



Figure 3 Current Site

- 2.5 Collectively these buildings represent approximately 42,000 m² of development. Therefore, there is significant scope for the re-use and redevelopment of the site within the Green Belt and Conservation Area.
- 2.6 The NIMR is one of the world's leading centres for medical research. Throughout the Main Building there are many plaques, awards (including Nobel Awards), and displays marking medical research achievements over the last 60 years. Whilst these are likely to be relocated to the new Francis Crick Institute at St Pancras, the Council is keen to ensure that any new development respects that history and incorporates within the scheme markers to the past. This could be in the form of, public art, retention of buildings and other features, street and building naming and plaques.

Current land uses

- 2.7 The site is primarily used for research and development purposes (use class B1(b)). The site also includes offices, and residential accommodation (used for the housing of students based on the site), associated car parking, storage and open space.
- 2.8 The NIMR will vacate the site in 2017. Following a competitive tender process, Barratt London have entered into an agreement to acquire the site from the MRC.
- 2.9 Topographically the site varies greatly from north to south with a 20-25 metre fall which splits the land use into two distinct areas, as shown on Figure 4 below:
- the southern element fronting The Ridgeway and part of Burtonhole Lane, contains the majority of buildings in two clusters, together with areas of hardstanding, formal landscaping fronting the Main Building and a wooded area between the Main Building and the buildings off Burtonhole Lane. This area consists of over 30 different buildings, including the Main Building, and is the main area used for research and development; and
 - the northern part of the site largely consists of open space which is used for sport and recreational purposes, currently, by MRC employees. There are in this area, however, a number of low rise ancillary buildings, together with six houses, which have a rural character. The open space in the northern section extends into the Totteridge Valley and comprises informal grassland (the Meadow) and playing pitches. The playing pitches are currently private, and adjoin Council owned pitches at the Mill Hill Sports Club.

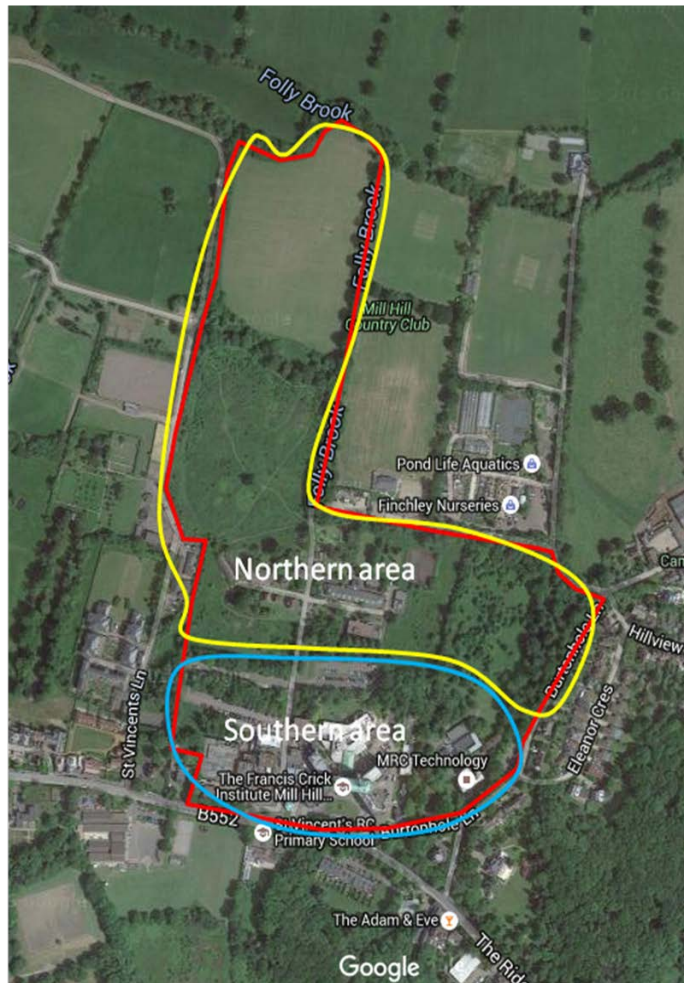


Figure 4 Northern and Southern Areas

- 2.10 The MRC has been a significant employer within Barnet, employing some 600 staff. The current uses at the site include employment falling within use class B1 a (offices) and B1b (Research and Development).
- 2.11 Car parking provision on the site of around 400 spaces reflects these employment levels. Spaces are located throughout the site, with three large surface level car parks between The Ridgeway and Valley clusters. In addition, there are ad hoc spaces around the perimeter of various buildings.
- 2.12 The open spaces on the site comprise a mix of playing pitches, a meadow, woodlands/copse, glades and formal open space around the buildings. The site is extensively landscaped with dense tree coverage in parts, which help screen the existing development from the Totteridge Valley and other view points.

Location of Buildings

- 2.13 The existing buildings are located in three main clusters as shown in Figure 5 below. These are :

The Ridgeway Cluster

The largest cluster, containing the Main Building fronts The Ridgeway. To the west is a group of low rise research laboratories and storage facilities. Adjoining the Main Building to the north are three storey laboratories and training facilities, with car parking.

The Burtonhole Lane Cluster

This includes the current Medical Research Centre Technology (MRCT) facility and consists of a three storey research centre, together with single and two storey buildings.

The Valley Cluster

This cluster contains a number of buildings, including four detached and two semi-detached two-storey cottages, storage buildings and a stable block. It also contains two to three storey laboratories with associated high security fencing.



Figure 5 Site Clusters

2.14 The Main Building on the site is an imposing nine-storey brick block with four splayed wings of four and five storeys. The building is neither statutorily nor locally listed. It is identified as a Tall Building in the Local Plan Core Strategy – Map 8. and in the Council's Tall Buildings Study and is defined as an existing Tall Building. Various extensions have been added, together with external additions which include air conditioning, flues, fire escapes

and other equipment essential for the safety and comfort of the building occupants. The building has touches of art deco architecture, with an imposing art deco entrance hall. A later extension the Fletcher Memorial Hall to the rear of the Main Building is also in the art deco style. The Main Building is the most visible building on the site and can be seen from long distance viewpoints. The upper floors offer excellent views in all directions.

- 2.15 Other buildings have been added to the site over a 60-year period to accommodate the needs and changing requirements of the NIMR. These are generally between one and three storeys and nestle within the tree canopy.
- 2.16 The buildings on site contain approximately 42,000 m² gross floorspace accommodation, comprising a range of laboratory and research facilities, offices, residential accommodation and social facilities. As it has not been possible to survey all of the buildings, the Council has not been able establish the precise floorspace figures, both net and gross.

3 Planning Policy Framework

- 3.1 The Barnet statutory development plan is the 2012 Local Plan Core Strategy and Development Management Policies, alongside the 2015 London Plan (consolidated with alterations since 2011). Regard has to be had to the National Planning Policy Framework (NPPF) in decision making.
- 3.2 In the Barnet Local Plan the site is identified as being within the Green Belt and the Mill Hill Conservation Area.
- 3.3 The site is within the Mill Hill Neighbourhood Plan Area. The Mill Hill Neighbourhood Forum is in the early stages of producing a Neighbourhood Plan. The emerging Mill Hill Neighbourhood Plan will, subject to adoption eventually form part of Barnet's development plan. Should this be in place when an application is considered it will be a material consideration.
- 3.4 Rather than repeat these policies as part of the Brief a Planning Policy Matrix has been produced to highlight the main planning issues for consideration and enable cross-reference to relevant parts of the Local Plan, London Plan and the National Planning Policy Framework (NPPF). The Matrix is set out in **Appendix 1**. When considering the requirements of policies on employment issues it will be important to also recognise the objectives of other areas of policy in an interrelated manner, rather than look at an issue in isolation. These could include Green Belt, heritage, biodiversity, transport and design matters.

National Planning Policy Framework

- 3.5 As a Green Belt site any proposal must take account of national policy as set out in the National Planning Policy Framework.
- 3.6 The Green Belt is one of the most significant and enduring national planning policies, and the Government, Greater London Authority and London Borough of Barnet attach great importance to it and regard any new development within the Green Belt to be against the policies set out in paragraphs 79 to 92 of the NPPF. It is not the purpose of the Brief to repeat verbatim those policies, but to highlight the issues that they raise with regard to the re-use and redevelopment of this site.
- 3.7 The fundamental aim of the Green Belt is to restrict urban sprawl and maintain permanent openness of land within the Green Belt. The boundaries of the Green Belt are established through the local plan process, and therefore any development on this site will not automatically give rise to a change in the Green Belt boundary nor be considered as having taken land out of the Green Belt. Therefore, permanency of the Green Belt is maintained.
- 3.8 There are two principles in the NPPF which development of this site needs to address:
- a That the development does not have a greater impact on the five purposes of the Green Belt as set out in paragraph 80 of the NPPF. The Council has had regard to those purposes and considers that the development along the principles established in this Planning Brief will not result in unrestricted sprawl of urban area; will not merge neighbouring settlements; will safeguard countryside (and in fact bring countryside into public use); will preserve and enhance the special character of the historic area of Mill

Hill; and will assist in urban regeneration, by retaining a significant site in productive use and help support regeneration in Mill Hill through the provision of new homes, employment and recreation facilities.

- b The development will fulfil the objectives of paragraph 81 of the NPPF by securing an opportunity to provide public access to the countryside (within the site and as a gateway to the Totteridge Valley beyond, as part of a wider regional park for north west London as promoted in the London Plan) and outdoor sport and recreation. It will also enhance the landscape, visual amenity and increase biodiversity. Furthermore, the redevelopment will ensure that the soon to be vacated site will not encourage dereliction.

- 3.9 The NPPF addresses the issue of appropriate development in the Green Belt in Paragraph 89 which inter alia, defines as an exception to inappropriate development:

'Limited infill or partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continued use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.'

- 3.10 The development principles of this Brief take account of the need to protect openness and to respect the objectives of the Green Belt. This Brief addresses this point. The proposals the Council is setting out make use of a brownfield site and in such a way that does not have a greater impact on the Green Belt. It does this in two ways: firstly, by restricting all new development to the Ridgeway Cluster and Burtonhole Lane Cluster (see Figure 7), it clears the northern section of all existing buildings (although the retention and conversion of one building for a visitors centre may be allowable). This enhances the openness of the Green Belt. Secondly, it enables the site to be designed, re-sculptured and enhanced by fresh landscaping and in a setting which promotes openness, permeability and a mix of uses complementary to its setting and the Green Belt.

- 3.11 Any future proposal will need to demonstrate that the location and scale of new buildings will not have a greater impact on the openness of the Green Belt. To enable the Council to assess the proposals against national Green Belt policy and guidance the following information should be submitted in support of the application:

- existing and proposed floorspace/volume including net to gross ratio (including net and gross in so far as possible and how mix influences floorspace);
- existing and proposed building heights;
- existing and proposed extent of Development Land (buildings and hardstandings separated) measured in accordance with NPPF Annex 2; and
- existing and proposed building footprint.

- 3.12 Based on the provision of this information, the following assessments will need to be made:

- an assessment of the distribution of built development across the site , and how it will be contained;
- an assessment of the extent of public accessibility and permeability;

- an assessment of existing and proposed views into the site from the agreed view points (short, medium and long distance views from public view points on the Ridgeway and from Totteridge Valley;
- an assessment of agreed views through the site from the Ridgeway and other publicly accessible view points;
- a Landscape and Visual Impact Assessment;
- an assessment of the defensible boundary of built development and a description of how this will be maintained to protect the Green Belt from encroachment;
- an assessment of the impact of the proposals, (if any, positive and negative) on the functions of the Green Belt), including a description of proposals to ensure measures to protect and enhance the Green Belt are managed in the long term. This should include recreation, community uses, biodiversity and landscape quality; and
- details of any special circumstances that should be taken into account in the event of any conflict with the policy and guidance.

Barnet Local Plan

- 3.13 The key policy issues relevant to the site are Green Belt, Employment, Housing Delivery, Heritage and Landscape Character, Parking and Access, Biodiversity and Sustainability.

Green Belt

- 3.14 The requirements of planning policies on the Green Belt are likely to be a particularly key issue for many of the types of scheme that could be proposed at the site. When considering any proposal the starting point for the Council is the adopted development plan. In terms of the London Plan the key policy on this matter is Policy 7.16 (Green Belt). In respect of planning decisions (section B), this policy sets out that:

'The strongest protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance.'

- 3.15 In terms of the Barnet Local Plan the main relevant policies are CS7 (Enhancing and protecting Barnet's open spaces) and DM15 (Green Belt and Open Spaces).
- 3.16 Policy DM15 in particular sets out both the Council's general approach to development in the Green Belt and specific requirements in respect of particular types of development. It reinforces the NPPF and in particular states that *'The replacement or re-use of buildings will not be permitted where they would have an adverse impact on the openness of the area or the purposes of including land in Green Belt.'*

Employment

- 3.17 The NIMR is a significant source of employment in Barnet. It is inevitable that there will be a significant reduction in employment on the site. The proposals will need to appropriately address the requirements of Barnet Local Plan policies CS8 (Promoting a strong and prosperous Barnet) and DM14 (New and existing employment space).
- 3.18 Policy DM14 identifies specific conditions to be met before the loss of B class use floorspace will be permitted. These include:

- evidence that the site is no longer suitable and viable for its existing or alternative business use in the short, medium and long term;
 - evidence that a suitable period of effective marketing has been undertaken.
- 3.19 Where reduction in employment use is acceptable Barnet Local Plan policies identify that the priority for re-use will be a mixture of small business units with residential uses. They also make it clear that proposals will be expected to provide mitigation in the form of contributions to skills, employment, enterprise and training in such circumstances.
- 3.20 In this instance, the Council accepts that given the sites location and the locational demands for businesses seeking to expand or relocate within Barnet, it would be difficult to redevelop the site solely for employment uses. Therefore, the Council accepts that there will be a loss of employment.
- 3.21 However, some employment on the site is considered viable. In order to identify the type and quantity of employment generating uses that are considered to be viable and deliverable on the site the Council will require an Employment Study to assess the potential for modern business uses as an element of the scheme in the short, medium and long term. The scope of works for the Employment Study should set out the existing context of the NIMR site and include an assessment of supply and demand for employment accommodation in Barnet, the wider sub-region and London. The Employment Study should provide an overview of recent marketing activity undertaken, analysis of business accommodation requirements; liaison with commercial agents and review of existing demand, recent market transactions and consideration of opportunities for new employment growth sectors within Barnet. This should consider potential for creative industries (including arts, technology, crafts and design) as well as more traditional professional areas of business services to locate in the new development.
- 3.22 Subject to the findings of the Employment Study the Council will expect the development to seek to provide at least 2,000m² of employment space for B1(a) and B1(b) uses. These uses can be properly integrated into the new development through re-use of existing buildings, such as the lower floors of the Main Building or the building/s in the Burtonhole Lane Cluster. Other employment uses, such as B1(c), B2 to B8, will not be acceptable due to traffic generation, the need for large HGV turning areas, outside storage, signage and building design.

Housing Delivery

- 3.23 The following Barnet Local Plan housing policies apply:

Policy CS4 - Providing quality homes and housing choice in Barnet

Affordable Housing should be provided in line with the Council's strategic borough-wide target of 40% provision, subject to viability, for all new homes with a tenure mix of 60% social rented and 40% intermediate. In accordance with the London Plan, affordable housing should normally be provided on-site. In exceptional cases where it can be demonstrated robustly that this is not appropriate, it may be provided off-site.

Any affordable housing proposal which does not meet the Council's policy will need to be supported by a Viability Assessment. The Council expects the developer to enter into dialogue regarding the proposed level of affordable housing to be provided prior to the submission of a planning application and after the Council has been supplied with

sufficient detail of the proposed scheme so that it can carry out its own assessment. This will help agree the assumptions to be included in a viability assessment reach an early agreement on the level of provision and avoid a protracted S106 negotiation.

Policy DM08 – Ensuring a variety of sizes of new homes to meet housing need

The development should include a mix of residential units. Maintaining and increasing the supply of family housing is a priority in Barnet. Barnet’s Housing Strategy 2015 recognises the markets pre-disposition to provide 1 and 2 bedroom units, and maintains the priority for family homes across all tenures.

Heritage and Landscape Character

3.24 Figure 6 shows that the site is partially within the Mill Hill Conservation Area. A Character Appraisal was adopted for this area in 2008.

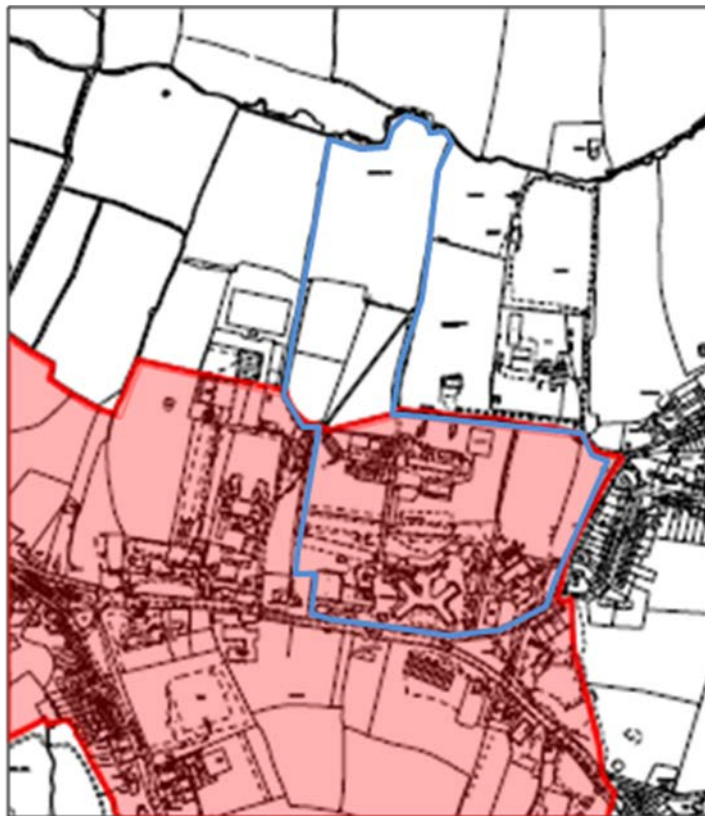


Figure 6: Site in relation to eastern part of Mill Hill Conservation Area (shown in red)

3.25 The key conservation and heritage policies in the Barnet Core Strategy and Development Management Policies document are CS5 (Protecting and enhancing Barnet’s character to create high quality places), DMO1 (Protecting Barnet’s character and amenity) and DM06 (Barnet’s Heritage and Conservation). Policies 7.2 (An Inclusive Environment), 7.4 (Local character), 7.6 (Architecture) and 7.8 (Heritage Assets and Archaeology) are the main policies in the London Plan on this matter applicable to the development of this site.

3.26 Any proposal will need to carefully address the requirements of these policies. This includes protecting heritage assets in line with their significance and preserving or enhancing the character and appearance of the Conservation Area. An assessment of impact on heritage

assets should accompany any application. This includes a heritage based evaluation of all buildings proposed for demolition or alteration.

- 3.27 Any proposal will need to ensure it takes account of design, character and amenity matters set out in the Development Plan to ensure that the highest standards of design are achieved.
- 3.28 The Mill Hill Conservation Area covers an area of 152 hectares, extending from Burtonhole Lane in the south-east to Highwood Hill in the north-west. The topography of the area is one of the conservation area's most notable features and has significantly shaped the way in which the area has developed. Development is primarily focused on the high gravel ridge that runs on an east-west axis through the conservation area i.e. The Ridgeway.
- 3.29 Areas of Special Archaeological Significance are set out in the Local Plan Development Management Policies document. The NIMR site is not in such an Area. However it borders Area 16 and is close to Area 1b. The Northern area of the NIMR site does contain extensive undeveloped land with significant potential for new discoveries. The Greater London Archeological Service (GLAAS) therefore recommends that any major application is supported by an archaeological desk-based assessment and, if extensive earthmoving is proposed on previous undeveloped land, field evaluation. The Southern built-up area has historical interest related to its wartime and medical research uses. GLAAS recommends historic building assessment and recording of significant structures prior to conversion or demolition. Research should be supported by documentary and oral history which together could inform locally distinctive place-making for the new development.
- 3.30 Any future planning applications for the NIMR site will need to consider the impact on the setting of nearby listed buildings, as set out in the 1990 Planning (Listed Building and Conservation Areas). These include the Banqueting House in the grounds of St Vincent's Convent, St Vincent's Convent (part called 'Littleberries'), Chapel adjacent to St Vincent's Convent and Burtonhole Farmhouse (all Grade II listed).
- 3.31 The Ridgeway lies to the south west of the NIMR site and is characterised by many institutional buildings, including religious institutions and schools. The area has a semi-rural character and much of the surrounding land is agricultural.
- 3.32 The combination of a countryside setting and yet being within easy reach of central London from the nearby underground station at Mill Hill East, makes the area a highly desirable place to live.
- 3.33 Any development should preserve or enhance the character and appearance of the Mill Hill Conservation Area as a designated heritage asset. Although the Mill Hill Conservation Character Appraisal states that the Main Building '*due to its inappropriate height, scale and prominent siting fails to enhance the character of the area*', it is the Council's desire to retain or rebuild the Main Building in part or in whole. There are opportunities to enhance the appearance of the Main Building through the removal of unsympathetic extensions and additions including flues, pipes and cables, and through improvements, additions and alterations to all elements of the elevations. It is expected that major adaptation to the building would be required.
- 3.34 In the event of the removal of the Main Building, it is unlikely that a replacement building of the same scale would be considered acceptable. This area is not designated as a strategic location, and would not be suitable for the location of a tall (over 8 storey) building. The

preferred approach would be to rebuild the central part of the building as closely as possible to resemble the existing form. This would deliver a number of benefits including :

- The replacement building would be of better design quality, and could incorporate key elements of the design of the existing building including:
 - The profile and appearance of the roof;
 - The form of the building; and
 - Architectural detailing.
- It would have the capacity to gently address poor architectural detail and additions which have contributed to the negative effect of the building on the Conservation area, and replace with elements that will enhance the character of the area
- It would maintain its contribution towards the Conservation Area as a focal point and landmark building forming part of an important view across the valleys into the Conservation Area from Totteridge Common and Totteridge Lane;
- It would deliver better quality homes, meeting all space standards, and better quality employment space;
- It would deliver a more energy efficient building; and
- It would improve the viability of the scheme, which could enable wider benefits to be delivered.

3.35 It is also recognised that the majority of the other buildings on the site are of low architectural quality and do not make a positive contribution to the character or appearance of the Conservation Area. The exception is the Collaborative Centre occupied by the MRCT at 1-3 Burtonhole Lane which is a three storey, flat roofed building dating from the 1950s but in a 1930s style. The Centre is not without architectural merit. Therefore, consideration could be given to the conversion and re-use of this building.

Transport, Parking and Access

3.36 Any submission made for the site will need to include an appropriate transport assessment, so that the impact on the road network is properly considered. The precise content of this assessment should be discussed and agreed with the Council's Traffic and Development Team. Consultation with Transport for London will also be required. The transport assessment will need to ensure it takes appropriate account of existing and committed schemes in the area.

3.37 The requirements of Barnet Local Plan policies CS9 (Providing safe, effective and efficient travel) and DM17 (Travel impact and parking standards) will need to be taken into account.

3.38 Common matters for proposals to address include road user safety, the adequate provision of parking facilities, enhanced access to public transport as well as ensuring there is adequate capacity on the local highway network. The design of new parking and transport infrastructure will need to be considered carefully given the sites location within the Green Belt and Mill Hill Conservation Area.

3.39 The site has existing vehicular access points on both The Ridgeway and Burtonhole Lane. Burtonhole Lane has a distinctive semi-rural character which contributes towards the residential amenities enjoyed by local residents. The redevelopment of the Burtonhole Lane Cluster could give rise to additional traffic. Therefore the existing vehicular access points

should be utilised and the creation of new vehicular access points is unlikely to be supported. Careful consideration needs to be given to vehicular movements from Burtonhole Lane and in particular the noise and disturbance that may arise from such movements.

Biodiversity

- 3.40 Proposals are expected to make a positive contribution to the protection, enhancement, creation and management of biodiversity. Within the context biodiversity means the range and capacity of flora and fauna species that exist on the site, and the protection thereof. It also covers the range and capacity that will be encouraged to the site and maintained through enhanced landscaping, new landscaping features – such as water features – and biodiversity friendly site management.
- 3.41 The main policies on this matter in the Barnet Local Plan are DM16 (Biodiversity) and CS7 (Enhancing and protecting Barnet's open spaces). The development provides the opportunity to seek the retention and enhancement as well as the potential for creation of new biodiversity habitats. This can be achieved through working with our partners including the London Wildlife Trust.
- 3.42 Policy 7.19 (Biodiversity and access to nature) is the primary London Plan biodiversity policy. This sets out the strategic policies for biodiversity. Section C (a) of the policy states development proposals should '...make a positive contribution to the protection, enhancement, creation and management of biodiversity.' Section (b) of the same policy, prioritise targets in Biodiversity Action Plans (BAPs) which this site will be expected to contribute towards. The Council will favour the provision of habitat for species identified in the London BAP.

Trees

- 3.43 An Arboricultural Survey was undertaken in 2013. Development Plan policies seek broadly to protect trees and hedgerows and encourage suitable new planting.
- 3.44 Key policies on this matter include CS7 and DM01 of the Barnet Local Plan and 7.21 of the London Plan. Local Plan policies seek to create a greener Barnet. Through the protection of incidental greenspace, trees, hedgerows and watercourses the development can contribute to maintaining and improving the greening of the environment enabling a connection from the rural fringes of Barnet through to its urban green spaces.
- 3.45 London Plan Policy 7.21 (Trees and Woodlands) supports the retention of trees of value following the principle of 'right place, right tree' as set out in the London Tree and Woodland Framework, 2005. The planting of additional trees, particularly large canopied species is encouraged.

Sustainability

- 3.46 In terms of ensuring the efficient use of natural resources and taking account of environmental considerations specifically Barnet Local Plan policies CS13 and DM04 set out the Council's approach to minimising the Borough's contribution to climate change. It highlights SPDs on Sustainable Design and Construction and Green Infrastructure (draft to be published in 2016). Policy DM04 focuses on the Council's environmental considerations

of development setting out requirements on energy, contamination, flood risk, water quality and air and noise pollution.

A small part of the south of the site sits on Secondary A Aquifer and within Source Protection Zone II and we would therefore like to provide the following comments and recommendations.

- 3.47 Policy DM02 also identifies several standards that different types of scheme will be expected to meet in this respect (and others).
- 3.48 Chapter 5 of the London Plan contains a range of policies which set out London's approach to mitigating and adapting to climate change, waste and contaminated land. These policies are supported by a further layer of detail in local and Mayoral supplementary guidance documents on Sustainable Design and Construction.

4 Proposed Development Parameters

- 4.1 The Council will consider development of this site against the development parameters set out in this Section. These parameters take account of the site characteristics, within the context of the planning policy outlined above.

Topography

- 4.2 The topography of the site is a major feature which creates opportunities and challenges. There is a significant fall in height of the land from south to north, dropping from a high point of approximately 117m above ordinance datum (AOD) to its lowest point of approximately 90m AOD. This represents a drop of 27m. The steepest gradient on the existing access road is the area between The Ridgeway and Valley clusters which has a 1 in 7 incline. There is also a change in levels east to west across the site.
- 4.3 There is the opportunity to use level changes to hide car parking, preferably below ground. The landscaping can take account of the topography varying in its structure to help hide new buildings, whilst careful strategic planting can create views out from the new development. The level changes ensure that there are downflows for the introduction of a sustainable urban drainage system and discharge, if required, to Folly Brook to the north.
- 4.4 New development may require parts of the site to be relevelled. This should primarily be done by cutting into the slopes, not building up the lower parts of the slope. It must be borne in mind that in the 1970s the parts of the site were levelled to create a series of terraces. The terraces are used to provide car parking space for the existing staff and therefore do not have to support significant weight. In these areas, and possibly across the site, pile foundations will be required and adequate root protection areas are required to avoid damage to retained trees.
- 4.5 An existing underground structure is within the site, and further investigation will need to be carried out to establish whether the removal of this subterranean building would have a detrimental impact on ground stability.
- 4.6 The development on the escarpment does mean that buildings will be exposed to views from the north (and Totteridge Valley in particular). The existing tree cover is unlikely to be adequate to screen all the new buildings, particularly as some trees are likely to be removed and leaf fall, which exposes the development in the winter. Therefore, the maximum use must be made of the topography as part of the landscaping scheme. This will help to screen the new development. In addition, due to the exposure of the development on the slopes of the escarpment, the use of materials which blend into the escarpment will be an important design consideration.

Trees

- 4.7 A key feature of the NIMR site is that the existing trees provide an important screen for buildings when viewed from the playing fields and the wider Totteridge Valley. However, it should be acknowledged that in winter when the trees have lost their leaves, buildings become far more exposed in views, particularly from the north.
- 4.8 The existing landscaping on the site was purposefully laid out as part of the growth of the NIMR, to screen car parking when constructed in the 1970s. The resultant mix of trees and other vegetation make a significant contribution to the character of the site.

- 4.9 Consequently, trees of any category have an important role in providing a valuable level of cover and contribute to the sylvan character of the site. Any proposals for redevelopment of the site, including excavation works and construction of new buildings should ensure that every effort is made to retain trees that provide screening to the development, and include appropriate re-planting in accordance with a landscape masterplan.
- 4.10 The BSI 'Trees in Relation to Design, Demolition and Construction –Recommendations' state that Category A, B and C trees are a material consideration to development. However, given the importance of the trees in providing a screen to existing and new development, any redevelopment should seek to retain as many trees as possible and replace any lost trees as part of an overall landscaping and tree strategy. The strategy needs to take account of the types of trees throughout all four seasons.
- 4.11 The most recent survey of trees on the NIMR site was conducted in 2013. A new tree survey will need to be conducted and submitted as part of the planning application.

Edges of the NIMR site

- 4.12 The character of the site edges and their relationship with the surrounding area significantly impacts on the site's sense of openness and permeability. The treatment of the edges will be important in the consideration of any assessment of an application for redevelopment.
- 4.13 The southern site boundary fronts The Ridgeway and it is marked by original boundary posts with chain linkage. This boundary is also bordered by the security fencing as well as a line of trees along this frontage within a grassed strip which provides some softening to this edge. However, due to the width of the entrance and exit, this row of trees is marked by a number of gaps.
- 4.14 The possibility exists to open up this edge through removing the security fence and making soft landscaping improvements to the tree line and formal green space to the front of the Main Building. The original low boundary posts with chain-link are considered to have positive impact on the appearance of the front of the site and should be retained, to the front of the development.
- 4.15 There is also the opportunity to add visual interest to the front of the site through the addition of a public art to the grass area by the Main Building. This can form part of a wider public arts strategy which together with the landscaping strategy can reflect the history of the site.
- 4.16 The eastern boundary of the site is heavily planted and the current development is only partially visible from Burtonhole Lane. Burtonhole Lane has a semi-rural leafy character. Eleanor Crescent is characterised by two storey houses. The rear gardens of these properties back onto Burtonhole Lane.
- 4.17 The western boundary of the site adjoins Rhodes Farm, a residential clinic for children and young adults operated by Mental Health services. A group of mature trees are positioned close to this site boundary, and form a screen which obscures buildings on the NIMR site, when in leaf. The western site boundary runs northwards where it adjoins a public footpath accessed from St. Vincent's Lane. Redevelopment proposals should ensure the residential amenities of the neighbouring properties are protected. The visual impact of any new buildings in close proximity to the western site boundary should be carefully considered and ensure they are not overly prominent.

- 4.18 At present, the northern boundary of the main developed area which adjoins the playing fields is marked by high security fencing which is not considered a satisfactory treatment of this edge. The removal of the security fencing is considered to be a requirement and a major benefit. Any new boundary treatment measures will need to be carefully considered.
- 4.19 Instead of boundary fences or walls, the use of soft boundaries, including planting and hedgerows would be considered more appropriate.

Contamination

- 4.20 Due to the use of the site for medical research, there is believed to be a level of contamination across the site. The Council recognises that there is a development opportunity to remediate any damaged land. Decontamination studies will be vital to the progress of development on this site and detailed assessment of ground contamination and soil sampling should be agreed with the Council's Environmental Health Officers.
- 4.21 The MRC, as current landowners, has an obligation to remediate the site prior to the sale of the site. The Environment Agency have recommended:
- Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
 - Refer to the Environment Agency Guiding principles for land contamination for the type of information that is required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
 - Refer to the contaminated land pages on GOV.UK for more information.

Site Permeability and views

- 4.22 Although the site currently benefits from a large proportion of non-built areas, because of the nature of the existing use. A high security fence is positioned around the perimeter of the developed parts of the site. There is no public access to the operational part of the site.
- 4.23 There is a public right of way running from St Vincent's Lane, across the open land in the northern section of the site. This provides access to the NIMR playing fields, and the pavilion and sports fields at the Mill Hill Sports Club. However, as the location of this public right of way is at the bottom of St Vincent's Lane, it is not apparent to people walking along The Ridgeway.
- 4.24 The site offers good opportunities to increase public access into and through the site. At present a high secure fence surrounds the developed parts of the site. Public access within this area is therefore not possible. As the fence is a requirement of the NIMR, it will be removed as part of the site clearance and the new development will have greater public access.
- 4.25 However, a balance must be struck between public access and the protection of the amenity of new residents, who will regard the open areas around the residential blocks as their amenity space. Therefore a hierarchy of open space should be applied:
- Private amenity spaces – will immediately adjoin the new residential blocks, including gardens for houses, and is restricted for the use of residents. Avoidance of creating a gated community, however, should be a priority.

- Managed public open space – this could include more formal garden areas where the public have access at certain times, but also caters as amenity space for residents.
- Public open space – this will include the glades, meadow, pitches and woodlands.

- 4.26 Views into the site from St Vincent's Lane are in places restricted by existing trees and woodland copse. However, any new development beyond the existing development building lines will be greatly exposed from St Vincent's Lane which would urbanise the lane, given the already built up nature of the St Vincent's development to the west. Therefore, intensive planting will be expected in this area to minimise the impact.
- 4.27 Due to the substantially built up nature of the development in the Ridgeway cluster, there are very limited views through the site from The Ridgeway. Careful consideration of the future layout of buildings could increase views of the Green Belt from The Ridgeway. This can be achieved, for example, if the arms of the Main Building are re-provided as separate blocks.
- 4.28 Views into the site from Burtonhole Lane are obscured by the trees and hedgerows, which contribute to the character of the site and Burtonhole Lane. Therefore these trees and hedgerows should be retained.

Connectivity

- 4.29 The main access to the NIMR site is from The Ridgeway. This forms a one-way in entrance and one-way out exit. The Collaborative Centre at 1-3 Burtonhole Lane has a separate one-way in, one-way out entrance on Burtonhole Lane. This is not accessible by vehicles through the main site.
- 4.30 The PTAL rating for the NIMR site is 1a/1b. The nearest underground station is the Northern line station at Mill Hill East which is a 19 minute walk from the site. The nearest over ground station is Mill Hill Broadway which is a 37 minute walk from the site. There is a bus stop directly outside the main entrance on The Ridgeway which is served by the 240 bus route which runs to Edgware Station, Mill Hill Broadway and Golders Green Station every 11-13 minutes.
- 4.31 Due to the low PTAL rating, future development will need to provide car parking to comply with the Council's parking standards as outlined in Policy DM17 *Travel Impact and Parking Standards* which requires:
- 2 to 1.5 spaces per unit for detached and semi detached houses and flats (4 or more bedrooms);*
 - 1.5 to 1 spaces per unit for terraced houses and flats (2 to 3 bedrooms); and*
 - 1 to less than 1 space per unit for development consisting mainly of flats (1 bedroom).*
- 4.32 Advantage should be taken of the level changes to provide underground parking so as to minimise surface level parking.

5. Approach to Development

Urban Form

- 5.1 The higher density area of development should be located on the southern part of the site. The development should become progressively less dense and lower in height further north into the site. The transition from north to south should be carefully considered, making use where possible of the different levels across the site to minimise the visual impact of any new buildings. Underground parking may also make use of the level changes. Lower down the slope to the north there should be a transition from flats to houses. Detached houses are considered a more appropriate form of development in the northern part of the site on the edge of the countryside.
- 5.2 The grain of any proposed development will need to respect both the Green Belt and the character and appearance of the Mill Hill Conservation Area. The pattern of development and road layout should not undermine permeability and should positively contribute to the legibility of the site. The grain of development of the site should provide good separation distances between the blocks and improve views of the Totteridge Valley as well as increase permeability through the site.
- 5.3 Provision should be made for a range of different types of amenity spaces including courtyard gardens serving blocks of flats, balconies and roof gardens. Varying levels of privacy and access will need to be provided so that some amenity spaces are publicly accessible while others can only be used by residents.



Figure 7 : indicative developable area and front building line

Zoning of Development

- 5.4 New built development will be restricted to the Ridgeway Cluster, including the associated car parks, and the Burtonhole Lane Cluster only as indicatively shown on Figure 7. No development, save for ancillary facilities for the playing pitches and a possible visitors

centre for the Totteridge Valley (as part of a new regional park, as promoted in the London Plan) will be acceptable outside of these two areas.

- 5.5 It is accepted that new development will not be built over the precise footprint of existing buildings. However, the indicative building line fronting The Ridgeway needs to take account of the impact of increased massing of buildings and the retention of the open area to the front of the Main Building. The indicative building line is shown on Figure 7.

Approach to Landscaping

- 5.6 The provision of high quality soft landscaping will be important in any redevelopment of this site. This will include the retention of trees that provide screening to buildings and the provision of avenues of trees along new routes through the site.
- 5.7 Soft landscaping will be particularly important in providing privacy screening for any residential properties near the northern boundary. As the northern boundary adjoins open countryside and is highly visible, fencing and walls will generally be resisted. Natural boundaries should be created wherever possible using hedging and trees as well as the possibility of a ha-ha.
- 5.8 The dense tree planting close to Burtonhole Lane makes an important contribution to the leafy character of the site and should be respected.
- 5.9 The proposed species of plants and trees will need to be carefully considered, particularly considering their proximity to buildings and the roles these species would have in providing screening. Planting of native species will be encouraged for the beneficial effect they will have in improving biodiversity on-site. The applicant will need to submit a landscaping management plan with the application outlining the maintenance and management strategy for green amenity spaces.

Energy and Carbon Reduction

- 5.10 The London Plan Policy 5.2 Minimising Carbon Dioxide Emissions emphasises that development proposals should make a contribution to minimising carbon dioxide emissions in conjunction with the energy hierarchy. Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

- Be lean: use less energy
- Be clean: supply energy efficiently
- Be green: use renewable energy

Development should demonstrate how it is Lean, Clean and Green through an Energy Statement.

- 5.11 The London Plan emphasises that major developments meet the following targets for carbon dioxide emissions reduction in buildings:

Year	Improvement on 2010 Building Regulations
2013 – 2016	40 per cent

The Policy also highlights the fact that Major Developments should provide an energy assessment to demonstrate how the development will seek to reduce carbon emissions.

Flood Risk and Surface Water Management

- 5.12 The development should not have a harmful impact on the water environment, water quality and drainage systems. There are no significant water features, except for Folly Brook, a small stream, to the north of the site with a branch cutting from north to south along part of the north western boundary. The site is not within a flood zone.
- 5.13 It is unknown whether these bodies of water perform a flood attenuation function. Further surface water assessment will be necessary to determine this and whether alternative drainage solutions may be required. A site wide Surface Water Drainage Strategy is required and this would need approval from the Council in its capacity as Lead Local Flood Authority. New water features should be natural to improve biodiversity. Dependent on the findings of the Surface Water Management Report, the uses of Sustainable Urban Drainage Systems (SUDS) may be appropriate.

6. Skills, employment, enterprise and training

- 6.1 The NIMR is a major employer in the Borough and the Council seeks to mitigate its loss when it relocates to St Pancras.
- 6.2 Much of the site is currently used for B1 employment purposes and the Council supports the re-provision of space on site. Redevelopment provides opportunities for employment creation, ensuring the continued contribution to innovation through provision of workspace for small to medium enterprises. The opportunities for new commercial development should complement the Council's *Entrepreneurial Barnet* strategy. This supports the provision of the creation of new high quality commercial space with lease arrangements that are viable for SMEs.
- 6.3 The Council considers that there is an opportunity to utilise part of the Main Building and retain the Collaborative Centre at No. 1-3 Burtonhole Lane for such purposes. The benefit will be a range of new spaces that are both flexible and affordable, providing the conditions for start-ups to grow and to enable existing small to medium enterprises to prosper. This would create modern business space that through sensitive design may provide opportunities for public access to support facilities which could include a café or a small gymnasium / fitness centre.
- 6.4 Development involving loss of employment space will be expected to mitigate the loss and make contributions to employment training. Calculations of such contributions will be made on a site by site basis in line with the Skills, Employment, Enterprise and Training SPD 2014. Contributions will be retained for specific employment, skills, training and enterprise support and initiatives highlighted in the Economic Strategy (Entrepreneurial Barnet).
- 6.5 The scale of development also triggers a requirement to manage development related job opportunities the Council will use a Local Employment Agreement (LEA). A LEA sets out the skills, employment and training opportunities to be delivered from development and must include all employment opportunities generated by construction as well as the end use where the development creates more than 20 FTE (full time employee) jobs.
- 6.6 On all schemes where affordable homes are being built, the developer will be encouraged to employ trainees through the Notting Hill Housing Trust Construction Training Initiative, or a similar scheme. Further details are available at <http://www.nottinghillhousing.org.uk/about-us/work-for-us/construction-training>

7 Planning Application Requirements

- 7.1 Due to the Green Belt location and siting within a Conservation Area the Council will expect a full planning application to be submitted for the site. This will enable the Council to consider the detailed design issues alongside the general principles of redevelopment of the site, as the two are inter-related.
- 7.2 The Council has a Validation Checklist, which sets out the national and local requirements for planning applications. The developer, through the pre-application process should engage with the Council's planning officers to agree the range of documents to be submitted and the scope and standard expected. This will help to ensure that there are no delays in the validation process, and that requests for additional information are minimised once the application has been received.
- 7.3 Furthermore, early discussions should be held with Council officers on the likely conditions should any application be approved. Where conditions require the submission and discharge of further documents, the scope of those documents should be agreed before they are submitted. This will help with the discharge of conditions.
- 7.4 The Council's requirements for consultation on planning applications are set out in the Statement of Community Involvement as adopted in June 2015. The applicant will need to demonstrate that the proposal has undergone significant community engagement in order to consult with different groups within the local community. This will be detailed within the Statement of Community Involvement as submitted with the application.

8 Development Contributions

Community Infrastructure Levy

- 8.1 The purpose of CIL is to pay for infrastructure required to mitigate the impact of development across the Borough. Barnet's CIL charging rate has been set at: £135 per m². It applies to the 'net additional floorspace' of new development which is delivering 100 m² or more of gross internal floorspace or the creation of one additional dwelling. Net additional chargeable floorspace in the NIMR will consist of the additional floorspace over and above the total existing office floorspace.
- 8.2 In addition to Barnet's CIL the Mayoral CIL applies to all chargeable development in the borough. A flat rate of £35 per m² applies.

S106 Requirements

- 8.3 The items sought through a planning obligation will vary depending on the development scheme and its location. Considerations that may be included in a Section 106 agreement include:
- improvements to public transport infrastructure, systems and services
 - education provision
 - affordable or special needs housing
 - health facilities
 - small business accommodation and training programmes to promote local employment and economic prosperity
 - town centre regeneration and promotion
 - management and physical environmental improvements including heritage and conservation
 - improvements to highways and sustainable forms of transport
 - environmental improvements
 - provision of public open space and improving access to public open space including sport pitches
 - other community facilities including policing
 - other benefits sought as appropriate.
- 8.4 In accordance with Paragraph 204 of the NPPF, planning obligations should only be sought where they meet all of the following tests:
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development.
- 8.4 In considering planning obligations, we will take into account the range of benefits a development provides. It will also be important to ensure that the scale of obligations are carefully considered so they do not threaten the viability of development, in accordance with paragraph 173 of the NPPF.
- 8.5 The extent to which a development is publicly funded will also be taken into account and policy applied flexibly in such cases. Pooled contributions will be used when the combined impact of a number of schemes creates the need for infrastructure or works, although such pooling will only take place within the restrictions of the Community Infrastructure Levy Regulations 2010.

Appendix 1 – Planning Policy Matrix

Planning Issue	National Planning Policy Framework (NPPF)	London Plan Policy	Local Plan Policy
Green Belt	Protecting Green Belt Land – paragraph 79	Policy 7.16: Green Belt	Policy CS7: Enhancing and protecting Barnet's open spaces Policy DM 15: Green Belt and open spaces
Employment	Delivering sustainable development - paragraph 22	Policy 4.1: Developing London's Economy Policy 4.2: Offices Policy 4.10: New and emerging economic sectors Policy 4.11: Encouraging a connected economy Policy 4.12: Improving opportunities for all	Policy DM14: New and existing employment space Policy CS 8: Promoting a strong and prosperous Barnet
Housing Delivery	Delivering a wide choice of high quality homes – paragraph 50	Policy 2.6: Outer London - Vision and strategy Policy 2.7: Outer London - economy Policy 2.8: Outer London - transport Policy 3.8: Housing Choice Policy 3.4: Optimising housing potential Policy 3.5: Quality and design of housing developments Policy 3.12: Negotiating affordable housing on individual private residential and mixed use schemes	Policy CS4: Providing quality homes and housing choice in Barnet. Policy DM08: Ensuring a variety of sizes of new homes to meet housing need.
Heritage and Landscape character	Conserving and enhancing the historic environment – paragraph 126	Policy 7.4: Local character Policy 7.8: Heritage assets and archaeology.	Policy CS5: Protecting and enhancing Barnet's character to create high quality places Policy DM06: Barnet's heritage and conservation
Biodiversity and open spaces	Conserving and enhancing the natural environment – paragraph 109	Policy 2.18: Green Infrastructure – The multi – functional network of green and open spaces Policy 7.19: Biodiversity and access to nature Policy 7.21: Trees and woodlands	Policy CS7: Enhancing and protecting Barnet's open spaces Policy DM 15: Green Belt and open Spaces Policy DM 16: Biodiversity
Sports and recreation	Promoting healthy Communities - paragraph 73	Policy 3.6: Children and young people's play and infant recreation facilities Policy 3.19: Sports facilities	Policy CS7: Enhancing and protecting Barnet's open spaces Policy CS11: Improving health and well being in Barnet
Tall Buildings	Requiring good design – paragraph 56	Policy 7.7 Location and Design of tall buildings	Policy DM05: Tall Buildings

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Policy and Resources Committee
22 March 2016

Title	Brake Shear House - Planning Brief
Report of	Commissioning Director Growth and Development
Wards	High Barnet
Status	Public
Urgent	No
Key	Yes
Enclosures	Appendix 1: Brake Shear House – Final Planning Brief Appendix 2: Consultation Programme Appendix 3: Consultation Report
Officer Contact Details	Harriet Beattie – Principal Planning Officer 0208 359 7131 harriet.beattie@barnet.gov.uk

Summary

The Planning Brief sets out the Council’s vision for the residential led mixed use development of the Brake Shear House site. The Planning Brief focuses on the following key objectives :

- To deliver a high quality residential-led mixed used development comprising a range of housing types and tenures, including family homes;
- To preserve and enhance its contribution to the character and appearance of the historic Chipping Barnet Town Centre;
- To provide opportunities for employment creation, ensuring the continued contribution to innovation and growth through provision of workspace for small to medium enterprises; and
- To ensure any new development is of the highest design and environmental standards and appropriate in scale and siting.

The Planning Brief has been subject to a 3 week period of public consultation. Upon adoption the Planning Brief will guide development proposals for this site.

Recommendations

That the Committee

- 1. Note the responses in the Consultation Report attached at Appendix 3.**
- 2. Adopt the Brake Shear House Planning Brief attached at Appendix 1.**

1. WHY THIS REPORT IS NEEDED

- 1.1 There is the opportunity to transform the site into a residential-led, mixed use development that is sensitive to its historic and residential surroundings and is policy compliant.
- 1.2 In order to shape the future of this site a Planning Brief has been produced. This sets out the key parameters to consider in determining the future of the Brake Shear site reflecting its town centre location and history of employment on site. It also highlights the opportunities the site provides for the delivery of much needed housing alongside new employment space to support the continued use of the site by small to medium sized enterprises.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Producing a Planning Brief is vital to ensure that future development of the Brake Shear House site comes forward in line with Council priorities and delivers sustainable development.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The alternative option is to not produce a Planning Brief. Failure to produce a Planning Brief could result in a less strategic response to the development of the site. This may also result in Council priorities not being achieved.

4. POST DECISION IMPLEMENTATION

- 4.1 The Brake Shear House Planning Brief has been subject to a period of public consultation and revised in light of the comments received. The adopted Planning Brief will be a material consideration in the determining future planning applications on this site.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Brake Shear House Planning Brief helps to meet Corporate Plan 2015-20 strategic objectives in ensuring that Barnet is a place:-
 - of opportunity, where people can further their quality of life – *the Brake Shear House Planning Brief provides guidelines for ensuring that development will enhance the appearance of functioning of this site within the Chipping Barnet Town Centre. It supports the provision of a good mix of residential type, sizes and tenures.*
 - where people are helped to help themselves, recognising that prevention is better than cure – *the Planning Brief supports provision of employment floorspace that meets the needs of modern business while also seeking to provide workshop space that reflects the site's contribution to supporting existing small businesses on the site.*

5.2 **Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**

5.2.1 The cost of producing the Planning Brief is being met by the prospective developers purchased the site in 2015. The Planning Brief has been produced by Regional Enterprise (Re) on behalf of the Council.

5.3 **Social Value**

5.3.1 Responding to Entrepreneurial Barnet, the site will secure economic benefits through the re-provision of employment uses on the site through modern business space designed to address the needs of small and medium sized enterprises.

5.3.2 Environmental benefits will be delivered through enhancing the biodiversity on the site and meeting relevant energy and surface water run-off standards set out in the London Plan.

5.4 **Legal and Constitutional References**

5.4.1 Constitution Responsibilities for Functions Annex A sets out the terms of the Policy and Resources Committee including:

- To be responsible for the overall strategic direction of the Council including approving the development of statutory Local Plan and related documents, and Neighbourhood Plans (for adoption by Full Council)

5.4.2 Site specific Planning Briefs are related documents bridging the gap between the provisions of the Local Plan and the requirements of any future planning application for the site.

5.4.3 A Planning Brief should be consistent with and provide guidance, supplementing the policies and proposals of the Local Plan. Planning Briefs cannot contradict, rewrite or introduce new policies.

5.4.4 Planning Briefs can have a number of functions, such promoting development of a site; addressing particular site constraints and/or further interpretation of local plan policies.

5.5 **Risk Management**

5.5.1 A consequence of failing to produce a Planning Brief for the Brake Shear House site may lead to a less strategic response to the development and result in Council priorities not being achieved.

5.6 **Equalities and Diversity**

5.6.1 The 2010 Equality Act places a legal obligation on the Council to pay due regard to equalities. The Brief helps implement policy set out in the Local Plan Core Strategy. Adopted in 2012 the Core Strategy was subject to an Equalities Impact Assessment (EqIA).

5.6.2 Adoption of the Planning Brief will ensure that there is a considered approach to the development of the site which will have due regard to the need to

eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010. It should also help advance equality of opportunity as well as foster good relations between people from different groups.

5.6.3 This mixed use residential led development will provide choice in terms of a range of units by size, type and tenure. It will also provide choice for businesses in terms of access to a range of employment spaces.

5.7 **Consultation and Engagement**

5.7.1 The Council has carried out a public consultation exercise on the draft Planning Brief for a period of three weeks.

5.7.2 A number of responses have been received including from the Barnet Borough Arts Council and the Hendon and District Archaeological Society. A public consultation event was held on Wednesday 2nd March. Two members of the public visited this event. A meeting with the Chipping Barnet Town Team was held on 29th February. The consultation report in the appendices of the Brief summarises all consultation responses and details all actions taken as a result.

5.8 **Insight**

5.8.1 Data from the Barnet Observatory on the socio-economic characteristics of High Barnet has provided the basis for local prioritisation of community infrastructure.

6. **BACKGROUND PAPERS**

6.1 [Barnet Local Plan Core Strategy](#), September 2012

6.2 [Barnet's Statement of Community Involvement](#), July 2015

DRAFT PLANNING BRIEF

BRAKE SHEAR HOUSE SITE

March 2016

1 INTRODUCTION

Purpose and Objectives

- 1.1 The development of land at Brake Shear House presents a significant opportunity to deliver a mixed used development on a complex and constrained site in Chipping Barnet. Currently occupied by a variety of commercial uses, this draft Planning Brief provides the vision for the future transformation of this site, the majority of which is within Chipping Barnet Town Centre.
- 1.2 The Council adopted The Spires Planning Framework in July 2012. The framework provides an outline of the vision for the planning of three sites in or on the edge of Chipping Barnet Town Centre. These are the Spires Shopping Centre, Barnet Market site and the Territorial Army site. It provides detailed guidance to manage future development and other improvements to the town centre to ensure long term vitality and viability. Land at Brake Shear House was not identified in the 2012 Planning Framework.
- 1.3 The Town Centre Strategy for Chipping Barnet was adopted in June 2013. The Strategy provides a framework to protect what is best about Chipping Barnet, setting parameters for high quality expansion of the town centre. It helps to guide and manage future development and change, promote improvements to ensure the town centre's long term vitality and viability and is a material planning consideration in the determination of future planning applications within the town centre.

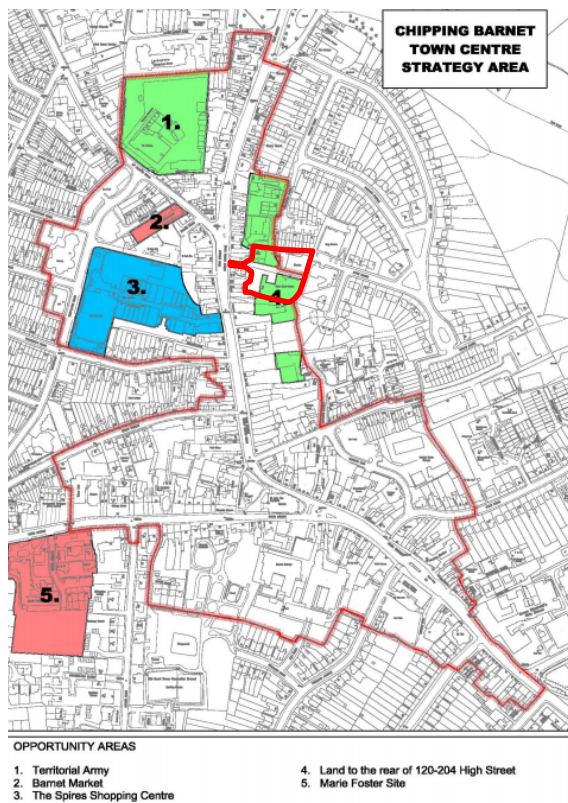


Figure 1: Chipping Barnet Town Centre Strategy Map

1.4 The Chipping Barnet Town Centre Strategy goes beyond the adopted Spires Planning Framework in focusing on the wider issues facing the town centre including:

- Improving the mix of land uses, primarily for shops (at ground floor level) but also residential, leisure, employment and community uses;
- Improving public transport and pedestrian and cycle connections;
- Improving quality of buildings and public spaces;
- promoting a safer and more secure environment;
- creating a clear role for the town centre in respect of planned growth elsewhere such as at Brent Cross

1.5 The plan below shows the area covered by the Planning Brief. For the purposes of this Planning Brief the site will be referred to as the Brake Shear House site, even though the above buildings are also included in the site boundary.

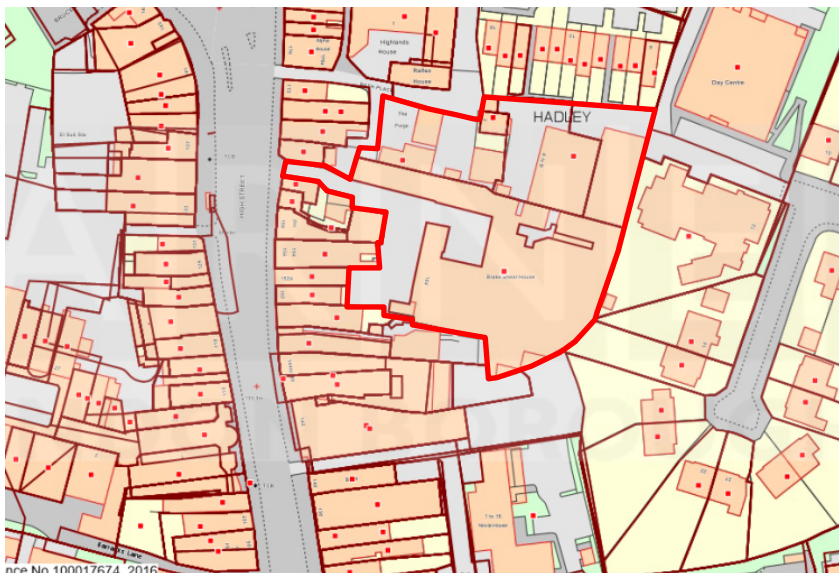


Figure 2: Application site boundary

2.0 EXISTING SITE

Site History

2.1 The majority of the site lies within the boundary of Chipping Barnet Town Centre in the North East of the borough. The High Street, behind which the site lies, consists of commercial and residential properties which date back to the Victorian times. There have been light industrial workshop uses on this site since the mid-19th century. Historically this has included a photo-engraving works and details of the historic uses and development of Chipping Barnet is outlined in the Chipping Barnet Town Centre Strategy. The site falls within the Chipping Barnet Area of Special Archaeological Significance.

Built Character of Chipping Barnet

- 2.2 The streetscape in Chipping Barnet generally follows a linear form with relatively well connected streets which stem from the main primary routes through the area: Wood Street and the High Street. This aerial map below shows the site (outlined in red) in relation to the surrounding context of residential terraced and semi-detached housing and street grid layouts. The High Street shows the tight grain of predominantly Victorian townscape which reflects the original medieval burgage plots which originally lined the main route. The Spires shows a departure from the scale, massing and grain of surrounding townscape through the development of the shopping centre and associated car park.



Figure 3: Aerial Photograph of Chipping Barnet (site outlined in red)

Below are historic maps showing the development of the site and its direct surroundings:

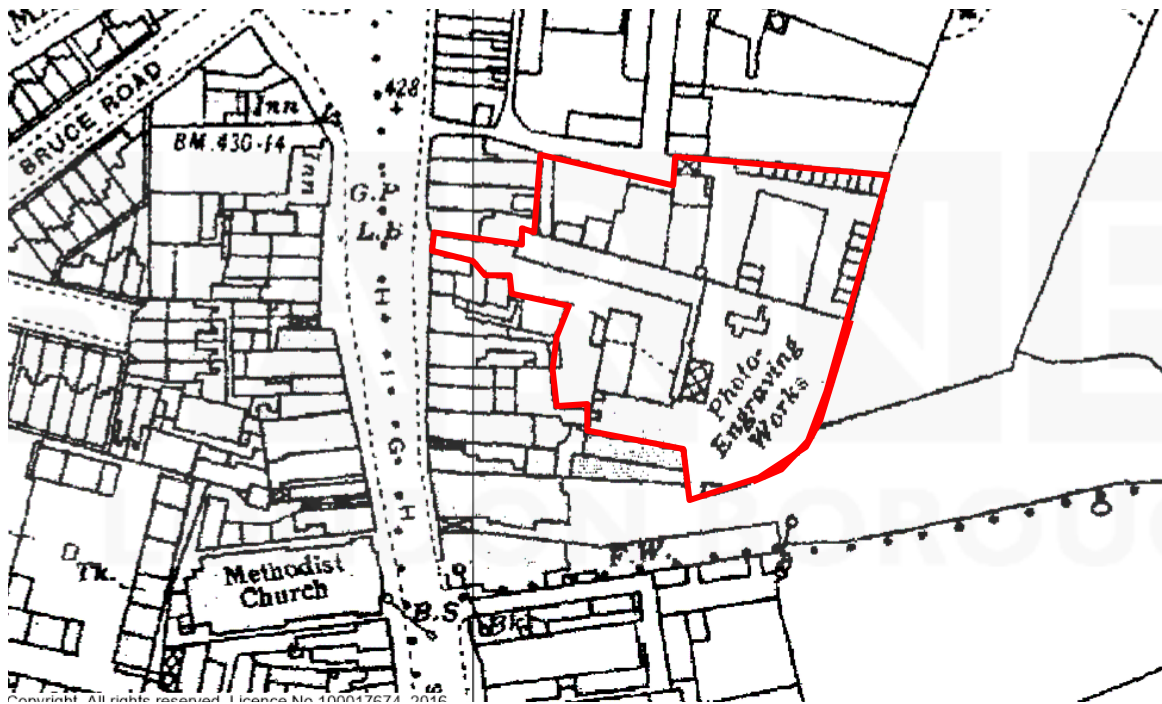


Figure 4: OS Map showing Brake Shear House site 1896-1898

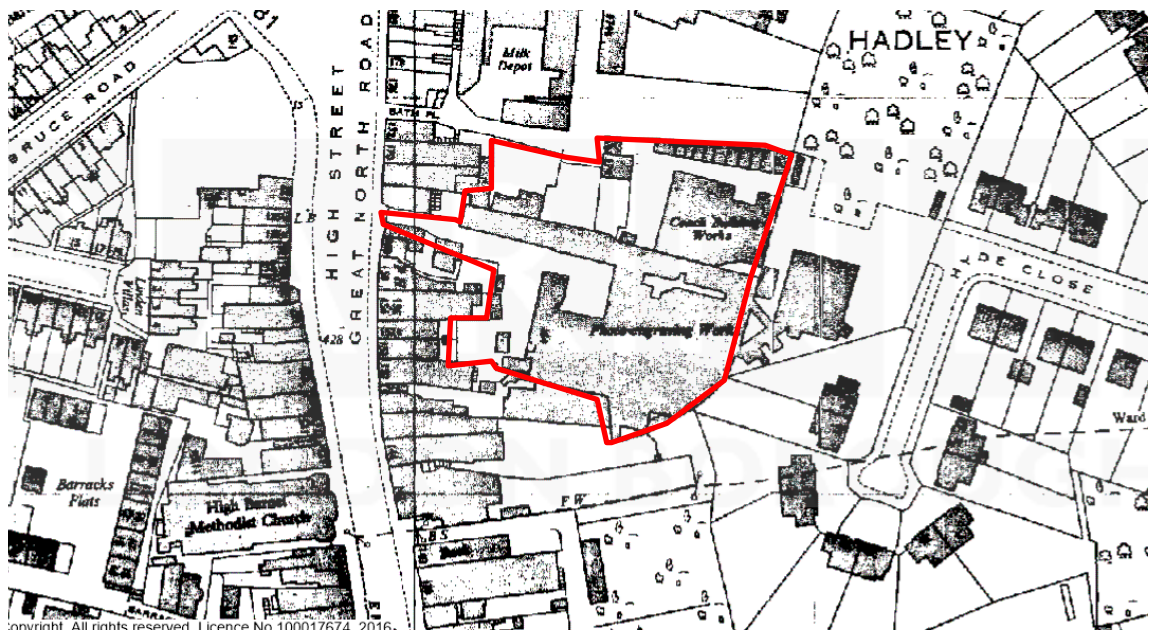


Figure 5: OS Map showing Brake Shear House site 1951-71

2.3 A review of the maps above has shown that the historic High Street has remained largely unchanged over the past 150 years. Brake Shear House dates back to the late Victorian period. Although it has been subject to extensions, re-development and external alterations it still represents a heritage asset although it is not designated. The Brake Shear House footprint today is very similar to how it was in the late 19th Century. However, how this building appears now is a result of several changes to its use and physical appearance over this period of time, although there is limited record of these alterations. The site has been owned by PCDFIII (Barnet) LLP since summer 2015.

- 2.4 The site lies opposite the recently redeveloped Spires Shopping Centre which lies to the west of the High Street. This has an important role in providing retail services to Chipping Barnet while the Brake Shear House site provides a range of ancillary works which support the Chipping Barnet Town Centre. These include print works, picture framing and car repairs. Brake Shear House, with other rear of High Street sites, provides non-retail employment which enhances the town centre and its viability and vitality.
- 2.5 In terms of land adjoining the site, key changes have mainly included the construction of residential properties. This includes Hyde Close to the east, which was constructed in the 1930s and consists of pairs of semi-detached dwellinghouses. A more recent adjoining residential development has been Belgravia Close to the north which received planning permission in 1997 (planning reference N01054X). This development consisted on 23 two to three storey terraced and semi-detached buildings built in a Georgian style. The most recent residential development has been Novia House to the south of the site which received planning permission in 2008 (planning reference B/04315/08). Novia House is a part three, part four storey block of flats consisting of 300sqm of B1 office space, 16 residential units and 21 car parking spaces on a 0.17 ha site which lies to the rear of No. 128-140 High Street.
- 2.6 The site was identified within the 2006 UDP Schedule of Proposals as part of 'Land at the Rear of 120 to 124 High Street, Chipping Barnet'. This supported a mixed use scheme of business, retail and residential.

3 PLANNING POLICY FRAMEWORK

- 3.1 The Barnet statutory development plan is the 2012 Local Plan Core Strategy and Development Management Policies, alongside the 2015 London Plan (consolidated with alterations since 2011). Regard has to be paid to the National Planning Policy Framework (NPPF) when making any decisions on a planning proposal. The key policy issues relevant to the site are town centres, employment, housing and design. These are summarised below.

Key Planning Policy Issues: Town Centres

- 3.2 Chipping Barnet is identified in the London Plan as a District Town Centre. This is defined as '*distributed more widely than the Metropolitan and Major centres, providing convenience goods and services for more local communities and accessible by public transport, walking and cycling. Typically they contain 10,000–50,000 sq.m of retail, leisure and service floorspace. Some District centres have developed specialist shopping functions*'. The London Plan also identifies Chipping Barnet as having medium growth potential. This '*includes town centres with moderate levels of demand for retail, leisure or office floorspace and with physical and public transport capacity to accommodate it.*'
- 3.3 The NPPF states that local authorities should recognise that '*residential developments can play an important role in ensuring the vitality of centres*' and should '*encourage residential development on appropriate sites.*'

- 3.4 Policy CS1: *Barnet's Place Shaping Strategy – protection, enhancement and growth – the three strand approach* identifies Chipping Barnet as a priority town centre and therefore a location to *'promote mixed use development in accordance with the place making policies set out within the Core Strategy'*.
- 3.5 Policy CS6: Promoting Barnet's Town Centres highlights that the Local Authority will realise development opportunities for Chipping Barnet and pursue individual planning objectives as set out in the Chipping Barnet Town Centre Strategy. This policy also states that the Local Authority will *'promote successful and vibrant centres throughout Barnet to serve the needs of residents, workers and visitors and ensure that new development is of an appropriate scale and character for the centre in which it is located'*. This policy also identifies that there is not the need to plan further convenience goods provision before 2026 although the Local Authority aims an additional 16,800sqm (net) of comparison goods floorspace across Barnet by 2021-2026.
- 3.6 DM11: Development principles for Barnet's town centres state *'Appropriate mixed use re-development will be expected to provide re-provision of employment use, residential and community use.'*
- 3.7 Map 4 of the Chipping Barnet Town Centre Strategy document (as replicated on Page 2 of this brief), identifies the site as falling within Opportunity Area 4 – Land to the rear of 120 – 204 High Street. The reference of this site within this policy document indicates the Council's awareness of the site and its potential to add vitality to the town centre.

Key Planning Policy Issues: Employment

- 3.8 Policy 4.3 of the London Plan states that *'mixed use development and redevelopment should support consolidation and enhancements to the quality of the remaining office stock in the types of strategically specified locations identified in paragraph 4.12'*
- 3.9 CS8: Promoting a strong and prosperous Barnet states that Barnet will encourage *'new mixed use commercial floorspace in our priority town centres (Edgware, North Finchley, Finchley Church End and Chipping Barnet) where access to public transport is good'*.

Key Planning Policy Issues: Housing and Design

- 3.10 'CS3: Distribution of growth in meeting housing aspiration' identifies Chipping Barnet as the *'main focus for enhancement and infill housing development: and will provide for residential uses above ground floor level'*.
- 3.11 Affordable housing should be provided in line with the Council's strategic borough-wide target of 40% provision for all new homes. In line with the Core Strategy the tenure mix of affordable housing which will be sought is 60% social rented and 40% intermediate. Viability will be considered in line with the Affordable Housing SPD.

- 3.12 A range of unit sizes should be provided to increase the supply of family housing which is a priority in Barnet. The Council's Housing Strategy recognises the market's pre-disposition to provide 1 and 2 bedroom units and maintains the priority for family homes across all tenures.
- 3.13 The NPPF states that new developments should '*respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation*'. The NPPF also states that new developments should be '*visually attractive as a result of good architecture and appropriate landscaping*'.

4.0 DESIGN PARAMETERS

Site Characteristics

- 4.1 The site covers 0.465 hectares in area. The majority of the site falls within Chipping Barnet Town Centre. The site does not lie in a Conservation Area though the northern boundary of the site is close to the Monken Hadley Conservation Area. Approximately 100 metres to the south of the site is the Wood Street Conservation Area. There are no listed buildings on site.
- 4.2 The site consists of several small buildings, all built within a tight, compact grain consisting of service yards and alleyways between buildings. The service yards are predominantly used for off-street parking. This urban form developed organically. The buildings on site vary in size and design, though the majority are one or two storeys with the exception of Brake Shear House which has three storeys.
- 4.3 The site is not identified as a locally significant employment site. Furthermore, the site does not contain any buildings of historical interest. The site is identified as being within Flood Zone 1 of the Environment Agency's Flood Risk Map. None of the trees within the brief area are of sufficient quality for inclusion in a Tree Preservation Order. However, there are a number of trees outside the brief area which are considered to be of high amenity value.

Existing Uses

- 4.4 The site currently features several commercial uses and some residential premises in 'The Forge', Gate House Cottage and Brake Shear House.
- 4.5 There is a mix of properties within the B use classes providing a range of employment, including vehicle testing and servicing garages, coffee machine repairs, framing and printing shops. A report submitted by Montagu Evans states that approximately 30 people are currently employed full-time on site in approximately 20 businesses. The total existing B use floorspace amounts to 2606 sqm.

- 4.6 This site also includes residential units in 'The Forge' and Gate House Cottage on Bath Place and in Brake Shear House. The site is adjoined by a nursery which currently uses the Bath Place entrance as an access. This part of Bath Place adjoins the site boundary.

Surrounding Area

- 4.7 The majority of the site lies within the Chipping Barnet Town Centre with the exception of the north east part of the site. The site in relation to the town centre boundary is shown on the plan below:

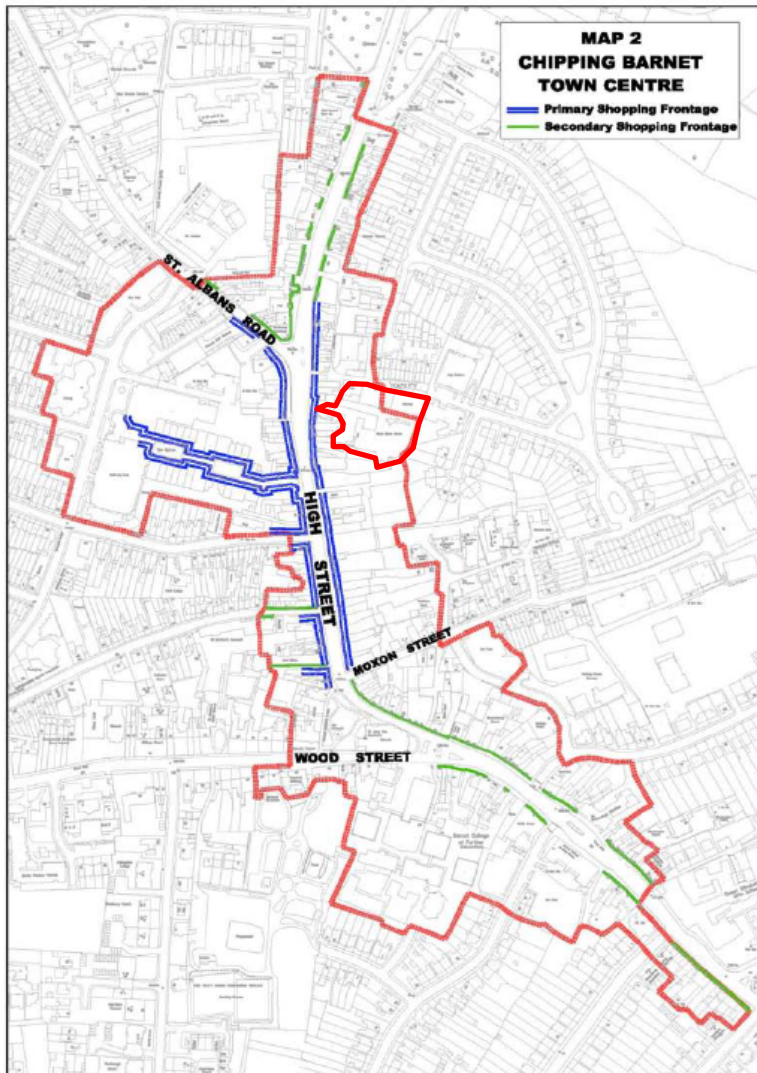


Figure 6: Chipping Barnet Town Centre Map showing retail frontage

- 4.8 The Monken Hadley Conservation Area adjoins the northern boundary of the site (this is shown on the map below in pink hash).
- 4.9 The site is adjoined by low density two storey residential housing to the north and east; Hyde Close and Belgravia Close. Both these residential areas are predominantly characterised by dwellinghouses, in pairs of semis or short terraces. Hyde Close also has a two storey block of flats which adjoins the

north east boundary of the site (No. 12 Hyde Close). This provides residential accommodation for people with physical and learning disabilities.

4.10 The land directly adjoining the southern boundary consists of rear yards serving the high street retail units. The southern side backs onto Novia House, a part three, part four storey block of flats, which was approved in August 2008. This consists of 16 residential units and has a building footprint of 444sqm.

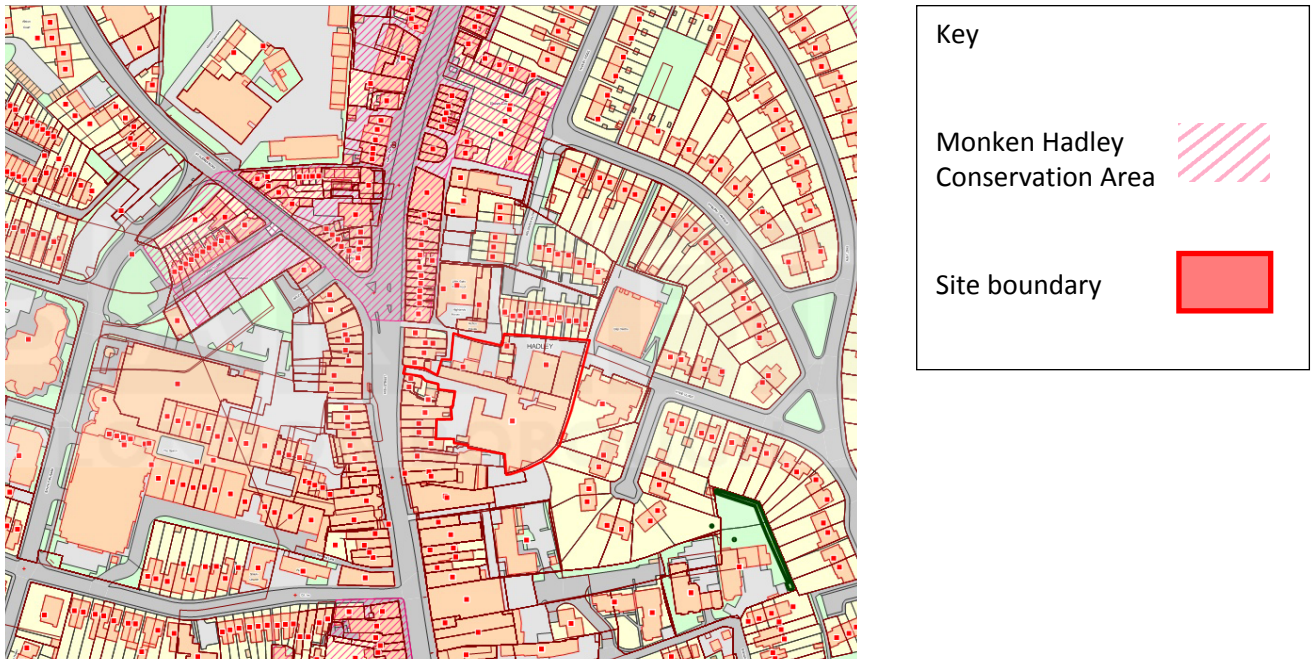


Figure 7: Map showing Monken Hadley Conservation Area

Topography

4.11 The application site slopes downhill in an easterly direction by approximately 5 metres. The decrease in levels continues beyond the eastern site boundary across Hyde Close. There is also believed to be a level decrease in a southerly direction across the site. However, no details have been provided to ascertain the extent of this level change.

5.0 OPPORTUNITIES AND CONSTRAINTS

5.1 The following constraints will need to be addressed in any development:

- Levels
- Monken Hadley Conservation Area
- Constrained site permeability
- Potential impact on High Street
- Chipping Barnet Area of Special Archaeological Significance

Levels

- 5.2 The level changes across the site are significant and will require careful consideration with regards to building heights, acceptable accesses and location of amenity spaces. The change in levels does provide the opportunity for sub level parking. However, the level difference between the site and neighbouring Hyde Close may act as a constraint to development if any proposal has a detrimental impact on the adjoining residential units in terms of an overbearing impact or loss of privacy. It is likely that set off distances will need to be established between proposed built development and the boundary with Hyde Close to mitigate detrimental impacts of the development. The extent of the set-off distance will be dependent on the height and mass of the proposed built development.

Monken Hadley Conservation Area

- 5.3 Although the site does not fall within a conservation area, the northern side is close to the Monken Hadley Conservation Area. Any proposed development will need to have due regard to the character and appearance of this conservation area and must not have a harmful impact on views of the conservation area and its setting.

Site Permeability

- 5.4 There are three access points into the site. These are through narrow alleyways at Bath Place and the High Street. As the adjoining High Street units are classified as Primary Retail Frontages, it is unlikely that the loss of these units to provide additional entrances or to widen the existing entrances would be accepted, with the exception of the loss of No. 162 High Street. The level difference on the eastern part of the site would make it difficult to create an entrance on this side of the site. However, the local authority would not be opposed to reviewing the introduction of a new entrance to this site if it could be shown that this would work with the existing levels and would not have a detrimental impact on Hyde Close.

Impact on the High Street

- 5.5 Any intensification of the use of the site or introduction of other uses may result in significant additional trip generation and conflicting movements due to right turning vehicles in and out of the site. This would also have a detrimental impact on the existing Pelican Crossing on the High Street close to the site access. A right turning lane may be needed on the High Street, on the approach to the proposed new access for the development to accommodate right turning movements into the site. However, it is considered that the existing Pelican Crossing is located in the prime location to cater for the pedestrian desire line and therefore cannot be relocated. Also the High Street in this location is not wide enough to accommodate a right turning lane. Due to the proximity of the proposed access to the existing Pelican Crossing and the limited width of the road there are no prospects of providing such measures to facilitate the introduction of right turning lanes on the High Street. In the event of an application, it would have to be demonstrated that any increase in the

number of trips in the vicinity of the site resulting from an intensification/change of use could be accommodated in the existing highways network.

- 5.6 The High Street is part of a Strategic Road Network and a distributor road. Consideration also needs to be given to the existing location of the bus stop to the north of the proposed access. Any obstruction of the High Street in this location will have a detrimental impact on the movement of buses. Therefore any proposal which is likely to impact on the High Street will need to be referred to Transport for London (TfL).

Chipping Barnet Area of Special Archaeological Significance

- 5.7 The site falls within the Chipping Barnet Area of Special Archaeological Significance. This is particularly due to the proximity of the site of the Battle of Barnet and possible evidence for the history of Barnet in mediaeval and early modern times. The site is therefore subject to Policy DM06e of Barnet's Development Management Policies Document (September 2012). Any development on this site will therefore have to be considered by the Council with the advice of the Greater London Archaeological Advisory Service for the imposition of an archaeological condition. Furthermore, to comply with the NPPF and Barnet Local Plan archaeological policies, any planning application submitted would need to be accompanied by an archaeological desk-based assessment which should include consideration of the site's recent built and industrial heritage.

6 RELATIONSHIP WITH SURROUNDING AREA

Adjoining Sites

- 6.1 The site shares its boundaries with low density suburban residential estates to the north and east. The boundary is generally formed by residential back garden fences with houses set back from the boundary by between 7 to 23 metres. The Brake Shear House building directly abuts the eastern and most of the southern boundary with no set off distances. This presents a poor relationship with these residential units and any proposed development should seek to improve separation along this boundary as well as introducing high quality boundary treatments and screening.
- 6.2 Bath Place and an area of hard surfacing for car parking separates existing buildings from adjoining neighbours to the north. To the west, the site abuts the rear boundary of High Street. There are few boundary treatments separating the site from the rear of these commercial High Street units and any proposal will need to introduce high quality boundary treatments here in order to safeguard the amenities of future residents.
- 6.3 There are currently three accesses to the site. These entrances are from the High Street to the west of the site. Two of these (identified in blue below) are vehicular although only allow single lane traffic. The third provides pedestrian access only (identified in green). The plan below shows the existing entrances:



Figure 8: Aerial image showing existing accesses

6.4 Subject to a transport assessment these entrances may be widened to provide a two lane access. There are no routes through the site in a north-to-south direction.

Connectivity

6.5 The site has a PTAL rating of 3. There is a bus stop directly outside the site on the High Street which is served by bus routes 84, 84A and 339. These buses go to St Albans, Potters Bar, South Mimms, Leytonstone, Stratford City, Stepney High Street and Shadwell Station and run approximately every 15 minutes. The nearest underground station is High Barnet which is 0.5 miles from the site (approximately ten minutes' walk away).

6.6 Due to the suburban location of the site, any development will be expected to provide parking in line with Local DM standards.

7 APPROACH TO REDEVELOPMENT

Land use

7.1 The majority of B1 units appear to be occupied, which would suggest that there is a demand for the existing employment space on the site. However, it is recognised that due to the organic development of uses, the existing layout is not space efficient. There is an opportunity to simplify the layout of the site to allow more efficient use of space. Despite the comparatively high level of employment floorspace, according to a Montagu Evans report only 31 people are employed on-site. It is considered that for this level of employment floorspace, a higher number of employees could be accommodated on site. Although all units are occupied, the low number of employees occupied by the existing footprint is not considered to represent efficient use of employment floorspace. It is considered that the redevelopment of the site could address this issue and any development would need to provide enough floorspace to allow for at least the existing levels of employment.

- 7.2 The introduction of new flexible B1 floorspace would be encouraged as this would allow comparatively high levels of employment per unit of space. Through supporting the provision of modern business space suited to the needs of small and medium enterprises the Planning Brief also helps to deliver the objectives of Barnet's Economic Strategy (Entrepreneurial Barnet) in facilitating business growth. However, due to the history of workshop and light industrial uses on this site, it would be expected that some workshop provision should also be made to continue the uses on site (use class B1(c)). The affordability of new employment space within the site is an important issue and rates will need to be comparative to other commercial uses within the Chipping Barnet Town Centre.
- 7.3 Within the existing site there are already 4 residential properties. In addition, there are residential properties adjoining the north, east and south boundaries of the site. Due to the presence of residential properties on site and in the surrounding area, the principal of residential development is acceptable, subject to compliance with other relevant policies and standards and subject to satisfactorily re-providing B employment space on site.
- 7.4 Due to the site's location to the rear of primary retail frontage, the introduction of retail uses to this site would be resisted by the Local Authority, as this use in this location would draw activity away from the High Street. Any proposed retail uses on this site would fall outside the 'retail triangle' identified in map 6 of the Chipping Barnet Town Centre Strategy. Furthermore, it is anticipated that the high number of vehicles entering and leaving the site would have a detrimental effect on vehicle movement on the High Street, particularly due to the difficulties of introducing a right-turn lane.

Urban Form and Character

- 7.5 The urban form of the development would need to reflect the existing grain of the site and the small plot pattern of the surrounding area. Developments are encouraged to use creative and innovative layouts to allow better use of the site space and to create a more attractive environment. The prospect of providing mews style housing would be supported by the Council. It is considered that this style of building would reflect the nature and character of the site and the organic pattern of development in and around the site, which generally comprises narrow alleys, low rise buildings, and would represent a scale of dwelling more characteristic of this area. Parking provision should be sensitive to the design of the scheme and some undercroft parking may be acceptable subject to the design of the development.
- 7.6 The provision of large urban blocks is likely to undermine the permeability of the site and would fail to reflect the existing urban grain of the site and the character of the nearby Monken Hadley Conservation Area. Any proposed flattened development should not have a detrimental impact, in terms of footprint, height, bulk and mass, on the urban character of this part of High Barnet.

- 7.7 Any proposed development will need to reflect the design characteristics of the area, including the use of pitched roofs, matching brickwork and other vernacular architectural features.

Routes and Access

- 7.8 Currently the routes through the site consist of narrow alleyways, which make this space illegible. Redevelopment of the site should seek to improve permeability and legibility and should give consideration to future vehicles, cyclists and pedestrians, while maintaining the tight-knit access design that is present on site and in much of Chipping Barnet. There is the opportunity through redevelopment of the site to improve permeability in a north-to-south direction across the site.

8.0 DETAILS TO BE CONSIDERED

Privacy and overlooking

- 8.1 Any proposed development should respond to the adjacent residential properties in terms of height and proximity to adjoining boundaries in order to not cause loss of privacy. In new residential development there should be a minimum distance of 21 metres between properties with facing windows to habitable rooms to avoid overlooking, and 10.5 metres to a neighbouring garden.

Outdoor Amenity Space

- 8.2 Provision of outdoor amenity space is vital in Barnet and a key consideration for new residential developments. Gardens/outdoor amenity spaces make a significant contribution to local character and specifically towards biodiversity, tranquillity, amenity, setting and sense of space.
- 8.3 Any proposed development will need to meet the minimum outdoor amenity space standards as outlined in Barnet Council's Sustainable Design and Construction SPD. The siting of this amenity space will need to be carefully considered in terms of the surrounding uses to ensure that proposed amenity space is not overlooked or subject to noise or disturbance.
- 8.4 The incorporation of high quality soft landscaping into the proposed street scene will be important to ensure visual interest and seasonal diversity of any new development. A key part of this will be the introduction of trees to the site. Soft landscaping will also be important in providing relief and privacy screening and particular attention should be paid to boundaries between business and residential uses. It is recognised that in order to allow a high quality redevelopment with excellent streetscape soft landscaping, refuse and parking measures will need to be considered in detail from the planning application stage rather than being dealt with as a condition. This is in order to better integrate these features into the overall design of the scheme.

Building heights and bulk

- 8.5 The height and mass of any proposed buildings must reflect the urban grain of this part of Chipping Barnet. For this reason it is considered that a mews style development would be appropriate for this site, as this would reflect the built form of adjoining Belgravia Close and the existing urban grain of the site. Although the site is currently adjoined by a block of flats (Novia House and 12 Hyde Close), flatted development alone would not be considered appropriate as the larger grain resulting from this form of residential development would not be sympathetic to the character of this part of Chipping Barnet. A combination of mews style housing and flatted residential development may be considered appropriate. However, the footprint, mass, height and design of any proposed block of flats would have to be carefully considered in order to be sympathetic to the distinctive character of Chipping Barnet and to avoid detrimental impact on the setting of the adjoining Monken Hadley Conservation Area.
- 8.6 The existing building heights on the site and adjoining the site do not exceed 2/3 storeys. Therefore proposed buildings will be expected to reflect these parameters, though any proposed increase will need to be located at the centre of the site, away from neighbouring boundaries. Cross section drawings showing views of any proposed development from the High Street and Hyde Close will need to be submitted in the event of an application. A key consideration in the appraisal of any new development is how visible it would be from these two areas as well as surrounding public spaces including the King George Fields. Consideration will also have to be given to the impact of any development on the glimpsed views of the site through Bath Place and other alleyways connecting the site to the High Street.

Relationship to High Street

- 8.7 Due to the site's edge of town centre location and proximity to the High Street, the introduction of retail units would not be supported as this could draw activity away from the High Street. The introduction of new accesses to the site should not have a detrimental impact on the functioning and appearance of the High Street. Elevation and cross section drawings will need to be submitted in the event of an application to demonstrate that any proposed development will not be unduly visible from the High Street.
- 8.8 Careful consideration will need to be given to the siting of proposed residential units in relation to surrounding commercial spaces and their accesses to ensure that there is no detrimental impact on new residential units in terms of noise and disturbance. Details of boundary treatments will need to be submitted at the application stage to ascertain that sufficient screening has been provided between the rear of the High Street commercial units and proposed scheme. In addition, the introduction of gates as a means of controlling entry to the site conflicts with Local Plan policies and would not be supported. Other, more sensitive, forms of access control may be considered at the application stage.

Internet Connectivity

- 8.9 Providing the latest internet connectivity in new homes as well as the re-provision of business space will help support both home working trends and meet the needs of small to medium commercial enterprises. Any new development should be supported through high quality telecommunications connectivity. Superfast broadband for example is just one way of benefitting businesses through quicker file sharing, video conferencing, online data storage [reducing hardware costs], all providing a better customer experience. Local wireless connectivity may also be a consideration to support the changing nature of work and small business activity together with the changing nature of community facilities.

9.0 PLANNING APPLICATION REQUIREMENTS

- 9.1 A full planning application will need to be submitted for the site. This will enable the Council to consider the detailed design issues alongside the general principles of redevelopment, as the two are inter-related.
- 9.2 The Council has a Validation Checklist, which sets out the national and local requirements for planning applications. The developer, through the pre-application process should engage with the Council's planning officers to agree the range of documents to be submitted and the scope and standard expected. This will help to ensure that there are no delays in the validation process, and that requests for additional information are minimised once the application has been received.
- 9.3 Furthermore, early discussions should be held with Council officers on the likely conditions should any application be approved. Where conditions require the submission and discharge of further documents, the scope of those documents should be agreed before they are submitted. This will help with the discharge of conditions.
- 9.4 The Council's requirements for consultation on planning applications are set out in the Statement of Community Involvement as adopted in June 2015. The applicant will need to demonstrate that the proposal has undergone significant community engagement in order to consult with different groups within the local community. This will be detailed within the Statement of Community Involvement as submitted with the application.

10 DEVELOPMENT CONTRIBUTIONS

Community Infrastructure Levy

- 10.1 The purpose of CIL is to pay for infrastructure required to mitigate the impact of development across the Borough. Barnet's CIL charging rate has been set at: £135 per m². It applies to the 'net additional floorspace' of new development which is delivering 100 m² or more of gross internal floorspace or the creation of one additional dwelling. Net additional chargeable floorspace on the Brake

Shear House site will consist of the additional floorspace over and above the total existing employment floorspace.

10.2 In addition to Barnet's CIL the Mayoral CIL applies to all chargeable development in the borough. Currently a flat rate of £35 per m² applies.

S106 Requirements

10.3 The items sought through a planning obligation will vary depending on the development scheme and its location. Considerations that may be included in a Section 106 agreement include:

- improvements to public transport infrastructure, systems and services
- education provision
- affordable or special needs housing
- health facilities
- small business accommodation and training programmes to promote local employment and economic prosperity
- town centre regeneration and promotion
- management and physical environmental improvements including heritage and conservation
- improvements to highways and sustainable forms of transport
- environmental improvements
- provision of public open space and improving access to public open space including sport pitches
- other community facilities including policing
- other benefits sought as appropriate.

10.4 In accordance with Paragraph 204 of the NPPF and Community Infrastructure Levy Regulations 122, planning obligations should only be sought where they meet all of the following tests:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

10.5 In considering planning obligations, we will take into account the range of benefits a development provides. It will also be important to ensure that the scale of obligations are carefully considered so they do not threaten the viability of development, in accordance with paragraph 173 of the NPPF.

10.6 The extent to which a development is publicly funded will also be taken into account and policy applied flexibly in such cases. Pooled contributions will be used when the combined impact of a number of schemes creates the need for infrastructure or works, although such pooling will only take place within the restrictions of the Community Infrastructure Levy Regulations 2010.

Appendix 1 - Relevant National, Regional and Local Planning policies

NATIONAL PLANNING POLICIES

National Planning Policy Framework

REGIONAL PLANNING FRAMEWORK

The London Plan 2015

LOCAL PLAN

LB Barnet Core Strategy

LB Barnet Development Management Policies

Policy Summary Index

Planning Issue	National Planning Policy Framework (NPPF)	London Plan Policy	Local Plan Policy
Accessibility	Protecting Sustainable Transport – paragraph 32	Policy 7.2: An inclusive environment	Policy DM 3: Accessibility and inclusive design
Employment	Delivering sustainable development - paragraph 22	Policy 4.1: Developing London's Economy Policy 4.2: Offices Policy 4.10: New and emerging economic sectors Policy 4.11: Encouraging a connected economy Policy 4.12: Improving opportunities for all	Policy DM14: New and existing employment space Policy CS 8: Promoting a strong and prosperous Barnet
Housing Delivery	Delivering a wide choice of high quality homes – paragraph 50	Policy 2.6: Outer London - Vision and strategy Policy 2.7: Outer London - economy Policy 2.8: Outer London - transport Policy 3.8: Housing Choice Policy 3.4: Optimising housing potential Policy 3.5: Quality and design of housing developments Policy 3.12: Negotiating affordable housing on individual private residential and mixed use schemes	Policy CS4: Providing quality homes and housing choice in Barnet. DM08: Ensuring a variety of sizes of new homes to meet housing need.
Heritage and Landscape character	Conserving and enhancing the historic environment – paragraph 126	Policy 7.4: Local character Policy 7.8: Heritage assets and archaeology.	Policy CS5: Protecting and enhancing Barnet's character to create high quality places Policy DM06: Barnet's heritage and Conservation
Education	Promoting healthy communities - paragraph 72	Policy 3.18: Education facilities	Policy DM14: Community and education uses
Environment and Biodiversity	Conserving and enhancing the natural environment – paragraph 109	Policy 2.18: Green Infrastructure – The multi – functional network of green and open spaces Policy 7.19: Biodiversity and access to nature Policy 7.21: Trees and woodlands	Policy CS7: Enhancing and protecting Barnet's open spaces Policy DM 15: Green Belt and open Spaces Policy DM 16: Biodiversity
Sports and recreation	Promoting healthy Communities - paragraph 73	Policy 3.6: Children and young people's play and infant recreation facilities Policy 3.19: Sports facilities	CS7: Enhancing and protecting Barnet's open spaces Policy CS11: Improving health and well being in Barnet

Appendix 2: Consultation Programme

Status of Planning Briefs

Planning Briefs are not subject to independent examination, but do require Council agreement before adoption. Upon adoption they become a material consideration in determining planning applications on land affected by the Brief.

Community involvement in preparation of the Planning Brief

There is usually just one stage of public consultation in the production of a Planning Brief. Comments received through the consultation process will be taken into consideration when drafting the final document and this process will be documented in a Consultation Statement. The Consultation Statement will set out the main issues raised and how these have been addressed.

- The Council will carry out a public consultation exercise on the draft Planning Brief for a period of three weeks commencing in February 2016.
- The draft Planning Brief will be published online on the Council's consultation pages.
- Copies of the draft Planning Brief will be available in Chipping Barnet Library and at the Planning Reception in Barnet House
- Engagement with local groups in Chipping Barnet including the Town Team, Barnet Society and Barnet Residents Association
- A drop in exhibition in Chipping Barnet Town Centre during the consultation period
- Briefings on the draft Planning Brief for local councillors.

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London Borough of Barnet

Brake Shear House Planning Brief

Consultation Report

March 2016

Summary of Consultation Activity

Consultation on the Brake Shear House Planning Brief took place between February 18th and March 10th. Consultation involved letters that were e-mailed to stakeholders on the Local Plan consultation database A drop-in session was held at the Chipping Barnet Library on the evening of the 2nd March.

A meeting was held with the Chipping Barnet Town Team on 29th February.

Below is a full set of summarised comments, alongside the Council's response to each, and what action was taken to amend the Planning Brief to address the issue raised in the response included at Appendix A of this report.

Appendix A: Full list of Representations and Council Responses

Respondent	Summary of Response	Council Reply	Action
Barnet Borough Arts Council	Supports the Brief consideration of providing studios in the new redevelopment. Makes reference to the successful drainage arrangements at the Bull Theatre's water garden and suggests may be relevant to the Brake Shear House site.	The Council welcomes this support.	No change
Hendon and District Archaeological Society (HADAS)	Draft Planning Brief does not recognise that the site is, at least in part, within the Chipping Barnet Area of Special Archaeological Significance. It therefore is subject to Policy DM06 e (September 2012). Any development in it will have to be considered by the Council, with the advice of the Greater London Archaeological Advisory Service, for the imposition of an archaeological condition.	A new section on archaeology has been added at para 5.7	The Brief makes several references to archaeology at paras 2.1 and 5.7
Chipping Barnet Town Team	<ul style="list-style-type: none"> • Concern about future rents for employment space • 'Mixed use' rather than 'residential-led' • Inclusion of section on Broadband • Concern over storey heights • Concern of appearance of scheme from St George's Fields as Novia House is considered to represent a prominent addition • Questioned whether there was potential for small retail space for local businesses rather than chains • Interest in establishment of local business partner • Support for basement parking <p>Access to the High Street may conflict with pedestrian movements in the Town Centre</p>	<p>Para 7.2 highlights that rates of new employment space will need to be comparative to other commercial uses within Chipping Barnet Town Centre</p> <p>Agreed. This is a mixed use development.</p> <p>As highlighted in para 8.5 the height and mass of any proposed buildings must reflect the urban grain of this part of Chipping Barnet.</p> <p>Reference added to consider how site is viewed</p>	<p>See Para 7.2 on employment space</p> <p>Para 1.1 clarifies that this is a 'Mixed use' used development</p> <p>Reference to broadband added at para 8.9</p> <p>Reference to view from King George's Fields added to para 8.6</p>

Respondent	Summary of Response	Council Reply	Action
		<p>from surrounding area including King George's Fields</p> <p>Reference added about Boadband</p> <p>The Brief has been prepared in line with the Town Centre Strategy which sets out that the focus for retail is within the retail triangle. This explains the lack of support for retail in the Brief</p> <p>Highways have raised no comments on impact of access on High Street. Further comments will be made on any future planning application stages.</p>	
Drop-in session	<p>Concern over storey heights and loss of views from High Street residential units</p> <p>Support for new trees and soft landscaping</p> <p>Concern over construction noise</p>	<p>As highlighted in para 8.5 the height and mass of any proposed buildings must reflect the urban grain of this part of Chipping Barnet.</p> <p>We agree that trees have an important role in improving streetscene and amenity.</p>	<p>Para 8.4 refers to importance of trees in future development</p>

Respondent	Summary of Response	Council Reply	Action
		A Construction Management Plan will be required through planning conditions.	
Woodland Trust	<p>There may still be opportunities to include existing mature trees in the layout of the site, either as street trees or providing cover for car parking. As well as retaining existing mature trees, the brief should outline an ambition to create as much canopy cover as possible – both in the streetscape as above, and in the amenity spaces mentioned. This could be included in the “Outdoor Amenity Space” section (paragraphs 8.2 – 8.4). I have included a link to our document <i>Residential Development and Trees</i> (https://www.woodlandtrust.org.uk/publications/2015/07/residential-developments-and-trees/), which has the justification for including trees in such development (benefits for health, water control, air quality, biodiversity), as well as some design suggestions. Pavements can incorporate street trees and Sustainable Urban Drainage System principles alongside parking, as proven in even the narrow streets of Lambeth.</p> <p>Apart from the uplift in quality of development the above suggestions would provide, the London Plan (Policy 7.21) states: “Existing trees of value should be retained and any loss as the result of development should be replaced following the principle of ‘right place, right tree’[1]. Wherever appropriate, the planting of additional trees should be included in new developments, particularly large-canopied species.”. The justification to that policy states that “In terms of tree planting on development sites, cost benefit analysis that recognises future tree value should be used to support the case for designing developments to accommodate trees that develop larger canopies. Boroughs should take this advice and the work of the Trees and Design Action group[3] into account in producing LDF policies and determining planning applications.”</p>	There are no existing trees on site to retain. However, do recognise the important role of trees in improving streetscene and amenity.	Para 8.4 refers to importance of trees in future development
Historic England	Request that the Planning Brief to make reference to other heritage assets in the vicinity that may be affected by development on this	The Council considers that Mews style for this site is	Reference at para 4.1 to the

Respondent	Summary of Response	Council Reply	Action
	<p>site, depending on the scale of new development and uses proposed, notably the Wood Street Conservation Area which also covers part of the High Street.</p> <p>Given the age and consistent use of the site for small scale industry since the 19th century, we would encourage you to consider if there are any undesignated built heritage assets on the site that merit additional consideration as part of the planning process. The Local Authority's Conservation Officer and local amenity groups are best placed to advise on this.</p> <p><i>The Spatial Signature of Suburban Town Centres'</i> includes an analysis of Chipping Barnet which notes that: "the multiplicity of activities contained within suburban town centres - from light industry to the local court building - contribute to their liveliness and to their ability to adapt to social and economic change." For this reason it is important to consider the impact of any new uses on this site on the character of the neighbouring conservation areas, to ensure that their heritage significance is protected and enhanced in the longer term.</p> <p>Historic England would encourage the planning case officer to identify opportunities in the vicinity of the site where work could be undertaken to preserve, enhance or better reveal heritage significance. With regard to the assessment of local character, while we agree that proposals for large urban blocks would undermine the urban grain of the site and the High Street, we are concerned that the planning brief appears to encourage a "mews style" development. Mews houses were a specific architectural response associated with Central London, servicing larger scale terraced town houses. This type of development is not characteristic of Chipping Barnet. We would encourage you to reconsider the terminology used for small houses to ensure that any new residential development on this site would relate successfully to its local context.</p>	<p>appropriate due to proximity to Mews development at Belgravia close. This is however providing the scale and design is reflective of the local built context.</p> <p>Reference has been made to multiplicity of activities in town centres in para 2.4 "The Spires Shopping centre...has an important role in providing retail services to Chipping Barnet while the Brake Shear House site provides a range of ancillary works which support the Chipping Barnet Town Centre"</p>	<p>Wood Street Conservation Area</p>

Respondent	Summary of Response	Council Reply	Action
Greater London Archaeology Advisory Service	The draft Planning Brief envisages major development within the Chipping Barnet Area of Special Archaeological Significance reflecting its location within the historic market town. There is potential for medieval and post-medieval remains associated with the town and some of the buildings may have historical interest. In the 19th century part of the site was the town gasworks. To comply with the NPPF and Barnet Local Plan archaeological policies, GLAAS would expect a planning application to be accompanied by an archaeological desk-based assessment which should include consideration of the site's recent built and industrial heritage.	Noted	Reference added at para 5.7 with regard to requirements for archaeological desk-based assessment (5.7)
Environment Agency	<p>The proposed development site appears to have been the subject of past industrial activity which poses a medium risk of pollution to controlled waters. We are however unable to provide detailed site-specific advice relating to land contamination issues at this site and recommend that you consult with your Environmental Health / Environmental Protection Department for further advice. Where necessary we would advise that you seek appropriate planning conditions to manage both the risks to human health and controlled waters from contamination at the site. This approach is supported by Paragraph 109 of the National Planning Policy Framework.</p> <p>We recommend that developers should: 1. Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination. 2. Refer to the Environment Agency Guiding principles for land contamination for the type of information that is required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health. 3. Refer to the contaminated land pages on GOV.UK for more information.</p> <p>The CLAIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice:</p>	<p>Consultation with the Environmental Health team would take place at planning application stages</p> <p>Issues relating to site contamination and drainage would be addressed at pre-app stage</p>	No change

Respondent	Summary of Response	Council Reply	Action
	<p> <input type="checkbox"/> excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they fit for purpose and unlikely to cause pollution <input type="checkbox"/> treated materials can be transferred between sites as part of a hub and cluster project <input type="checkbox"/> some naturally occurring clean material can be transferred directly between sites. </p> <p>Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.</p> <p>The Environment Agency recommends that developers should refer to:</p> <ul style="list-style-type: none"> <input type="checkbox"/> the Definition of Waste: Development Industry Code of Practice on the CL:AIRE website and; <input type="checkbox"/> the Environmental regulations page on GOV.UK. <p>Contaminated soil that is, or must be, disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Duty of Care Regulations 1991 <input type="checkbox"/> Hazardous Waste (England and Wales) Regulations 2005 <input type="checkbox"/> Environmental Permitting (England and Wales) Regulations 2010 <input type="checkbox"/> The Waste (England and Wales) Regulations 2011 <p>Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.</p> <p>If the total quantity of waste material to be produced at or taken off</p>		

Respondent	Summary of Response	Council Reply	Action
	<p>site is hazardous waste and is 500kg or greater in any 12 month period the developer will need to register with us as a hazardous waste producer. Refer to the Hazardous Waste pages on GOV.UK for more information.</p>		
Local Resident	<p>The displacement of the current small businesses and loss of affordable workspace does not seem to justify the provision of more office space and new start-up companies? There is also the inconvenience and disruption of moving and the financial costs borne by the current leaseholders.</p> <p>It would appear that traffic and parking will present difficulties as the new scheme may necessitate new access for right turning vehicles in and out of the site. The present Pelican crossing is located in a prime location for pedestrians and cannot be moved. Also it would open onto bus lanes.</p> <p>The Northern boundary of the site is close to Monken Hadley conservation area and any new design should reflect and respond to the History and local character of the area.</p> <p>The site is situated opposite the Spires which has an important role in providing retail services for Chipping Barnet residents and dovetails nicely with the services provided by the retail and business units within Brake Shear House.</p>	<p>As highlighted in the Brief this site is a long standing development opportunity</p> <p>Highways have raised no comments on impact of access on High Street. Further comments will be made on any future planning application stages.</p> <p>Brief addresses the site's relationship to Monken Hadley Conservation Area at para 5.3</p> <p>The Brief has been prepared in line with the Town Centre Strategy which sets out that the focus for retail is within the retail triangle. This explains the lack of support for retail in the Brief</p>	
Town Team member	<p>1. We should call this employment space rather than office space to avoid confusion</p> <p>2. Would any "likely conditions" (9.3) be discussed between Barnet Council and a future developer?</p>	<p>1. Agreed</p> <p>2. Likely conditions will be discussed at pre application and planning application stages</p>	

Respondent	Summary of Response	Council Reply	Action
	<p>3. Will 'B' use floor space provide workshop usage?</p> <p>4. There is currently 2606 square metres of employment space. How much are the Council saying should be built?</p> <p>5. Land use - section 7.1 states ".....and any development would need to provide enough floorspace to allow for at least the existing levels employment". How will this be achieved?</p> <p>6. Are the council considering running this employment space themselves? Is there any precedence for them doing this or would they be looking to the local community?</p> <p>7. Section 7.2 - The affordability of new employment space within the site is an important issue and rates will need to be comparative to other commercial uses within the CBTC. As discussed this isn't acceptable. We need more affordable employment space. Maybe the wording should say something along the lines of...."compare to existing Brake Shear house site rents"?</p> <p>8. Validation checklist - does this include broadband provision?</p> <p>9. Validation checklist - will this include size/amount of employment space?</p> <p>10. What is Section 106 agreement? In relation to 10.1 and 10.2 how much are we talking about and how what will this be used for? Locally in CB?</p> <p>11. 10.3 - should this include Superfast Broadband provision or if not where is it appropriate to include internet connectivity?</p>	<p>3. Brief already states preference for workshop uses to be retained on site</p> <p>4. The Brief does not specify a quantity of floorspace</p> <p>5. Regard to HCA's Employment Density Guide to calculate employment levels that exceed existing using</p> <p>6. The management of the employment space can be considered at application stage.</p> <p>7. Para 7.2 highlights that rates of new employment space will need to be comparative to other commercial uses within Chipping Barnet Town Centre</p> <p>8. Reference to broadband provision has been made in the Planning Brief</p> <p>9. No</p> <p>10. S106 mitigates the impact of the development. CIL is dependent on floorspace in new development</p> <p>11. see response on 8</p>	
Local Resident	Level changes should be included under Site Characteristics	Level changes have been addressed in para 4.11	It is highlighted at para 8.8 that

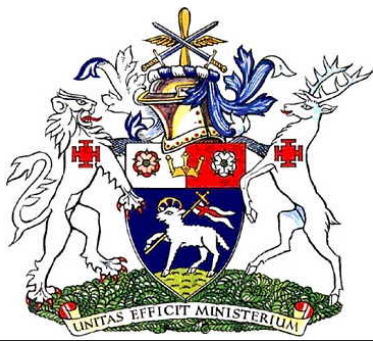
Respondent	Summary of Response	Council Reply	Action
	<p>There are opportunities to improve pedestrian permeability to the north and east. The latter is challenging due to the change in level but should still be explored with the use of steps if necessary. It is important to connect the proposal in to the local area and not to create another development that is cut off from its surroundings like Belgravia Close and Novia House. The development must not be gated.</p> <p>Suggest there should be a requirement for a proportion of new employment space to be provide as affordable workspace to help start-ups and SMEs. It is vital to provide high quality workspace to ensure proper mixed uses in this key town centre location. There should also be a restriction to prevent it being converted to residential under permitted development in future.</p> <p>Please add 'whilst avoiding pastiche' at the end.</p> <p>See 5.4 above. Exploring opportunities for increased permeability needs to be stressed</p> <p>8.6 Please add ' and from more distant views such as from King George's Fields' at the end.</p> <p>I'd have thought there should be more thought given to traffic. For instance the smaller residential units could be car-free with parking only being provided for the larger family units. Most developments in town centres are completely car-free these days (with restrictions on parking permits). Instead we put car club spaces into proposals for those that need a car from time to time. This would greatly reduce the potential impacts of additional traffic on the High Street. The proposals must also show how the buildings will be adequately serviced.</p>	<p>Site permeability already addressed in 7.8</p> <p>Last line of 8.6 refers to High Street glimpsed views. Views from the King George's Playing fields addressed earlier in this paragraph</p> <p>The Council's Highways Department have been consulted already regarding future development of this site. No objection has yet been raised. Highways will continue to be consulted at pre-app and planning application stages.</p>	<p>introduction of gates would not be supported.</p>
Barnet Society	There is one over-riding priority we wish to re-state: we would	The Brief does state the	Reference to

Respondent	Summary of Response	Council Reply	Action
	<p>strongly prefer affordable workspace to affordable housing on this site. Chipping Barnet does not (as yet) have a shortage of good-quality office space; it does have a serious shortage of space for workshop and other start-ups that cannot afford market rents. A fair amount of quality, commercially priced office space has been converted into residential accommodation having stood empty for several years. The corner development of St Albans Rd and Barnet High Street above and behind the retail frontage is a prime example. We made this clear at our meeting because we support economic as much as residential diversity, especially in this location.</p> <ul style="list-style-type: none"> • 5.4 Increased permeability would be welcome, especially to the east. • 7.7 Add 'while avoiding pastiche' at the end. • 7.8 We are concerned about potential vehicle and pedestrian clashes around the main site entrance. A combination of traffic control, appropriate paving and other visual and auditory cues/warnings will probably be essential. • 8.6 Insert 'more distant views from King George's Field and Monken Hadley' after 'High Street and Hyde Close'. • A requirement to facilitate high-speed broadband should be added 	<p>Council's preference for a range of employment space to be provided so it is accessible for a range of businesses including start-ups</p> <p>Specific design issues will be discussed at the pre application stage</p> <p>Highways have been consulted regarding the proposal and have no objections to the redevelopment of the site. Highways will be consulted regarding future applications to ensure there will be no detrimental impact on highways or pedestrian safety</p>	<p>broadband added at para 8.9</p> <p>Reference to view from King George's Fields added to para 8.6</p>
Montagu Evans (on behalf of	On whole the owner of the site supports the document and the message it delivers in regard to the need for the redevelopment of	The Housing and Planning Bill is not legislation until it	No change

Respondent	Summary of Response	Council Reply	Action
owners of site)	<p>the site so that its potential to deliver the employment and housing benefits can be explored.</p> <p>Affordable Housing Paragraph 3.11 seeks to deliver affordable housing at 40%, with a preferred tenure mix of 60% social and 40% intermediate, in line with policy and subject to viability. We are of the opinion that this is too prescriptive and does not reflect the current changes in legislation relating to affordable housing. The Housing and Planning Bill – which is a material consideration – defines affordable housing in legislation for the first time, and includes a number of different forms of housing that can be classed as “affordable”, including starter homes. The document should reflect these changes and welcome other forms of affordable housing that would deliver housing to Barnet. Given the changes at the national level, the brief should be more flexible in its approach.</p> <p>Class B1(c) must be considered in light of the existing and proposed adjacent residential uses and the need to ensure that bad neighbour conflicts are not created.</p> <p>This form of development does not take into account the requirements for making the best use of the available brownfield land to meet the NPPF’s aspiration for housing growth. This would restrict the ability to deliver usable buildings on site by the time internal circulation routes, car parking and the existing level changes are taken in to account.</p> <p>Land Use</p> <p>We support the Council’s comments at Paragraph 7.1 of the</p>	<p>is enacted. Further details are awaited. The Planning Brief is required to set out how current policies will be applied</p> <p>Mitigation measures regarding impact of Class B(c) will be resolved at application stage</p> <p>The Brief supports a mixed use development in a town centre location. This is in accordance with Barnet’s NPPF compliant Local Plan</p> <p>The Council recognises the importance of establishing good relationships between proposed and existing uses. This will be ensured through high quality boundary treatments, soft landscaping measures and mitigation conditions.</p> <p>It is considered that the</p>	

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	<p>document in that the site is currently underutilised and, to meet local and national policy aspirations for sustainable development, the site can deliver at least the same employment yield alongside residential accommodation.</p> <p>With regard to how this employment space may be delivered, we note in Paragraph 7.2 that the Council have made reference to having Class B1(c) uses on site to provide an opportunity for the existing uses to continue on site. This aspiration must be considered in light of the existing and proposed adjacent residential uses and the need to ensure that bad neighbour conflicts are not created. The other important aspect to consider when looking at use classes is the market's response to this space – it only provides an employment benefit if the space is occupied. Whilst space can be designed to accommodate Class B1(c), it should be available to all Class B uses to allow the market to occupy the space as it sees fit. The alternative is that the space is built and left empty due to the land use restrictions imposed by the Council.</p> <p>Urban Character and Form This form of development does not take into account the requirements for making the best use of the available brownfield land to meet the NPPF's aspiration for housing growth. This would restrict the ability to deliver usable buildings on site by the time internal circulation routes, car parking and the existing level changes are taken in to account. Furthermore, and in response to comments in Paragraphs 6.1 and 8.1, there is the need for set off distances on the western boundary to respect those properties at Hyde Close. A mews form of development would not provide the opportunity to achieve this. This Paragraph makes reference to surrounding "small plot pattern of the surrounding area". This is not an accurate description of the surrounding area or of the site.</p>	<p>adjoining Belgravia and Hyde Close exhibit a tight grain.</p> <p>Brake Shear House is made up of small workshop buildings, although these have over time joined to form larger building mass. Despite this, the low workshop buildings and courtyards of the existing site present a Mews form of development.</p> <p>However, as stated in 7.6, it is not just the footprint but the height, bulk and mass which are critical in determining the acceptability of proposed buildings. It is considered that Mews housing successfully addresses this relationship. Examples of buildings with larger footprints provided by M.E. do not also have heights that are uncharacteristic of Chipping Barnet</p> <p>No detailed level surveys have been done for the site. On the provision of these,</p>	

Respondent	Summary of Response	Council Reply	Action
	<p>Building Heights and Bulk The first half of Paragraph 8.5 discusses “the urban grain of this part of High Barnet” and seeks to apply a height and mass discussion to this. CABE’s “By Design” guidance defines Urban Grain as being “The pattern of the arrangement of street blocks, plots and their buildings in a settlement.” It is therefore inappropriate to discuss height and mass in this way; and comments on this should be included in Paragraphs 7.5 – 7.7. In this regard, we have already highlighted above that in close proximity to the site there are a number of large development plots (course grain) alongside smaller blocks (fine grain). Accordingly, the site should respond appropriately to this context. The remainder of this Paragraph discusses a mixture of built forms which is supported. The principles of Paragraph 8.6 in regard to locating additional height at the centre of the site to ensure that there is no adverse impact on adjacent residential properties or views is supported.</p> <p>Routes and Access Paragraph 7.8 identifies that there is an opportunity to increase north-to-south access across the site. This would only be possible between Bath Place and the existing main access to Brake Shear House due to topographical changes, and the fact that land to the south is occupied to the service yard for Boots and Sainsbury’s and is private property.</p>	<p>topographical restrictions and opportunities can be better understood</p>	



Policy and Resources Committee

22 March 2016

Title	North London Business Park Planning Brief
Report of	Commissioning Director Growth and Development
Wards	Brunswick Park
Status	Public
Urgent	No
Key	Yes
Enclosures	Appendix A – Consultation representations and responses Appendix B – Final North London Business Park Planning Brief
Officer Contact Details	Nick Lynch – Planning Policy Manager 0208 359 4211 Nick.lynch@barnet.gov.uk Gavin Ball – Principal Policy Planner 0208 359 6155 Gavin.Ball@barnet.gov.uk

Summary

The Planning Brief sets out the Council’s vision for the residential led mixed use development of the North London Business Park (“the Site”).

The Planning Brief focuses on the following key objectives :

- Delivery of a new suburban community in Brunswick Park through a residential led scheme that effectively ties into the surrounding area
- provision of a significant quantity of public open space, outdoor amenity space and a replacement pitch for sporting use to serve both the new development and the surrounding area
- provision of affordable and flexible employment floorspace for Small to Medium Enterprises (SMEs)
- provision of education, replacement nursery and other community uses

A draft version of the Planning Brief was consulted upon in Jan-Feb 2016, and the report of the consultation, and an updated final Planning Brief are attached to this report.

Recommendations

That the Committee:

- 1. Note the public responses to the consultation carried out on the North London Business Park Planning Brief, and agree the Council responses in the Consultation Report attached at Appendix A.**
- 2. Adopt the North London Business Park Planning Brief attached at Appendix B.**

1. WHY THIS REPORT IS NEEDED

- 1.1 In 2006 the Council adopted a Planning Brief for North London Business Park (“the Site”) and the adjacent land at Coppies Grove (“the 2006 Brief”). The 2006 Brief was produced in response to the high levels of vacancy at the North London Business Park at that time and recognition that despite providing modern office space (B1 use class) and generous car parking within a suburban setting, the Business Park did not address the demands of the London office market.
- 1.2 The employment led mixed use scheme promoted by the 2006 Brief failed to revitalise the Site. Therefore in order to make more efficient use of this strategic Site a revised approach to development of the land is now vital ensuring that its future use is optimised within the wider London development context and helps to address the pressing demand for housing in the capital.

2. REASONS FOR RECOMMENDATIONS

- 2.1 North London Business Park is a large strategically important site of 16.5 ha, located in an established suburban area with reasonable transport links locally and to central London. Producing a Planning Brief is vital to ensure that future development of North London Business Park comes forward in line with Council priorities and delivers sustainable development.
- 2.2 There is before the Council an application for redevelopment of the NLBP site, submitted by Comer Homes (15/07932). This will be determined by the Council in accordance with the policies included in the Local development plan.
- 2.3 It is considered that the Planning Brief offers a nuanced, site-specific set of policy responses to the site, including, following the consultation, community’s views on the issues it brings. As such it will offer additional guidance in determining this, and any subsequent applications on the North London Business Park site.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The alternative to this recommendation is to not adopt the Planning Brief. This would mean that the current Planning Application would be determined without the additional guidance provided in the Planning Brief.

4. POST DECISION IMPLEMENTATION

- 4.1 The draft NLBP Planning Brief has been subject to a period of public consultation and revised in light of comments received and the proposed final Planning Brief will be used as a material consideration in the determining of planning applications on this site in the future.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The NLBP Planning Brief helps to meet Corporate Plan 2015-20 strategic objectives in ensuring that Barnet is a place:-

- of opportunity, where people can further their quality of life – *the NLBP Planning Brief will ensure a good mix of unit sizes and tenures with adequate amenity space, public open space, sports provision through the secondary school and educational, nursery and community facilities appropriate to the scale of development.*
- where people are helped to help themselves, recognising that prevention is better than cure – *the NLBP Planning Brief provides an element of replacement commercial floor space to meet the needs of Small and Medium Enterprises such as those presently located in Building 3. This will be located alongside space for community uses and ensures continuity of space in the locality for residents and businesses to be enterprising and create a range of services that meet local needs;*
- where responsibility is shared, fairly – *the NLBP Planning Brief highlights priorities for provision of social and community infrastructure together with contributions towards off site infrastructure.*
- where services are delivered efficiently to get value for money for the taxpayer - *the NLBP Planning Brief highlights opportunities for improved service provision from new facilities integrated within the development*

- 5.1.2 Through supporting the provision of modern business space suited to the needs of small and medium enterprises the Planning Brief also helps to deliver the objectives of Barnet's Economic Strategy (Entrepreneurial Barnet) in facilitating business growth

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 5.2.1 The cost of producing the NLBP Planning Brief is being met by the landowner and delivered by Regional Enterprise (Re) on behalf of the

Council.

5.3 **Social Value**

5.3.1 The NLBP Planning Brief sets out the parameters for the delivery of a residential led mixed use development on a strategic development site. Through the delivery of a new suburban mixed and balanced community in Brunswick Park future development will secure social, economic and environmental benefits.

5.3.2 Social benefits will be secured through the delivery of a mix of housing unit sizes and tenures including affordable housing. Community infrastructure and educational facilities (re-provision of St Andrew the Apostle secondary school and nursery).

5.3.3 Economic benefits will be delivered through the re-provision of business space that supports small and medium sized enterprises.

5.3.4 Environmental benefits will be delivered through enhancing the biodiversity on the site and meeting relevant energy and surface water run-off standards set out in the London Plan.

5.4 **Legal and Constitutional References**

5.4.1 Constitution Responsibilities for Functions Annex A sets out the terms of the Policy and Resources Committee including “to be responsible for the overall strategic direction of the Council including approval of development of statutory Local Plan related documents”.

5.4.2 Site specific Planning Briefs provide an opportunity to bridge the gap between the provisions of the Local Plan and the requirements of any future planning application for the site.

5.4.3 Planning Briefs should be consistent with and provide guidance, supplementing the policies and proposals of the Local Plan. Planning Briefs cannot contradict rewrite or introduce new policies.

5.4.4 Planning Briefs can have a number of functions, such promoting development of a site; addressing particular site constraints and/or further interpretation of local plan policies.

5.5 **Risk Management**

5.5.4 Failure to put in place an up-to-date Planning Brief may lead to a less strategic response to the development of the site and result in Council priorities not being achieved.

5.6 **Equalities and Diversity**

5.6.4 The 2010 Equality Act places a legal obligation on the Council to pay due regard to equalities. The Brief helps implement policy set out in the Local Plan Core Strategy. The Core Strategy was adopted in 2012 and was subject to an Equalities Impact Assessment (EqIA).

5.6.5 Adoption of the Planning Brief will ensure that there is a considered approach to the development of the site which will have due regard to the need to eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010. It should also help advance equality of opportunity as well as foster good relations between people from different groups.

5.6.6 The scale of development proposed will help to ensure that a wide cross section of Brunswick Parks' community needs can be met with a range of residential units and tenures available. In addition a variety of community uses and commercial uses will be delivered as part of the scheme as well as public open space. This will increase opportunities for people to access services locally, benefit from open space and access to sporting facilities.

5.6.7 Accessibility will be improved through increased permeability through the site with improved public realm helping reduce the real and perceived risk of crime helping improve feelings of vulnerability that certain groups of people feel.

5.7 **Consultation and Engagement**

5.7.1 Consultation on the North London Business Park Planning Brief took place over a period of 6 weeks extending from 7th January until February 17th 2016. Consultation involved letters that were e-mailed to stakeholders on the Local Plan consultation database as well as posted to residents living next to NLBP. A Public Notice was published in the Barnet Press to publicise the consultation. Further publicity included a drop-in session at Building 2 of the North London Business Park on 9th February.

5.7.2 Responses were received from a mix of statutory stakeholders including Historic England, Highways for England, Natural England and the Environment Agency. Local residents made up the majority of respondents to this consultation, particularly those in the Weirdale Avenue and Ashbourne Avenue area. A response was also received from the Comer Group, the owner and prospective developer of the site.

5.7.3 At the time of preparing the Planning Brief the Council expected that the Comer Group would submit a planning application following the adoption of the Brief. The Comer Group has submitted a planning application which is subject to statutory consultation must take place. Consultation on the application and the Planning Brief overlapped and the Council has ensured that all comments received are considered with regard to the planning application.

5.7.4 Below is a summary of the issues raised, with a full set of summarised comments, alongside the Council’s response to each, and what action was taken to amend the Planning Brief.

Main issues raised & what changes we are making.

5.7.5 Local residents expressed concerns about the proposal to re-open an access route between the north of the NLBP site and Russell Lane through Ashbourne Avenue and Weirdale Avenue. Objections focused on increased traffic (including construction traffic), increased fear of crime and pressures on car parking arising from the re-opened access.

5.7.6 The Council considers that this re-opened access route makes a link with bus services and shops on Russell Lane as well as with Oakleigh Park station, and is required to make the development acceptable in planning terms. This access to services and public transport reduces the need to travel and supports the use of sustainable transport modes. The prospective developer Comer Homes has confirmed that access to Russell Lane by car from the NLBP site is not necessary from a commercial point of view.

5.7.7 This Planning Brief moves away from different options explored in the draft brief, bringing together a definitive position around only pedestrian and cycle access at this northern end of the site, alongside emergency vehicular access if this is deemed necessary by the emergency services during consideration of the planning application.

5.7.8 In terms of the fear of crime issue the Council will require the development to be appropriately designed so that it can positively affect perceptions of safety. A “Secured by Design” statement will be required to accompany the planning application, reviewed by the Metropolitan Police, to ensure that development is suitably designed to address this issue.

5.7.9 In terms of the increased pressure on car parking spaces the Council considers that with redevelopment the nature of the site will change. The site will change from an employment use to a residential led mixed use scheme including employment uses and a secondary school. The Transport Assessment that is required as part of the planning application will consider that journeys to and from the site will be different, and what provisions are required to mitigate the new trip pattern.

5.7.10 Regarding construction traffic, the Council agrees that of the three potential routes into the site, this is the least suitable for construction traffic to access/egress, and as such we will ensure that the construction

management plan excludes this route from accommodating construction traffic.

Support for retention of the existing pond on the site

- 5.7.11 There was support for the retention of the pond on the site, both from a wildlife perspective, and as well as the perception that it acts as a 'balancing pond', providing a flood mitigation measure. The Council agree that such purposes is make it a positive feature of the site, and that in some way it should be incorporated into the design of the new site.

Concern over the impact of the development on local infrastructure (including traffic congestion)

- 5.7.12 The issue of infrastructural needs for schools, access to healthcare, and impact on highways was raised.
- 5.7.13 School Place Planning benchmarking shows that the development has the potential to create a need for 1.1 to 1.8 forms of primary school entry, and 0.3 to 0.8 forms of secondary entry. The expansion of the secondary school on the NLBP site will accommodate the additional secondary need arising.
- 5.7.14 The NHS Clinical Commissioning Group will be consulted upon receipt of any planning application for the site, and will be expected to notify the Council whether additional health infrastructure is required to be provided on the site, or whether existing capacity can acceptably meet emerging need.
- 5.7.15 The impacts of traffic generated by the new homes and expanded school at the NLBP site will be fully examined within the Transport Assessment (TA) that will need to accompany any planning application for re-development of the site. The assessment will take account of the net impact associated with the loss of trips related to the existing site, against those added by the proposed development. The applicants TA will need to demonstrate that the travel impacts of the new land uses can be accommodated by the local transport system, and where any improvements are shown to be necessary, then either the developer will be obliged to deliver these mitigation measures under the supervision of the Council if adjacent to the North London Business Park, or if in the surrounding area, contribute suitable sums to the Council and / or Transport for London to ensure delivery by them.

Concerns about impact on local amenity, height and quantum of development

- 5.7.16 Concerns were raised about the changing nature of the area, increasing densities; and the potential impact of new development on adjoining properties and views across the site.
- 5.7.17 With regard to the character of the existing site, it is fairly distinctive, with the landscaping of the NLBP site creating a neutral relationship with adjoining properties. Given the pressures for new housing any redevelopment of the site is expected to generate new homes. Given the size of the site there are opportunities for higher densities in those parts furthest from existing residential properties.
- 5.7.18 Regarding how density varies across the site, the principle of requiring the edges of the site abounding neighbouring residential properties to be built at lower heights and densities is broadly supported by all parties with the exception of the developer seeking a “transitional zone” in the area adjacent to the residential properties on Howard Close. It is unclear why this is appropriate compared to other edges of the site, and accordingly the Planning Brief will not be amended to incorporate this principle.
- 5.7.19 Regarding the maximum height permissible on the site, the Local Plan Policy DM5 is clear that development classified as “tall” (8 storeys or more) will only be permissible in strategic locations as set out in the Core Strategy. As the NLBP site is not a strategic location, development of 8 storeys or more will be in conflict with the Local Plan.

Other Issues

- 5.7.20 There is concern locally that the development could disrupt the land on the site which could be contaminated due to the historic industrial use. This will be mitigated through the development, as required by national standards on contaminated land.
- 5.8 **Insight**
- 5.8.1 Data from the Barnet Observatory on the socio-economic characteristics of Brunswick Park has provided the basis for local prioritisation of community infrastructure.

6 BACKGROUND PAPERS

6.1 [Barnet Local Plan Core Strategy](#), September 2012

6.2 [Planning Brief for North London Business Park and Land at Oakleigh Road South 2006](#).

6.3 [Barnet's Statement of Community Involvement](#), July 2015

6.4 [North London Business Park-Draft Planning Brief](#), December 2015

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London Borough of Barnet

North London Business Park Planning Brief

Consultation Report

March 2016

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Summary of Consultation Activity

Consultation on the North London Business Park Planning Brief took place over a period of 6 weeks extending from 7th January until February 17th 2016. Consultation involved letters that were e-mailed to stakeholders on the Local Plan consultation database as well as posted to residents living next to NLBP. A Public Notice was published in the Barnet Press to publicise the consultation. Further publicity included a drop-in session at Building 2 of the North London Business Park on 9th February.

Responses were received from a mix of statutory stakeholders including Historic England, Highways for England, Natural England and the Environment Agency. Local residents made up the majority of respondents to this consultation, particularly those in the Weirdale/Ashbourne Avenue area. A response was also received from Comer Group, the owner of the site.

Below is a summary of the issues raised, with a full set of summarised comments, alongside the Council's response to each, and what action was taken to amend the Planning Brief.

Main issues raised & what changes we are making.

Opposition to creating a new access route at Weirdale and Ashbourne Avenues, and construction traffic

Local residents expressed concerns about the proposal to re-open an access route between the north of the NLBP site and Russell Lane through Ashbourne Avenue and Weirdale Avenue. Objections focused on increased traffic (including construction traffic), increased fear of crime and pressures on car parking arising from the re-opened access.

The Council considers that this re-opened access route makes a link with bus services and shops at Russell Lane as well as with Oakleigh Park station. This access to services and public transport reduces the need to travel and supports the use of sustainable transport modes. The prospective developer Comer Homes has confirmed that access to Russell Lane by car from the NLBP site is not necessary. The Planning Brief has been revised to clarify that the re-opened access at Ashbourne Avenue is restricted to pedestrians, cyclists and emergency vehicles.

In terms of the fear of crime issue, the Council will require the development to be appropriately designed so that it can positively affect perceptions of safety. A "Secured by Design" statement will be required to accompany the planning application, reviewed by the Metropolitan Police, to ensure that development is suitably designed to address this issue.

In terms of the increased pressure on car parking spaces the Council considers that with redevelopment the nature of the site will change. The site will change from an employment use to a residential led mixed use scheme including employment uses and a secondary school. The Transport Assessment that is required as part of the planning application will consider that journeys to and from the site will be different, and what provisions are required to mitigate the new trip pattern. Regarding construction traffic, the Council agrees that of the three potential routes into the site, this is the least suitable for construction traffic to access/egress, and as such we will ensure that the construction management plan excludes this route from accommodating construction traffic.

Support for retention of the existing pond on the site

There was support for the retention of the pond on the site, both from wildlife, and a perception that it acted as a balancing flood mitigation measure. The Council agree that it is a positive feature of the site, and that in some way it should be incorporated into the design of the new site.

Concern over the impact of the development on local infrastructure (including traffic congestion)

The issue of infrastructural needs for schools, access to healthcare, and impact on highways was raised.

School Place Planning benchmarking shows that the development has the potential to create a need for 1.1 - 1.8 forms of primary school entry, and 0.3 - 0.8 forms of secondary entry. The expansion of the secondary school on the NLBP site will accommodate the additional secondary need arising.

The impacts of traffic generated by the new homes and expanded school at the NLBP site will be fully examined within the Transport Assessment (TA) that will need to accompany any planning application for re-development of the site. The assessment will take account of the net impact associated with the loss of trips related to the existing site, against those added by the proposed development. The applicants TA will need to demonstrate that the travel impacts of the new land uses can be accommodated by the local transport system, and where any improvements are shown to be necessary, then either the developer will be obliged to deliver these mitigation measures under the supervision of the Council if adjacent to the North London Business Park, or if in the surrounding area, contribute suitable sums to the Council and / or Transport for London to ensure delivery by them.

Concerns about impact on local amenity, height and quantum of development

Concerns were raised about the changing nature of the area, increasing densities; and the potential impact of new development on adjoining properties and views across the site.

With regard to the character of the existing site, it is fairly distinctive, with the landscaping of the NLBP site creating a neutral relationship with adjoining properties. Given the pressures for new housing any redevelopment of the site is expected to generate new homes. Given the size of the site there are opportunities for higher densities in those parts furthest from existing residential properties.

Regarding how density varies across the site, the principle of requiring the edges of the site abounding neighbouring residential properties to be built at lower heights and densities is broadly supported by all parties with the exception of the developer seeking a “transitional zone” in the area adjacent to the residential properties on Howard Close. It is unclear why this is appropriate compared to other edges of the site, and accordingly the Planning Brief will not be amended to incorporate this principle.

Regarding the maximum height permissible on the site, the Local Plan Policy DM5 is clear that development classified as “tall” (8 storeys or more) will only be permissible in strategic locations as set out in the Core Strategy. As the NLBP site is not a strategic location, development of 8 storeys or more will be in conflict with the Local Plan.

Other Issues

There is concern locally that the development could disrupt the land on the site which could be contaminated due to the historic industrial use. This will be mitigated through the development, as required by national standards on contaminated land.

At the time of preparing the Planning Brief the Council expected that the Comer Group would submit a planning application following the adoption of the Brief. The Comer Group has submitted a planning application which is subject to statutory consultation must take place. Consultation on the application and the Planning Brief overlapped and the Council has ensured that all comments received are considered with regard to the planning application.

Appendix A: Full list of Representations and Council Responses

Opposition to creating a new access route to/from the north site from Weirdale/ Ashbourne Avenues (all from local residents)

Summary of Response	Council Reply	Action
Weirdale Avenue / Ashbourne Avenue - The existing plan refers to the high level of objections raised on the subject of access to/from the site from Weirdale Avenue and Ashbourne Avenue (Paragraph 3.5 / p19). I understand these concerns remain current and would support the retention of the requirement for a Transport Assessment to be conducted for any change of access through this route.	A Transport Assessment is required for a development of this size.	Planning Brief highlights that a Transport Assessment is required to accompany a planning application for this

Summary of Response	Council Reply	Action
<p>Section 3.23: Re opening Weirdale Avenue may benefit the new residents of this development but fails to address the concerns of those who live in Weirdale Avenue and chose to live there because it does not go anywhere and is therefore a quiet road especially regarding vehicles.</p>	<p>The Council, as the Local Planning Authority, have a responsibility to determine any future planning application in line with the adopted Local Plan. DM3 of the Local Plan states that new developments should exhibit the highest standards of accessible and inclusive design. In relation to the NLBP site, it is considered that providing access to the facilities of Russell Lane, and to Oakleigh Park station beyond is essential to meeting the aims of this policy.</p> <p>DM3 also recognises that solutions need to be flexible, recognising what different people say they need and want. It is recognised that Ashbourne and Weirdale Avenues are suburban residential streets, and that adding new traffic is not desirable.</p>	<p>site.</p> <p>Brief clarifies at paras 3.18, 3.22, 5.18 and 5.19 that the northern access point should be for cycling and pedestrian access only.</p>
<p>As a resident of Weirdale Avenue who chose to live there because it provided the life style I wanted I object to any opening up of the access road to Weirdale Avenue. I could possibly tolerate pedestrian and cycle access. However it is my firm belief that unless written guarantees were provided that the Weirdale Avenue access road would never be opened for vehicles then any planning application submitted would be vigorously objected to by the residents of Weirdale Avenue. The council has obligations to all its residents and not just those from business with the deepest pockets who have no interest in the borough apart from how much they can profit from it.</p>		
<p>Objects to the opening up of access from the site to Weirdale Avenue, which currently is in effect a crescent which attracts no traffic or footfall.</p>		
<p>Objects to opening up access to the site, considers it will lead to increased risk of accidents, even for cycle/pedestrian access only.</p>		

Summary of Response	Council Reply	Action
	As such it is considered that a pedestrian and cycling route from/to the site is the best way of meeting these objectives.	
Do not believe it is feasible that this route is suitable for emergency access/ fire engines, or construction traffic It is noted it is not the ideal route, compared to the other two, however the brief will ensure the requirements of the emergency services are considered in any planning application.	The emergency services will be consulted on the planning application, and access as required by them will be included in the final design.	Brief clarifies at paras 3.18 and 5.19 that access requirements of the emergency services are considered in any planning application.
Weirdale Ave & Ashbourne Ave not being wide enough or robust enough to take an increase in heavy vehicles e.g. fire service vehicles etc. potentially leading parking restrictions to alleviate this		
Potential impact on entrance to Russell Lane.	The Council, as the Local Planning Authority, have a responsibility to determine any future planning application in line with the adopted Local Plan. DM3 of the Local Plan states that new developments should exhibit the highest standards of accessible and inclusive design. In relation to the NLBP site, it is considered that providing access to the facilities of Russell Lane,	As highlighted above the Brief makes several references to restricting the northern access point to cyclists and pedestrians.
Objects to increasing number of trips entering/egressing Russell Lane at this point.		
The opening up of a through road to Russell Lane and the north will only serve up more congestion		
Russell Rd currently exhibits tailbacks from the junction with Oakleigh Rd, and often past Dene Rd. More cars would worsen this effect, impeding, amongst others, emergency vehicles, and refuse lorries.		
Greater traffic congestion on Russell Lane also increasing pollution levels in area		
Objects to Opening of any kind of access to and from the proposed development site into Weirdale Avenue and Ashbourne Avenue. Ashbourne Avenue is a narrow residential road barely suitable for its current population. To extend its use to a large housing development which includes a school and recreational area would be highly detrimental to the current residence. The road is simply not suitable for the planed purposes and I object in the strongest possible terms. My		

Summary of Response	Council Reply	Action
<p>specific objections are:</p> <ol style="list-style-type: none"> 1, Construction lorries would very quickly cause severe surface damage to the road. 2, The school would attract a rat run for parents dropping off their offspring. 3, Larger volumes of traffic would be using the road changing the areas entire character. 4, Parking problems would increase to an unacceptable level. 	<p>and to Oakleigh Park station beyond is essential to meeting the aims of this policy.</p> <p>DM3 also recognises that solutions need to be flexible, recognising what different people say they need and want. It is recognised that Ashbourne and Weirdale Avenues are suburban residential streets, and that adding new traffic is not desirable.</p>	
<p>There is a proposal to "re-open" an access onto Weirdale Avenue. There has never been a public access to the site at this point. There was a former pedestrian access for STC workers that was only open at the beginning and end of the working day - access was only for STC employees and there was a security guard controlling access when the gate was open. Local roads were not built with through traffic in mind and rush hour access to/from Russell Lane will produce grid-lock as Russell Lane is often already tailed back from the Oakleigh Road roundabout past the eastern end of Weirdale Avenue. Residents of Weirdale Avenue and Ashbourne Avenue already have difficulty joining Russell Lane during rush hours and the proposed new access to the development will make a difficult situation impossible. The council is therefore misguided in suggesting that a northern access to the site would result in shortened journey times to Whetstone and Oakleigh Park. There is no capacity on either Weirdale Avenue or Ashbourne Avenue for two way traffic and proposed access for emergency vehicles could be impeded by parking by local residents, particularly at night and weekends. The council should reject the current plans in favour of a lower density development and it should not pursue a new access of any sort onto Weirdale Avenue, as there is no historic precedent for one and it would be detrimental to the interests of the existing residents.</p>	<p>As such it is considered that a pedestrian and cycling route from/to the site is the best way of meeting these objectives.</p>	
<p>Historically there has never been vehicular access from Weirdale Avenue, only limited pedestrian access. To create an access for pedestrian, cycle or vehicle traffic would have a detrimental effect on residents in Weirdale Avenue,</p>		

Summary of Response	Council Reply	Action
Ashbourne Rd and Russell Lane. This would create increased parking issues, increased congestion, increased pollution, possibility of increased crime. These roads are narrow and are not robust enough to take increased traffic.		
I am very concerned about the proposal to open this development to Weirdale Avenue and Ashbourne Avenue.		
Weirdale and Ashbourne Avenues are small residential roads. They are both quite narrow. Weirdale has two bends at the NLBP end. It is very difficult to get cars, let alone emergency vehicles around them. This would mean Ashbourne Avenue would be the straight path through which would be of great danger to the residents. The residents of both roads comprise mainly of young families and elderly, which the type of housing is most suited to.		
In order to prevent the noise, pollution, parking, and safety issue, there was a (successful) local campaign to close this access. With this opened, can foresee school parents using the area as parking.		
Never been a “public access” route, only as security-controlled work entrance.		
When historic pedestrian access was open, parking from employees created congestion and associated safety for children due to narrow surrounding roads.	The Council, as the Local Planning Authority, have a responsibility to determine any future planning application in line with the adopted Local Plan. DM3 of the Local Plan states that new developments should exhibit the highest standards of accessible and inclusive design. In relation to the NLBP site, it is considered that providing access to the facilities of Russell Lane, and to Oakleigh Park station beyond is essential	As highlighted above the Brief makes several references to restricting the northern access point to cyclists and pedestrians.
Ashbourne & Weirdale Avenues are not wide enough for larger vehicles, and introducing these trips could require parking restrictions.		
Section 3.22: Does not provide the guarantee that access from Weirdale Avenue will not at a later date allow vehicle access. Also that this proposed access will not be used during the construction phase of this development.		
Section 5.10: This section has now moved from 2 entry roads and 1 pedestrian entrance to 3 entry roads. If the Weirdale Avenue access is open to vehicles it will become a through route to both Oakleigh Road North and Brunswick Park Road and turning Weirdale Avenue into a Rat Run, but not taking into account the views of those whose lives will be blighted by this.		
Section 5.15: Your brief has now changed to discussing vehicle access from Weirdale Avenue when previously it talked about pedestrian and cycles. Should you not be striving for consistency and clarity in your planning brief so that we all know where we stand.		

Summary of Response	Council Reply	Action
Previous development on Russell Lane has restricted access/egress from Weirdale/Ashbourne Aves, creating safety concerns.	to meeting the aims of this policy.	
Confusion over the purpose for the Weirdale Ave access: as a pedestrian only access, or as an emergency services access, or as a way of connecting the new development with Russell Lane and Oakleigh Park station	DM3 also recognises that solutions need to be flexible, recognising what different people say they need and want. It is recognised that Ashbourne and Weirdale Avenues are suburban residential streets, and that adding new traffic is not desirable.	
Objects to allowing access from Weirdale/Ashbourne Aves as it will exacerbate existing parking and congestion issues.		
Possible greater risk to pedestrians from additional traffic.		
Consider that the site is already well served by the existing two access roads.		
Is concerned that the brief identifies the Ashbourne Ave entrance as historically open to the public, which it has never been.		
Tight bends on Weirdale Avenue make it unsuitable for large vehicles to pass parked cars.		
Any access through Weirdale/Ashbourne Avenue (emergency, pedestrian or otherwise) is strongly opposed due to the inevitable congestion and impact on the area.	As such it is considered that a pedestrian and cycling route from/to the site is the best way of meeting these objectives.	
In the forty five years that I have lived here, this has never been a public access. It was only ever used as a foot access by employees of The Standard Telephone and later Nortel. There was a security guard placed at the gate and even then, it caused great problems, litter, noise, parking, driveways being parked over, people being blocked in. Later when Barnet Council occupied the buildings staff that used this entrance were given a key. It has never been open as a public right of way and there has never been a road through, even as emergency access, the road stops at the fence, this is the boundary of the old sports field.		
Restricted vehicular access for emergency vehicles is impractical given the narrow streets when parked cars are taken into account. Potential parking restrictions to counter this are also a concern given street parking is already challenging.		
General vehicular access via Weirdale / Ashbourne would lead to increased traffic, increased noise and an increase in vehicle generated pollution.		

Summary of Response	Council Reply	Action
<p>We strongly object to any type of access to/from the NLBP development into Weirdale and Ashbourne Avenues. Both avenues are unsuitable for increased traffic - especially larger vehicles - due to the width of the roads, on-street parking and road curvatures. Dust carts, delivery vans and disabled transport vehicles are frequently wedged at keys points and have to reverse. Allowing emergency vehicle access could restrict the very nature of their purpose, to quickly attend emergency situations.</p>		
<p>Based upon residents having an unrealistic one vehicle per household, and excluding visitors, trades, business and school parking, the development would require a minimum of 1200 parking spaces. Both avenues already have insufficient on-road parking and opening even pedestrian access would cause disruption and safety concerns, we want our children to continue to play out safely in the Avenues with ours neighbours children.</p>		
<p>Planning Brief documentation describes the opening of access to/from Weirdale as: 'disused pedestrian access, former access, and 'Reopening the Weirdale Avenue access to pedestrians and cyclists'. It must be noted that the access has never been a public pedestrian or cycle access route. When the site was home to a previous commercial business (STC/Nortel) it was only ever a security guarded access point for walking employees only, never vehicles.</p>		
<p>In the 1960's there was a proposal by STC to widen their entrance to enable access for vehicle traffic, but this was rejected by East Barnet Urban District Council, primarily on the grounds of increased traffic in Ashbourne Avenue and Weirdale Avenue, together with problems in turning into and out of Russell Lane. However, in the 1960's there was far less traffic and most vehicles were considerably smaller</p>		
<p>The access has never been open a 'public access' route.</p>		
<p>I have lived in Weirdale Avenue all of my life, some 36 years, with my parents buying this home 4 years prior to my birth. The great appeal for my parents moving to Weirdale Avenue was peace, quiet and tranquillity that came with the no through traffic road. Even today, these great attributes appeal to new neighbours wanting the great character on offer. The new housing proposal is</p>		

Summary of Response	Council Reply	Action
<p>unfortunately, in my view, inevitable as new housing is required for many. However, I feel that access to this new estate via Weirdale / Ashbourne Avenue would be a mistake. It would completely ruin the quality of life for the current residence. The extra traffic would cause issues, not to mention parking problems.</p>		
<p>I am concerned about the proposed Emergency and Pedestrian access from the North of the site through Weirdale and Ashbourne Ave. This would create significant issues for local residents in relation to parking and noise as people will park in the said roads and walk in to the development. The small Roads cannot take any further traffic and it is already impossible to access Russell Lane in Rush hour for scale of traffic.</p>		
<p>I would like to state our objection to having Weirdale & Ashbourne Avenue changed from a residential area to a main thoroughfare</p>		
<p>Objects to the Opening of any kind of access to and from the proposed development site into Weirdale Avenue and Ashbourne Avenue.</p>		
<p>This will not benefit the existing community in any way, rather it will very much not be to our benefit as indicated in my previous comments re the possibility of a useful route for burglars. Should residents of Weirdale or Ashbourne wish to gain access to the NLBP development this can be done via the Brunswick park or Oakleigh road south entrances. People who purchase properties in new developments usually do so with a view to the actual "estate" they will be living on, not because of "connection" to the rest of the community. This plan is very heavily recommending access from Weirdale but it is not in current residents best interests.</p>		
<p>I live directly opposite to the proposed new access. Whilst there was an access here to the STC factory for many years, it was a private works entrance, for pedestrians only, open for just a few hours on weekdays in the morning, lunchtime and evening, and always manned by security personnel. It closed around 25 years ago. To reopen it now, even if only for pedestrians and cyclists, would inevitably result in:</p> <ul style="list-style-type: none"> - Significant increased traffic in Ashbourne Avenue and Weirdale Avenue. - Greater traffic congestion in Russell Lane. 		

Summary of Response	Council Reply	Action
<p>- Residents from the new housing using Ashbourne Avenue and Weirdale Avenue for parking.</p> <p>- Potential "rat-runs" being created between Ashbourne Avenue and Oakleigh Road South / Brunswick Park Road if there was access for "emergency" vehicles, because the restricting bollards would soon get damaged / disappear, which would allow general vehicular access.</p> <p>For comparison, the relatively recent re-development of the former Southaw School site at the bottom of Russell Lane has resulted in a significant increase in on-street parking, which means that the road is reduced to a single lane when a large vehicle (example the route 125 bus) needs to come past. Both Ashbourne Avenue and Weirdale Avenue are narrower than Russell Lane and cannot accommodate regular heavy traffic and large vehicles. I therefore consider that there should not be any means of access from Ashbourne Avenue to the new development, not even for pedestrians and cyclists.</p>		
<p>Cites increase in burglaries when pedestrian entrance as open.</p>	<p>Upon receipt of a planning application the Council will consult the Metropolitan Police who will consider the merits of the application and offer guidance as to how the scheme can be designed to best meet "secured by design" principles.</p> <p>It is considered that the transfer of the site from a commercial to a (predominantly) residential use could offer greater levels of passive</p>	<p>Para 5.19 highlights that new entrance will need to be consistent with Secured by Design principles</p>
<p>There was a recent (Nov 2015) burglary, therefore against more unknown people walking through our streets.</p>		
<p>Concern over pedestrian and cycle access offering opportunity for an escape route for criminals to and from the site.</p>		
<p>3.18 i am absolutely opposed to the opening of this access. I do not think it will be only pedestrians who use such an access route but people who will leave their cars in Weirdale/Ashbourne to gain access for work or visiting. I feel too that this could prove to be a viable "escape route" for burglars, either from the new residential NLBP or into that area from Weirdale/Ashbourne.</p>		
<p>Crime rate in the area is high, in fact we have recently been informed by our local Neighbourhood team, Barnet and N20 is one of the highest burglary areas. The service roads at the rear of the houses in both Weirdale and Ashbourne are a very vulnerable point to the houses and many burglaries have been committed from this point of entry. Adding an escape route would be detrimental, having foot and cycle access would be a burglar's paradise giving quick and easy access to and from the new development.</p>		

Summary of Response	Council Reply	Action
<p>A pedestrian 'cut through' into Weirdale and Ashbourne Avenues would increase crime opportunity by creating a quick escape route, noise, litter, disturbance, anti-social behaviour. We selected to live in a location with no through vehicle or pedestrian traffic; reversing this will have a detrimental effect on our privacy and quality of life.</p>	<p>surveillance and activity by virtue of providing activity over a longer time period throughout the day and night.</p>	
<p>It would at the same time provide a quick exit from either area to those of criminal intent. Have the views of the police been sought regarding this aspect and will the development be designed to incorporate the present "Secure by Design" standards.</p>		
<p>Further, following a spate of burglaries in both Ashbourne Avenue and Weirdale Avenue (including my own property), I am concerned that creation of a new access point will provide greater opportunities for criminals to operate and escape.</p>		
<p>The possibility that this 'foot and cycle' access will offer better escape route for criminals to and from the site</p>		
<p>Finally, I think criminals would thrive with a Weirdale Avenue link, creating a get away route.</p>		
<p>Approach to re-development: routes and access hierarchy 5.15 The Weirdale Avenue route should be designed to restrict its use so it does not become a through route. Whatever happens if you open any kind of access from this side it will cause an increase in vehicular traffic as "pedestrians" are more than likely to arrive in their cars and park in Weirdale/Ashbourne.</p>	<p>The development proposed on this site is predominantly residential. As such it is considered that the site in the future will be a creator, rather than an attractor of car parking/visitation.</p>	<p>As highlighted above the Brief makes several references to restricting the northern access point to cyclists and pedestrians.</p>
<p>If access is created, this would encourage residents to pave their front gardens and park there.</p>	<p>There are separate planning regulations governing the issue of paving front gardens. This is not within the remit of a Planning Brief</p>	<p>No change.</p>

Summary of Response	Council Reply	Action
<p>The composition of the road would not take any additional traffic, it is not strong enough. We have already had a large area that collapsed close by the proposed new opening.</p>	<p>Issues of wear and tear on the existing road are not within the remit of a Planning Brief</p>	<p>No change.</p>
<p>Roads are untreated in cold weather.</p>		
<p>Fears that opening up for pedestrians will create a precedent for cars later on.</p>		<p>No change.</p>
<p>Foresee in future the residents of the NLBP site seeking for this to be opened up for their own use, effectively turning Ashbourne Ave into a through-route.</p>	<p>In order for the access to change in the future, a new planning application would be required. This Planning Brief or any successor document will be an important consideration in making a decision.</p>	<p>No change.</p>
<p>Due to high levels of elderly residents, there is a greater than normal risk to health due to elevated vulnerability.</p>	<p>DM3 of the Local Plan states that new developments should exhibit the highest standards of accessible and inclusive design</p>	<p>No change.</p>
<p>The planning brief refers in several places to access from Weirdale Avenue. This access was ceased in 1983 and was for pedestrians only. Weirdale Avenue and Ashbourne Avenue are narrow residential roads with the added bonus of two sharp bends. There are a number of disabled young people who live in Weirdale who are collected by Barnet transport the present level of traffic because it effectively a cul-de-sac means that it is safe environment for them to be to develop their independent roads skills with minimum risk any attempt to use the access on the northern boundary for access is likely to increase traffic considerably, particularly as cut through to avoid the congestion that occurs in the morning at the junction of Oakleigh Road North and Russell lane, and in the evening at Brunswick Park Road and Russell Lane, where traffic has already been severely impeded by parking from the development of 188 homes on the former college site. Further problems are envisaged in these roads if the parking of commercial vehicles are prohibited on the new development. The term</p>		

Summary of Response	Council Reply	Action
<p>“permeability” is used several times referring to movement from the outside onto the estate and vice versa.</p>		
<p>Equally the steep incline from the lower part of the site to Weirdale Avenue will provide a severe physical barrier for access to those in wheelchairs, mothers with pushchairs and the elderly.</p>		
<p>Access onto Weirdale/Ashbourne Avenue would negatively impact on traffic. Pedestrian / cyclist access has the potential to lead to increased traffic associated with school drop off and residents from the new development utilising already crowded street parking in Weirdale/Ashbourne Avenues.</p>	<p>The expanded school will require a school travel plan, which will be required to demonstrate how journeys will minimise their effect on the local area.</p>	<p>No change.</p>
<p>Greater burden on already limited parking and increased traffic if the access is used for dropping off and picking up students</p>		
<p>Opening up access will turn Ashbourne Avenue into a drop-off point for schools and quick visits to the development.</p>		
<p>Opening Ashbourne Avenue will increase local parking pressure due to the numbers of people who wish to use the facilities on the site.</p>		
<p>The possibility of residents of new development using Ashbourne Ave & Weirdale Ave to park as this is the furthest point from existing access roads</p>		
<p>Even if the access was for pedestrians only, there would more than likely be parents dropping off their children at this point to save driving around to the main access points for the school, creating a cut through for the children. This would result in traffic chaos in both Ashbourne and Weirdale Avenues. These small roads are simply not able to cope with the increase in traffic.</p>		
<p>How long will it take parents of pupils attending the school to discover that they could drop them off at this proposed entrance for them to walk through when there is congestion on Brunswick Park Road? Thus causing chaos in small and narrow residential roads.</p>		
<p>Could lead to parking permits being required to park outside our own homes.</p>	<p>The new development will be subject to parking standards as set out in the Council’s Local Plan.</p>	
<p>Another issue I can foresee is parking. Parking is already showing signs of strain in Ashbourne and Weirdale Avenues. Having such a high amount of residence in this new estate will create parking problems that will overspill into both Avenues.</p>		

Summary of Response	Council Reply	Action
	<p>Additionally a Transport Assessment demonstrating what effect the development will have on its neighbouring area, and how any effects will be mitigated.</p>	

Concern over construction traffic (all local residents)

Summary of Response	Council Reply	Action
A proposed development of this size, together with the re-siting of the refuse lorries and recycling centre in Oakleigh Road South, which again is not a big road for the amount of traffic, is a recipe for chaos.	Construction traffic is an issue with any type of large-scale development, and the Council will require a construction statement to accompany any planning application to ensure adverse effects are managed and mitigated appropriately.	Para 5.17 makes reference to managing the impact of construction
No mention is made of whether construction traffic would be permitted to utilise vehicular access. The noise, associated dust and dirt and vehicular would be intolerable.		
Ashbourne and Weirdale Aves are not designed in such a way that make them suitable for construction traffic.		
Additionally, I fear that the developer could use this entrance in connection with building activities, with resultant noise and general pollution.		
The possibility that Comer will allow the use of access for heavy building traffic		
Concern over use of Weirdale Ave access for heavy building traffic.		

Support for retention of the existing pond on the site

Respondent	Summary of Response	Council Reply	Action
local resident	Would like to see retention of the pond.	The biodiversity value of the pond has been assessed, and is not sufficient to justify retention on this basis. It is recognised as being a significant landscaping asset, and that it may have value as part of flood management on the site, and will be retained for these purposes.	Paras 4.3 and 5.14 support retention of the pond.
local resident	Wishes to ensure that there is adequate consideration of the impacts on local wildfowl.		
local resident	Proposal to lessen the footprint of the pond/lake which will have a Negative impact on wildlife, pond is a breeding site for Geese. Bats nesting on land to the northern edge of site.		
Herts and Middx Wildlife Trust	Of particular concern is the proposal to remove or reduce the size of the balancing pond on this site. This is likely to qualify as UK priority habitat, i.e. eutrophic open water or pond. There is an obligation to protect and enhance UK priority habitats through the planning process. NPPF states that planning policy and decisions; 'promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations, linked to national and local targets' and 'if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused'. Removal of the pond - and any other priority habitats identified - must either be avoided or adequately mitigated or compensated if planning permission is to be given. All proposals should be fully informed by ecological survey.		
local resident	The development will have a detrimental impact on the ecological environment and all the wildlife that inhabits the development site, such as the large flock of Canada geese. I have also seen on the site vixens with cubs, deer, bats, rabbits, slow worms and a wide range of birds that live on the lake and around the site. We can see no justifiable reason for any kind of disturbance to the lake and the bird/wildlife habitat by reducing its size; any such action we are sure would intend to cram in yet more properties for financial gain rather than for the good of the environment.		
local resident	Our garden provides a unique habitat for wildlife. Our ponds are home to all three species of newt including the Great Crested Newt that is currently		

Respondent	Summary of Response	Council Reply	Action
	protected in this country under British and European law. We are certain that the lake in the business park, due to the proximity of our garden, also provides a habitat for Great Crested Newts and it is essential that this water be retained.		
local resident	The Canada Geese resident in the Business Park are also a valuable asset to our local wildlife eco system. They greatly enhance the ambient sounds of our community and would be sadly missed, should the lake be removed.		
local resident	Objects to the proposal will lessen the footprint of the pond/lake The negative impact on wildlife, pond is a breeding site for Geese. Bats nesting on land to the northern edge of site		
local resident	How much green space will be retained? Will the lake be retained?		
Environment Agency	A small part of the south of the site sits on a Secondary A Aquifer and we would therefore like to provide the following comments and recommendations. The proposed development site appears to have been the subject of past industrial activity which poses a medium risk of pollution to controlled waters. We are however unable to provide detailed site-specific advice relating to land contamination issues at this site and recommend that you consult with your Environmental Health / Environmental Protection Department for further advice. Where necessary we would advise that you seek appropriate planning conditions to manage both the risks to human health and controlled waters from contamination at the site. This approach is supported by NPPF para 109	Noted.	Para 6.3 refers to the pond being a Secondary A Aquifer, and highlights that developers should consult the EA
Environment Agency	We recommend that developers should: 1. Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination. 2. Refer to the Environment Agency Guiding principles for land contamination for the type of information that is required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health. 3. Refer to the contaminated land pages on GOV.UK for more information.	Noted.	Incorporated at para 6.5

Concern over the impact of the development on local infrastructure (including traffic congestion) (all local residents)

Summary of Response	Council Reply	Action
Concern over impacts of new 1,200 homes on infrastructure including schools, health services.	It is important that new development is accompanied by new infrastructure. School Place Planning benchmarking shows that the development has the potential to create a need for 1.1 - 1.8 forms of primary school entry, and 0.3 - 0.8 forms of secondary entry. The expansion of the secondary school on the NLBP site will accommodate the additional secondary need arising. The NHS Clinical Commissioning Group were consulted and did not consider that the quantum of growth on a site of this size would directly create a	No change.
1,200 new homes including high and low-rise blocks represent a dramatic increase in population and impact on overstretched infrastructure.		
The around the NLBP site simply does not have the shops, primary schools, GP surgeries, or public transport capacity to cope with the sudden increase in local population, or with the establishment of a new 5-form entry secondary school. Overcrowded buses will become more overcrowded, traffic jams will become more frequent and more frustrating, and waiting times for GP appointment will be even longer than they are at present.		
No provision for additional surgeries, hospitals, primary schools in the plan, they are all oversubscribed.		
The size of this proposal constitutes a vast overdevelopment of the site in relation to the surrounding area. The number of homes between 1000-1200 is the size off a village. I don't believe that the current infrastructure, i.e. G P surgeries, other health services, social care services & primary schools can cope with a possible further 2,500 residents. This as well as the developments at Sweets Way and along the High Rd between Whetstone and Finchley is creating an overpopulated borough that cannot currently cope with the demand for services and educational provision.		
I strongly object to the proposals and have set out my concerns in relation to the planning application also. The suggestions for development are far too dense for the area and the local infrastructure cannot support such a proposal.		
1200 new dwelling are far too many for the area, there are already in excess of 700 new dwelling in the process of being developed in the Finchley /Whetstone area. Although we need housing, people also need a quality of life unless we intend to return to the days of slums!		

Summary of Response	Council Reply	Action
<p>There is no evidence of any infrastructure to support the additional population, i.e. Doctors Dentists, Primary schools. Local services are already stretched and Barnet General Hospital is just not big enough to cope, Finchley Memorial is often packed to capacity having to turn people away. I understand that the Community Infrastructure Levy is supposed to provide this and Barnet Council will receive many millions of pounds from this development. From past experience of previous local developments, it is not obvious that the money has been spent this way, and as this money is not "policed" I have grave concerns.</p>	<p>necessity for a new doctor's surgery. Additionally there was not an identified shortfall in current provision in this area. The onus will therefore be on existing surgeries in the area will increase the number of doctors to meet the growing demand from the development.</p>	
<p>Objects to greater burden on local primary schools and local health services.</p>		
<p>I trust you have made some infrastructure agreements with the developers who seem to be quite happy to flood the area at any cost. I see there has been no mention of parking arrangements or extra doctors, schools etc. Waiting time at a doctors is two to three weeks.</p>		
<p>Locals cannot get children into local schools which is a disgrace in itself. This is without the new town of flats that you have and are building in Finchley High Road. Not very practical to keep swamping areas without the infrastructure backing.</p>		
<p>There also appears to be no provision for a medical centre/doctors' practice. Local doctors are already under severe pressure.</p>		
<p>Concern over creation of an increased burden on already limited parking by new residents/ visitors to the site.</p>	<p>The impacts of traffic generated by the new homes and expanded school at the NLBP site will be fully examined within the Transport Assessment (TA) that will need to accompany any planning application for</p>	<p>The applicants TA will need to demonstrate that the travel impacts of the new land uses can be accommodated by the local transport system,</p>
<p>Concern over increased congestion creating increased pollution.</p>		
<p>Concerned about impacts of additional traffic on Brunswick Park Rd</p>		
<p>Assuming that 85% of residents have up to 2 cars this will equate to a further 2400 cars on the local roads leading to more congestion and pollution.</p>		
<p>Local roads cannot handle the increase in traffic, will cause unacceptable congestion, and be dangerous for pedestrians.</p>		
<p>The development will put unacceptable pressure on local public transport.</p>		

Summary of Response	Council Reply	Action
<p>The surrounding roads would really struggle with the extra traffic at peak times. The residents in Weirdale and Ashbourne are worried about traffic overspill using the roads.</p>	<p>re-development of the site. The assessment will take account of the net impact associated with the loss of trips related to the existing site, against those added by the proposed development.</p> <p>The Council will apply its Local Plan residential parking standards to this development. residential uses will be applied in line with the London Plan</p>	<p>and where any improvements are shown to be necessary, then either the developer will be obliged to deliver these mitigation measures under the supervision of the Council if adjacent to the North London Business Park, or if in the surrounding area, contribute suitable sums to the Council and / or Transport for London to ensure delivery by them.</p>
<p>OF COURSE IT WOULD BE BENEFICIAL FOR ALL CONCERNED IF BUS SERVICES COULD BE IMPROVED. HOWEVER, I DO NOT SEE HOW INCREASING THE NUMBER OF RESIDENTIAL DWELLINGS IN THE AREA WILL ALLOW FOR A BETTER BUS SERVICE AS THE OBVIOUS IMPACT ON LOCAL TRAFFIC WILL BE EXTREMELY DETRIMENTAL TO THE WHOLE AREA.</p>		
<p>The traffic in the area often comes to a standstill, especially at peak times without all the extra vehicles from these new properties. Pollution and noise increase making our already dangerous roads even more deadly.</p>		
<p>The density of the development will result in increased traffic when local roads, particularly Russell Lane, Oakleigh Road North and Brunswick Park Road, are already seriously congested at busy times.</p>		
<p>The development is so large it will result in a substantial increase in traffic on local roads which are already over-congested, polluted and very unsafe for pedestrians and cyclists, in particular Russell Lane, Oakleigh Road (north/south), Brunswick Park Road and Osidge Lane, Church Hill. Local public transport could not accommodate such an increase in the local population. In order to travel to school, my child frequently has to wait longer than necessary as several buses arrive at the bus stop already full to capacity before she can board one. She has to leave home far earlier than she should reasonably need to, in order to ensure she is not late for school.</p>		
<p>The current proposal for a substantial residential development will place a very severe pressure on the local infrastructure. The main road network is already under considerable pressure at peak times, if as has been suggested 1200 homes are created even greater pressure will be placed on a finite resource that is already struggling. Reference is made to the lack of recent developments in the area, this is however ignoring the development at the bottom of Russell Lane and the development of the Sweets way site which is imminent. Furthermore Northway</p>		

Summary of Response	Council Reply	Action
<p>House on the High Road is currently undergoing conversion from offices to residential as are various properties down the High Road towards Tally Ho. This also ignores the substantial development that took place on the former STC Bowls Club site on the other side of the railway to the site under consideration.</p>		
<p>I am also concerned that a development of this magnitude will result in considerable increased traffic on the already crowded roads in this part of Barnet, with resultant worse congestion, noise and pollution.</p>		
<p>We are concerned that the local road infrastructure will be unable to cope with the increase in population and their vehicles. Currently parking in Brunswick Crescent has been detrimentally affected by Barnet Council vehicles being forced to park on local roads. It is sometimes impossible to park near to our own property and the increase in residential houses on the Business Park will only lead to further parking congestion along our small road. The local roads, in particular, Brunswick Park Road, leading north past the cemetery, are already difficult to drive on at peak times due to the narrowness of the road and congestion caused by vehicles. Adding even a small number of residential properties on the park, will only add to this congestion.</p>		
<p>Assuming that 85% of residents have up to 2 cars this will equate to a further 2400 cars on the local roads leading to more congestion and pollution. The possible greater risk to pedestrians</p>		
<p>Will there be substantial parking facilities on the site for all of the properties being built?</p>		
<p>I would ask that the maximum amount of parking possible be stipulated in the new plan. As a resident of Brunswick Park Gardens I note that there is a tendency at the moment for workers at the site to park in neighbouring roads - which, given that there are so many parking spaces currently on the site, is quite unfair. Any development which takes place in the Business Park must be self-sufficient in parking - indeed, I would ask that any development should in fact make a contribution to the parking needs of the area by providing public-accessible parking areas.</p>		
<p>1200 units and approx. 4,700 residents is equivalent to adding a new village in an</p>	<p>It is important that new</p>	<p>No change.</p>

Summary of Response	Council Reply	Action
<p>already densely built up area. This will place further strain on the local infrastructure in terms of healthcare, primary schooling, dental services, existing services supply and in particular, sewage and waste.</p>	<p>development is accompanied by new infrastructure.</p>	
<p>There is no evidence that proposed sports facilities for the school will be available to the local community.</p>		
<p>Amenities The development will have a detrimental impact upon local amenities. There are currently insufficient public services such as GP surgeries, nurseries, schools, dentists, health centres etc. There are no obvious plans in the development proposal for the provision of a vital public service and amenities infrastructure to support this increase local population, which also takes into consideration all the other developments in the area such as Sweets Way, Beresford Avenue, and many more across Barnet. Why is there nothing in this development that supports and enriches the lives of the current local residents such as open space, social, leisure, sport, and retail and community amenities? There is mention of sports and gym facilities but these are clearly to be used and managed by the proposed secondary school.</p>	<p>School Place Planning benchmarking shows that the development has the potential to create a need for 1.1 - 1.8 forms of primary school entry, and 0.3 - 0.8 forms of secondary entry. The expansion of the secondary school on the NLBP site will accommodate the additional secondary need arising.</p>	
<p>Presumably much of the accommodation will be appropriate for families, therefore it is reasonable to assume there will be a need for more school spaces. As a long term member of the Schools Forum I am fully aware of the pressures that have been placed on schools in the borough to accommodate normal child population growth and in particular the need for local primary places. Almost all schools have now been encouraged to create additional classes to absorb the growth in numbers over recent years to such an extent that there is very limited opportunity for further provision. The education proposals submitted with the outline planning application refers to children being placed in neighbouring boroughs of Enfield and Haringey. I am aware that the proposed primary school to be built at Ashmole Academy is already being claimed as providing much needed places for Enfield children since their school places are under as much pressure as Barnet's. Queenswell, and the other schools at the High Road end of Oakleigh Road will have the pressures of the new development at Sweets Way to deal with, and</p>	<p>The NHS Clinical Commissioning Group were consulted and did not consider that the quantum of growth on a site of this size would directly create a necessity for a new doctor's surgery. Additionally there was not an identified shortfall in current provision in this</p>	

Summary of Response	Council Reply	Action
Brunswick Park has already been expanded. Therefore to permit a development of this size without proper education provision for primary age children could be deemed irresponsible.	area. The onus will therefore be on existing surgeries in the area will increase the number of doctors to meet the growing demand from the development.	
The proposed scale of development is unrealistic given the current level of infrastructure. Roads, buses, shops, health services, parks and public transport are already overloaded, and will not be able to cope with the additional population.		
Whilst I understand that a new school is proposed, there is no mention in the plans for increased provision of health facilities. Considering that 1,200 dwellings are projected, so this will create an increased burden on existing services.		
The pressure on parents to find appropriate schooling for their children is intense in this area, as each year catchment areas grow ever smaller.		
An increase in families on the park, without equal and appropriate addition of both Primary and Secondary, nondenominational and nonselective school places, will only intensify the strain on the current local school provision. It is unrealistic to suggest providing up to 1600 new residential properties on the park, without the equivalent expenditure on Primary and Secondary school provision, would be a viable decision by the council.		
I also think that medical practices and schools would also become strained with this new development.		
What are the additional proposed educational facilities to be built? Will the additional local transport and healthcare needs be satisfied and how?	Development will not be permitted to commence unless the sewerage it creates can be demonstrated to be safely handled by the sewer network.	No change.
The development of the NLBP will also have a double impact on drainage and sewerage provision in the area, as not only will so many new homes create additional demand on the drains and sewers, but the loss of considerable areas of green space will prevent the natural absorption of rainwater and create even more run-off		
It will create more noise, light and dirt pollution	Local Plan policies will be used to ensure this	No change.
Object to the creation of more noise, light and dirt pollution.		

Summary of Response	Council Reply	Action
Concern over impacts of new 1,200 homes on light, noise and dirt pollution.	development is completed in a manner which mitigates these issues appropriately.	
What sporting facilities will be built to encourage healthy living amongst the community?	There will be a requirement for new facilities to be available for the community outside of school hours.	Para 2.10 highlights importance of reprovision of sports facilities
The sports/playing fields that border Weirdale Avenue are described as 'over grown / lack of management' in the planning brief. It must be noted that up until some years ago it was a fully functioning sports facility, until the land owners (Comer) withdrew the permission for the rugby club to use the facilities. Since then it has intentionally lain dormant and unmanaged. An older neighbour informed me that this area was historically bequeathed to the community to be kept as open public space to be used for play/sports activities. This should be fully investigated.	This area of land does not have an open space designation, and as such it is not exempt from being part of the redevelopment.	No change.

Impact on local amenity/ Height/ Quantum of development concerns

Summary of Response	Council Reply	Action
Gross overdevelopment in an already overpopulated area.	The Planning Brief seeks to establish what the policy framework for the development of the site should be.	No change
The proposed high-rise construction would be out of character with the existing area, and should not be allowed. Any development of the NLBP site should provide for natural environmental screening between any new housing and the existing surrounding residential streets by planting more trees.	Potential density of development will be in line with the London Plan's density assumptions. It is recognised that the density of new development is generally greater than that of existing housing, but the Council feel this is justified in order to help to meet housing need.	Brief highlights at para 5.12 that tall buildings not supported at this location.
Proposal to build to levels of 8-11 storeys is excessive, recent press coverage of research indicates that high rise blocks are not conducive to building cohesive communities. This will impact negatively on the outlook for homes bordering the northern border of the site	The Local Plan's tall buildings policy states that heights above 8 storeys will not be acceptable.	As above
High rise development is not appropriate in an area 2/3 storey high.	The Planning Brief clearly shows that the interfaces with nearby existing 2/3 storey residential areas should be designed in such a way that it protects neighbouring amenity. From there, density should be increased towards the railway line. The Local Plan's tall buildings policy states that heights above 8 storeys will not be acceptable.	As above
The proposed development is out of keeping with its immediate environment and the proposed properties are too high. The so-called low rise development adjacent to Weirdale Avenue will overlook and dominate the local two storey homes.	The Planning Brief clearly shows that the interfaces with nearby existing 2/3 storey residential areas should be designed in such a way that it protects neighbouring amenity. From there, density should be increased towards the railway line.	No change.
The proposed development is far too dense, most of the buildings are too high and near existing properties.	Potential density of development will be in line with the London Plan's density assumptions. It is recognised that the density of new development is generally greater than that of existing housing, but	No change.

	the Council feel this is justified in order to help to meet housing need.	
11 and 8 storey buildings are in effect high rise/ tower blocks! The government recently published research that states that high rise buildings do not encourage cohesive communities. Looking towards the site from the north at Hampden Sq. the current buildings already dominate the skyline and they are only 3 storeys high. 8-11 storeys will over shadow everything that surrounds the site!	The Local Plan's tall buildings policy suggests that heights above 8 storeys will not be acceptable.	Brief highlights at para 5.12 that tall buildings not supported at this location.
The height of the buildings proposed gives great concern and will destroy existing views and bring a sense of crowding.	Potential density of development will be in line with the London Plan's density assumptions. It is recognised that the density of new development is generally greater than that of existing housing, but the Council feel this is justified in order to help to meet housing need.	No change
I would also like to mention I am concerned with scale, height and number of units proposed together with number of parking spaces most households will have two cars. Are they planning to provide in excess of 2000 spaces?	Parking space levels will be determined in line with DM17 of the Local Plan.	No change
The height of the proposed flats surely goes against government recommendations. 11 stories high is completely out of character with the surrounding area there is nothing nearby that is comparable. Whetstone High Road is the nearest site of anything that high.	The Local Plan's tall buildings policy suggests that heights above 8 storeys will not be acceptable.	Brief highlights at para 5.12 that tall buildings not supported at this location.
The proposed 8-11 storey high rise buildings will impact on views, overlook existing / new lower rise properties and is out of character for the surrounding area.	As above	As above
The density of housing has yet to be determined, but from the planning information submitted by the current owners of the NLBP it would seem to be excessive and	Potential density of development will be in line with the London Plan's density assumptions. It is recognised that the density of new development is	No change

<p>not in keeping with the local area. The current development provides, and in the past provided an even greater floor area, with a low impact on the visual views of the site from all directions. To achieve the level of occupation currently being suggested in the contemporaneous Planning applications by the present owner substantial High rise blocks are being proposed. Were such proposals permitted this would be out of keeping with the surrounding low level housing that forms the majority of the north, east and southern borders. Any construction in excess of the height of the present buildings would be very out of scale and inappropriate.</p>	<p>generally greater than that of existing housing, but the Council feel this is justified in order to help to meet housing need.</p>	
<p>Currently enjoy an unspoiled view of London down Ashbourne Avenue, and believe this will be obliterated by the development.</p>	<p>While every attempt to ensure there is appropriate protection of amenity for neighbouring properties, there is no safeguarded right to a view in planning policy.</p>	<p>No change</p>
<p>Agree with the principle of only being low density along all neighbouring perimeters. Should be no higher than surrounding area.</p>	<p>Support is noted. The Brief highlights that height should transition from lower, where it interfaces with surrounding residences, to its highest point adjacent to the rail line.</p>	<p>Paras 5.7 and 5.11 address transition from low densities to higher densities</p>
<p>Object to the excessive size of the development in area, height and number of properties.</p>	<p>It is considered that the planning brief strikes an appropriate balance between enabling much needed new housing, and protecting the amenity of local residents.</p>	<p>No change.</p>
<p>The proposed height of the buildings adjacent to Weirdale Avenue also gives me cause for concern. Reference the development on the Southaw School site, which I have mentioned earlier, the new buildings there are totally out of character with the surrounding 1930's housing, particularly in their height, and I consider that</p>	<p>As above</p>	<p>No change.</p>

<p>this must not be repeated with the NLBP housing where it adjoins existing properties. Consequently, I consider that the overall height of the buildings on the north part of the site must not exceed those of the existing 1930's Weirdale Avenue properties.</p>		
<p>We are concerned that the proximity of so many residential properties will adversely affect the noise in our garden particularly in the evenings and at weekends. We are concerned about traffic noise and pollution as currently there is only a small access road adjacent to our boundary. The increase in residential traffic would be dramatic, and would lead to a huge increase in noise and pollution.</p>	<p>As above</p>	<p>No change.</p>
<p>Brunswick Park is a residential area with many properties dating from the beginning of the last Century. The character of the area with its Victorian and Edwardian properties, low level terraced houses and tree lined avenues, does not suit the proposed development for high rise properties on the park. We strongly believe that the proximity of 11 story flats to our house and our neighbours' homes, will adversely affect our and our neighbours' property value. Whilst we understand that provision of suitable and affordable housing should be provided in the area, all proposed development should be in keeping with the local character and not be detrimental to it. Low level and low density houses or flats, supported by improved infrastructure, including Primary and Secondary nondenominational school places, medical support and improved transport links would need to be included within any plan to make it a viable option.</p>	<p>Potential density of development will be in line with the London Plan's density assumptions. It is recognised that the density of new development is generally greater than that of existing housing, but the Council feel this is justified in order to help to meet housing need.</p>	<p>No change.</p>
<p>The proposal for 1200 dwellings represents a vast over</p>	<p>Potential density of development will be in line with</p>	<p>No change.</p>

development of the site.	the London Plan's density assumptions. It is recognised that the density of new development is generally greater than that of existing housing, but the Council feel this is justified in order to help to meet housing need.	
Our main concerns are with the height of the 11 storey blocks of flats which will overlook the surrounding houses. During the proposed building on such a scale will create a substantial upheaval with noise, road congestion, disturbance and dirt whilst the work is in progress. The current main road, Brunswick Park Road is a single lane in each direction and the additional traffic from the new developments will create chaos as many residents currently park on this road.	The Local Plan's tall buildings policy states that heights above 8 storeys will not be acceptable.	Brief highlights at para 5.12 that tall buildings not supported at this location.
Density and Building Height - s4.3 and Appendix 3 of the existing plan envisages 3 zones of housing in the current model * Zone 2 - predominantly Housing * Zone 3 - Lower Density Family Housing * Zone 5 - Mixed Use s4.3 of the existing plan envisages that in each of these Zones building height should not exceed 4 Storeys, 3 Storeys and 4 Storeys respectively. I would ask for these stipulations to be retained and enforced. There is also a stipulated maximum density of '50 Units a Hectare'. I am not sure how this applies to the existing plan but would consider this as a useful guidance point.	Potential density of development will be in line with the London Plan's density assumptions. It is recognised that the density of new development is generally greater than that of existing housing, but the Council feel this is justified in order to help to meet housing need.	No change.
Addressing Neighbour Impacts - s4.8 of the existing plan makes extensive reference to the impact of overshadowing on the residents of Weirdale Avenue, Linden Road, Pine Road and Brunswick Park Gardens and the need to 'particularly respect property that	It is considered that the planning brief strikes an appropriate balance between enabling much needed new housing, and protecting the amenity of local residents.	No change.

borders the site where there are small south-facing gardens, such as Howard Close'. This ties in with the designation of the areas bordering these houses as Zone 3 Lower Density Family Housing with a height limit, as mentioned above, of 3 storeys (which is one storey above the levels of the surrounding housing). I would request the retention of these measures.		
The density of the proposed development is in excess of what in my opinion is reasonable. Infrastructure in the area will not support the further 1200 dwellings. The height of the buildings in the middle of the proposed site are unacceptable and will become an eye sore.	As above	No change.
Proposal for 1200 dwellings constitutes the size of a village! This represents a vast over development of the site.	Potential density of development will be broadly in line with the London Plan's density assumptions. It is recognised that the density of new development is generally greater than that of existing housing, but the Council feel this is justified in order to help to meet housing need.	No change.

Landowner Response


Respondent	Summary of Response	Council Reply	Action
Comer Group	As a document, we support the principle of a major residential development on this site, alongside the provision of a secondary school, small scale retail facilities and some commercial and community floorspace. There are some elements of the Planning Brief however which we feel could restrict the development potential of the site, should the Brief be adopted in its current form, and therefore we request that amendments are made to reflect this.	Noted.	No change.
Comer	Para 1.3 – it is noted that the site was historically used by the	Para 1.3 highlights that there are	See para 1.3

Respondent	Summary of Response	Council Reply	Action
Group	Great Northern Cemetery Company and consisted of a rail head station where mourners walked down 'lime tree' walk to the cemetery entrance on Brunswick Park Road. The paragraph states that the rail head no longer exists, however this sentence should be extended to state that 'lime tree walk' is also now non-existent.	remaining lime trees.	
Comer Group	Para 2.2 (and generally) – the Brief regularly refers to the Strategic Employment Location which the site has previously been identified as through the London Plan. However, it has been demonstrated and agreed through pre-application discussions with LB Barnet and the GLA that this protection should be lifted, due to the site's unsuitability for such continued use. Therefore reference made throughout the Planning Brief to the scheme re-providing commercial floorspace to acknowledge the Strategic Employment designation is wholly inappropriate and contradicts the strategic aims of the redevelopment.	The site is currently designated as a Strategic Industrial Location (Industrial Business Park) in the Development Plan. It is under the assumption that the GLA will accept the de-designation of this site that the Planning Brief is being prepared. While the long-term retention of the existing use is not considered likely, it is important to the Council that an element of employment floorspace is returned to the site after development. This is considered to be in accordance with DM14, and required to meet the aims of Policy CS8.	No change
Comer Group	Para 2.5 – Employment Study – we can confirm that once LB Barnet / Capita vacate the premises in 2017, the occupancy levels will be less than 40%, a high proportion of which will be occupied by the St Andrew the Apostle School. The reasons why the site is no longer suitable for continued employment use have been clearly identified at pre-application stage, agreed by both LB Barnet and the GLA which has led to the Strategic Employment designation being lifted. Therefore to carry out this further study would be entirely unnecessary to	The Brief is clear at para 2.5 why an Employment Study is required. The sites employment designation within the Local Plan and London Plan has not changed. Evidence will be required to support the revision of the designation within the London Plan as it undergoes review.	No change.

Respondent	Summary of Response	Council Reply	Action
	demonstrate conclusions which have already been agreed upon. Reference to the requirement for an Employment Study should also be removed in Para. 4.4.		
Comer Group	Para 2.6 – Range of Unit Sizes – it is welcomed that the Brief acknowledges that smaller flats may help to meet a local need within the Borough, rather than solely focusing on family sized dwellings. There is a proven and growing demand for smaller sized housing in that it widens the market for younger people looking to purchase a property. By virtue of providing a higher number of smaller properties, properties naturally become more affordable and home ownership becomes more achievable for many people.	Noted.	No change.
Comer Group	Para 3.12 – Trees – There should be some reference here to the varying quality of trees which are to be retained, as this varies significantly across the site. Also, some trees fronting Brunswick Park Road (as well as elsewhere on the site) must be removed in order to facilitate the development; however there should be recognition that the overall quantum of trees on the site will be significantly increased.	Further tree assessments are awaited It is considered that there are a selection of positive trees along Brunswick Park Rd, and that while this is an important part of the site providing access to the expanded school, tree removal here should be kept to a minimum.	No change.
Comer Group	Map 3 –identifies boundaries of the railway line to the west and Brunswick Park Road to the east as having ‘severe noise issues’ suggesting in its wording that these may be a significant constraint to development. This wording needs to be softened and we would request that this is amended to say ‘noise sensitive development area’.	Development, while possible, should respond to this constraint through appropriate thickness of windows.	No change.
Comer Group	Map 4 indicates ‘lower density residential’ zones around the northern, eastern and southern edges of the site. Peter	It is agreed that height should transition from lower, where it	Paras 5.7 and 5.11

Respondent	Summary of Response	Council Reply	Action
	<p>Stewart Consultancy (PSC) have reviewed this and believe that a more nuanced approach is appropriate in the area located opposite the end of Howard Close – in their view, this should be identified as a ‘transitional density area’, in which a progressive increase from low to higher density development moving westwards into the site is appropriate. This area differs from others around the edge of the site for two principal reasons:</p> <ol style="list-style-type: none"> 1) The edge condition is different – whereas existing surrounding development presents a consistent and continuous building line to most other edges of the site, there is a considerable gap at the end of Howard Close; and 2) The interface between the higher density, central part of the site and the lower density edge of the site is most keenly felt here; reacting only to one condition is likely to result in a proposal that is unsatisfactory in respect of the other. <p>In respect of point 1 above, the gap at the end of Howard Close in its current state results in a view which has an unplanned and incoherent quality. This presents an opportunity for improvement of the view through a formal visual response on the site.</p> <p>The approach taken in the recently submitted planning application, and illustrated within the Townscape and Visual Impact Assessment (TVIA) submitted with the planning application, is to arrange buildings around an open garden area continuing the line of Howard Close, and to step up</p>	<p>interfaces with surrounding residences, to its highest point adjacent to the rail line.</p> <p>It is noted that at the corner of the site closest to Howard Close there is a significant (assumed unnatural) rising of the land. How this is used is critical to the development parameters.</p> <p>The “zones” approach as set out in the draft Planning Brief is considered appropriate. After the low-density zone, there is generally opportunity to transition to higher building forms. The Council sees no reason to alter its proposed approach around Howard Close, compared to other local residential interfaces however.</p>	<p>address transition from low densities to higher densities</p>

Respondent	Summary of Response	Council Reply	Action
	<p>buildings from heights of three or four storeys adjacent to existing housing, to a maximum height of eight storeys further within the site. The TVIA demonstrates that this approach would introduce a coherent, planned quality to the view, and while the overall scale of the Development would be greater than that of the existing houses, it would not be overwhelming. The trees proposed as part of the landscape design would introduce a leafier quality to the view than exists at present, and would help ease the transition in scale. It is expected that these will be enforced through means of a condition.</p> <p>In respect of point 2 above, buildings in this area of the site will be required to address both the higher density area envisaged within the centre of the site, and the lower density surroundings external to the site. A purely low density solution would not provide buildings of an adequate scale to successfully address major internal routes and spaces within the site, and to relate well visually to the scale of other buildings within the high density area. A purely high density solution could potentially result in buildings of a scale which appear overwhelming in respect of surrounding housing.</p> <p>The approach therefore suggested – and which has been taken in the submitted planning application - is to locate lower scale elements adjacent to the surrounding housing, stepping up to larger scale elements towards the central part of the site. Such a ‘transitional density area’ would provide an appropriate solution to the issues identified above, and has been tested visually and found to be beneficial in its effect in the recently submitted TVIA.</p>		

Respondent	Summary of Response	Council Reply	Action
	<p>We therefore request that these ‘transitional areas’ are clearly identified on Map 4, as per the reproduced figure below, with those areas shaded orange to be identified as such.</p> 		
Comer Group	<p>Vehicular access at the northern entrance to Ashbourne Avenue and Weirdale Avenue is a matter which is being fiercely resisted by residents in this location and currently the biggest single reason for objections to the planning application. The potential for vehicular access at the north has been investigated with LB Barnet highways and it has been concluded that such a vehicular link would not add anything to the scheme. The easy exit via motorised vehicles to the north would be expected to lead to an increase in car use for short trips whereas limiting the access to pedestrian / cycle only would encourage smarter choices and use of sustainable</p>	Noted.	Brief clarifies at paras 3.18, 3.22, 5.18 and 5.19 that the northern access point should be for cycling and pedestrian access only.

Respondent	Summary of Response	Council Reply	Action
	modes.		
Comer Group	Additional traffic using the Ashbourne Avenue connection to the Russell Lane dual carriageway would also introduce additional U turn movements on Russell Lane to the detriment of highway safety.	Noted.	As above
Comer Group	The proposed Pedestrian / Cycle linkage at Ashbourne Avenue will be configured to allow emergency vehicle access and also to allow the opening up to all vehicles should that be desirable in the future.	Noted.	As above

Other Issues

Respondent	Summary of Response	Council Reply	Action
Local Resident	Concern over multiple consultations held by the Comer group, on the Planning Brief, and now on a Planning Application for the site. Confused around having to object twice.	The Comer Group decided to submit the planning application prior to the adoption of the Planning Brief.	No change.
Local Resident	No need for new industrial in the area, particularly in close proximity to residential use.	The Planning Brief is not proposing any industrial uses	No change.
Local Resident	Concern that only high value units will be provided/ fear that no affordable units will be provided.	Local Plan policy on affordable housing and dwelling mix will be applied to any residential proposals.	No change.
Local Resident	Objects to the area NLBP changed into residential land at the whim of Comer and the Council.	The principle of change of use has been considered, and both the GLA and the Council agree that there is potential to provide new homes	No change.
Local Resident	The density of your project leaves much to be desired and will no doubt have an effect on the forthcoming elections judging by the general opinion at this moment	Potential density of development will be in line with the London Plan's density assumptions. It is recognised that the density of new development is generally greater than that of existing housing, but the Council feel this is justified in order to help to meet housing need.	No change.
Natural England	Natural England does not consider that this Consultation on draft Planning Briefs North London Business Park poses any likely risk or opportunity in relation to our statutory purpose, and so does not wish to comment on this consultation.	Noted	No change.
Local Resident	I would like to know the proposed time frame.	This is dependent upon a number of issues including when consent is granted,	No change.

Respondent	Summary of Response	Council Reply	Action
		the developers financing, and hold ups in development. It is likely that development will not commence until 2018, and will take 5-10 years to complete.	
Local Resident	If the NLBP is to be developed into homes the road layout on Oakleigh road north must be addressed, currently it is dangerous at the narrow section between battery road bus stops and Oakleigh close, there are regular accidents there and if anyone parks on the southbound side of the road it forces cars into the middle of the road where there isn't room for two way traffic.	These are outside the remit of the Planning Brief but can be considered as part of the planning application	No change.
Local Resident	The shops near Oakleigh close on Oakleigh road north have terrible pavement and the area should be re-designed and tree planting should be introduced. The large walls on the entrance road to NLBP should be lowered and the new estate become part of the community that can share in the regeneration. Just creating a nice place to live down the road and leaving the end of ORN in its present shoddy condition must not be allowed to happen, this is a once in a lifetime opportunity to improve the area for residents and businesses alike.	As above	No change.
Herts and Middx Wildlife Trust	The plans must take appropriate account of the existing ecological value of the site. The development proposals must demonstrate how they will conserve and enhance biodiversity, in accordance with NPPF. This	Purpose of this Planning Brief is to establish the principals a development must be in accordance with in order to gain planning consent.	No change

Respondent	Summary of Response	Council Reply	Action
	<p>will entail ecological survey of the site and the specification of any avoidance, mitigation, compensation or enhancement measures required to achieve net biodiversity gain. The survey should be consistent with BS 42020 'Biodiversity code of practice for planning and development'. It should show; what is there, how it will be affected by the development proposals and how any adverse impacts can be avoided, mitigated or compensated in order to achieve net ecological gains. Ongoing management proposals to achieve net gain should be described, including the funding arrangements required to maintain ecological gains in perpetuity. NPPF also states that 'opportunities to incorporate biodiversity in and around developments should be encouraged'. The planning brief states that bat and bird boxes may be used to provide beneficial ecological features within the built environment. It is important that such features are positioned in the correct areas, i.e. next to productive feeding and commuting routes, orientated correctly for the species concerned i.e. bat tubes south facing birds north, as high as possible on the building, and most importantly integrated into the fabric of the building e.g. Habitat bat boxes. Free standing boxes are less effective and prone to vandalism or theft.</p>	<p>Further detailed studies should accompany a planning application.</p>	

Respondent	Summary of Response	Council Reply	Action
Hendon and District Archaeological Society (HADAS)	The Draft Brief ought to deal with heritage, as it does with ecological matters. A paragraph parallel to 7.5 is required. Although there are no nationally or locally listed buildings on the site, the Archaeological Desk Study by AB Heritage (submitted with planning application 15/07932/OUT) identifies a high probability that there are buried remains of air raid shelters and of modern industrial activity, and a medium probability that there are remains of features associated with the cemetery that borders the site and the railway that was briefly in use for it, and perhaps also some human remains. The brief should make it clear that any planning permission for development on the site will almost certainly have archaeological conditions (imposed by the Council on the advice of Historic England) attached.	New section added	Paras 6.6 and 6.7 address heritage and archaeology
Local Resident	The area is on a fairly steep hill, and I know from experience that the local land can become very wet and boggy because of the water table. The Lake on site is a holding tank, and any mass development must have a knock on effect on the surrounding areas. The Roads off of Russell Lane from Beresford Avenue down all have watery names: - Weirdale, Ashbourne, Thornedene and Dean Road, indicating the high number of streams running deep under them. I	Para 3.15 refers to the need to address ground stability issues	No change.

Respondent	Summary of Response	Council Reply	Action
	understand from the proposed development in 2006 the effect of a major development has a far greater knock on effect and this was a much smaller development.		
Local Resident	The disturbance of contaminated land and the effect to local residents The Standard Telephones was a big contributor to the efforts of World War Two. There needs to be great care and research as to exactly what remains there and what would happen if disturbed.	Contaminated land must be appropriately remediated prior to occupation of the site. Paras 3.16 and 6.5 address contamination	No change.
Local Resident	The effects on the wild life that have taken up residents in the overgrown and neglected part of the site as well as the large community of Canada Geese that reside there.	Para 7.4 addresses biodiversity and the opportunities to increase the site's ecological value.	No change.
Local Resident	The added pollution to the area and the likelihood of rat infestation to the nearby houses when the ground is disturbed.	Environmental Health can address any rat infestations	No change.
Local Resident	We are concerned about drainage and flooding due to the elevation variation of the site and how this would have a long term impact for development properties and surrounding properties in particular those on the other side of Brunswick Park Road.	Flood Risk and Surface Water Management are addressed at para 6.3.	No change.
Local Resident	We understand from neighbours who know the history of the site that there are underground bunkers and a large oil dump located on the site, which will have an impact on local amenities such as drainage and water supply, especially if contaminated. We	Para 3.15 refers to the need to address ground stability issues Paras 3.16 and 6.5 address contamination	No change.

Respondent	Summary of Response	Council Reply	Action
	also have concerns of the proximity to the development buildings in relation to the underground tube tunnels and if this has health and safety issues?		
Local Resident	Anyone who does not have access to a computer (many of my neighbours) and who cannot visit Barnet House is excluded from the Planning Brief Consultation Process, which is not inclusive. I phoned Planning Policy Team on the telephone number listed on the consultation hub / planning brief web page to ask how my neighbours without computers could submit their comments after being on hold for 9 minutes I was told the only option for my neighbours was to attend Barnet house.	The consultation was carried in line with the Council's Statement of Community Involvement. This involved making copies available in Osidge library, and holding a drop in session at the site, to enable people without access to a computer to attend.	No change
Local Resident	All the planning consultations and application information have not been widely publicised and we know some neighbours did not receive letters informing about consultations or the application submission.	The consultation on the Planning Brief was carried out in line with the Council's adopted Statement of Community Involvement.	No change.
Local Resident	An 'Environmental Impact Assessment - Scoping Opinion' was carried out during the Christmas period, which has to be the worst possible time for engagement with the community - unless it was intended to minimise comments and objections?	The EIA scoping process is a technical procedure carried out by the Council, in response to a request from a potential applicant. This is not a public engagement exercise.	No change.
Local Resident	This 'Planning Brief' is being consulted on at the same time that a planning application has been submitted. Both sets of information and processes for residents to comment on	At the time of preparation of the Planning Brief it was expected that the planning application would follow adoption of the Brief. Ultimately, a developer can apply for	No change.

Respondent	Summary of Response	Council Reply	Action
	are not found in the same location on Barnet's website and the response process is different. We know this has caused suspicion and confusion in that some neighbours have responded to the 'Planning Brief' thinking they were responding to the 'Planning Application' and vice versa.	planning consent whenever they like, and the Council has a responsibility to determine it within set timeframes.	
Local Resident	It is unclear what the role of 'Capita' is in relation to managing and decision making in the consultation and planning application process. We are sure that they do not have Barnet residents or their borough's welfare, interests and future as their concern or priority.	RE (Regional Enterprise) Limited is a joint venture between Capita plc and Barnet Council. RE is responsible for delivering planning services in Barnet.	No change.
Local Resident	The NLBP has been a centre for employment for the area for many years, the opportunities for employment will be considerably reduced if the proposed brief is adopted. Jobs will be created short term in the building industry but in the long term the opportunities will be severely diminished.	The quantum of replacement employment is considered appropriate, and will enable all firms who remain on the site to be accommodated in the new development.	No change.
Local Resident	The site is designated a brown field site following its use for a prolonged period for industrial uses. It is well known locally that various practices were adopted during the Second World when the site was used for secret military and wartime production. Radioactive materials, chemicals etc. were used on site, substantial quantities of waste oil (3 years of production) and other materials were dumped in areas - the oil was	Para 3.15 refers to the need to address ground stability issues Paras 3.16 and 6.5 address contamination	No change.

Respondent	Summary of Response	Council Reply	Action
	<p>dumped on the playing field area. Under the Playing field were substantial air raid shelters/ workshops able to accommodate the major part of the war time work force (figures vary but between 5000 - 13000 people at the peak). They still existed in 1979 when I first moved to the area and were visible on open days in the 1980's when my neighbour and his family worked at STC. The shelters under the playing field were referred to in the 2005 Planning Brief as requiring further investigation as to condition and extent and I note that information has still not been forthcoming. It would seem potentially negligent if permission were granted for development if the full extent and condition of the shelters and contamination were not identified as under recent legislation the owner of the land (future house purchasers) could responsible for historic contamination.</p>		
Local Resident	Family homes are what is required not more overpriced studio and one bed apartments.	Local Plan policy on affordable housing and dwelling mix will be applied to any residential proposals.	No change.
Local Resident	The other aspect of this is given the considerable technical requirements of the site, the open spaces, shared areas and roads there will of necessity have to be an "Estate Charge" or "service cost" to cover these expenses which is likely to be quite high which will impact upon the costs of	This is not within the remit of this planning brief.	No change.

Respondent	Summary of Response	Council Reply	Action
	occupation of the people living on the development.		
Local Resident	The playing field that forms the northern boundary provides a habitat for a variety of creatures. Slow worms have been established here for many years, and often appear in the gardens. Bats can be seen at twilight in the summer months. Both these are protected species and proper and extensive steps should be taken to avoid disturbing their habitats. Reference is made to the number of specimen trees that abound on the site. Could you confirm that a full inventory of trees subject to TPO has been carried out?	A biodiversity and tree assessment will be required alongside any future application.	No change.
Local Resident	The proposal make no reference to the assurances given some years ago to adjacent residents who were assured that there would be a “bund” constructed any development on the NLBP site and abutting properties to reduce noise, impact and privacy. It clear that the development will continue over a period of years and the noise, dust, and additional vehicle traffic will affect our lives considerably.	The interfaces with the existing neighbouring residential properties will be appropriately designed to ensure that their amenity is safeguarded. It is not appropriate in a context of there being limited developable land parcels, and significant housing need to implement “bunds”.	No change.
Local Resident	I am concerned that this consultation is being held at the same time as the Council is considering a full planning application for part of the site, and outline planning for the remainder. The Council itself is in discussions with the freeholder, the applicant	The Planning Brief is not a statutory document, and as such does not have specific consultation requirements. However the consultation was carried out in accordance with the Council’s Statement of Community Involvement.	No change.

Respondent	Summary of Response	Council Reply	Action
	<p>for the planning applications, for the termination of the existing Council leases. This is documented in the Accommodation Options Review - Outline Business Case prepared in June 2015 which clearly suggests that the Council vacate the NLBP in favour of new offices at Lanacre Road, Colindale. It would seem to the lay person that the Planning Brief is not therefore an “at arm’s length” or an “impartial” proposal. The Council stands to benefit considerably from the present situation. Financially an one off amount of £143.00 per square metre of development space e.g. potentially a sum in excess of £10 million, again a sum of in excess of £2 million on an annual basis in respect of Council Tax, and finally surrender of the leases at the NLBP for an undisclosed sum. I believe the Lease of Building 4 has already been surrendered. In view of the above matters I do not believe this consultation meets the necessary parameters for a Public Consultation. Before the general public have had an opportunity to consider the implications in detail the planning brief has evidently been passed to the freeholder in sufficient detail to enable them to prepare an application for full planning permission for a major part of the site, outline for the remainder and the Council has taken decisions based on it</p>	<p>The Comer Group decided to submit the planning application prior to the adoption of the Planning Brief.</p>	

Respondent	Summary of Response	Council Reply	Action
	<p>vacating the premises - decision to build the new offices at Colindale. Whenever a public authority undertakes a consultation exercise in order to discharge its Tameside duties and/or because it is obliged to do so by statute, it must comply with certain established public law principles. These were summarised in R v Brent London Borough Council ex. p. Gunning [1985] 84 LGR 168, at 189:</p> <ol style="list-style-type: none"> 1. That consultation must be at a time when the proposals are still at a formative stage. 2. That the proposer must give sufficient reasons for any proposal to permit of intelligent consideration and response. 3. that adequate time must be given for consideration and response, 4. And, finally, that the product of consultation must be conscientiously taken into account in finalising any statutory proposals. See also R v North and East Devon Health Authority ex. p. Coughlan [2001] QB 213 per Woolf LJ at §108. At §112 he added that the public authority's obligation was: "to let those who have a potential interest in the subject matter know in clear terms what the proposal is and exactly why it is under positive consideration, telling them enough (which may be a good deal) to enable them to make an intelligent response." 		

Respondent	Summary of Response	Council Reply	Action
	<p>Consultees' ability to make an intelligent, informed response will depend on them being given "Candid disclosure of the reasons for what is proposed"(R (Lloyd) v Dagenham London Borough Council [2001] EWCA Civ 533) and sufficient information to understand the impact on them.</p> <p>Whilst public authorities are entitled to be inclined towards one option, or a series of options, over others even when the decision making process is at a formative stage and consultation is occurring they are not entitled to alight on one or more so that other options become, in effect, academic. See R (Montpeliers and Trevors Association) v City of Westminster [2005] EWHC 16 (Admin) at §29 where Munby J stressed that fairness requires "that all the various options be put to the consultees" and, R (Partingdale Lane Residents Association) v the Barnet London Borough Council [2003] EWHC 947 (Admin), [2003] All ER (D) 29, at where Rabinder Singh QC sitting as a Deputy High Court Judge remarked at §47:</p> <p>"Consultation must take place at a stage when a policy is still at a formative stage ... a proposal cannot be at a formative stage if the decision maker does not have an open mind on the issue of principle involved."</p>		
Local Resident	The present consultation on the Planning Brief for the North London Business Park	The Planning Brief is not a statutory document, and as such does not have	No change.

Respondent	Summary of Response	Council Reply	Action
	<p>does not appear to meet the established legal criteria for such processes and places the Council at risk of additional expenditure if the matter is taken to Judicial Review. I set out my reasons below:-</p> <ol style="list-style-type: none"> 1. The consultation has commenced after the proposed planning brief has been communicated to the freeholder. 2. Insufficient consideration and detail has been provided regarding the local infrastructure, the existing facilities and services and how these needs will be met. 3. The details of the provision of current primary school places in the immediate area is not provided nor is there any indication as to how these will be met. 4. The consultation documents, although on the internet, are not widely available for people without access to the internet. The impact of this development reaches further than just the immediate vicinity. 5. There is an established specialist fauna bats and slow worms which are protected species which must be dealt with but the extent to which their environment extends is not recorded or identified. In the case of the latter I would suggest that the entire northern boundary and some of the top playing field provide their habitat. 6. There appears to be direct link between LBB vacation of the offices and the 	<p>specific consultation requirements. However the consultation was carried out in accordance with the Council's Statement of Community Involvement.</p> <p>The issue of school places is addressed at para 3.29</p> <p>Para 7.4 addresses biodiversity and the opportunities to increase the site's ecological value.</p> <p>The issues of attracting tenants to the site are highlighted in the Planning Brief. The Council is a major tenant which intends to vacate NLBP in 2017.</p> <p>The Comer Group decided to submit the planning application prior to the adoption of the Planning Brief.</p> <p>The planning application will be considered with regard to issues raised within representations. Documents such as this Planning Brief and our local policy framework – the Local Plan are important considerations. Barnet's Local Plan was adopted in 2012 and has been subject to extensive public consultation, scrutiny and examination.</p>	

Respondent	Summary of Response	Council Reply	Action
	<p>redevelopment of the site which is not referred to although documented in other Council papers.</p> <p>7. The proposals have been in the pipeline for a considerable number of months, but only now are the residents being consulted.</p> <p>8. The proposed use of the disused Northern access point to Weirdale Avenue does not have regard to the effect on these roads or the inhabitants.</p> <p>9. The scale of the proposed permitted development appears out of scale with the surrounding areas.</p> <p>10. This is a major site for redevelopment and as such the consideration should be for the long term needs of the immediate community and the borough as a whole not for the short term financial gains of the few who will move on, because insufficient time and effort was given to properly thinking through the needs.</p> <p>As a resident who will have to live with the development, noise and dirt for the next ten years and whatever is built for eternity I am feel that residents have been excluded from the decision process, the outcome has already been decided and that the consultation process is a sham; hence the Planning Applications currently being considered.</p>		

Respondent	Summary of Response	Council Reply	Action
Local Resident	Lack of detail to comment on what is proposed – no density – no heights – no distances.	The Planning Brief sets the guiding principles for development on this site; it therefore does not go into details.	No change.
Local Resident	When the Business Park was developed, for commercial use, our property suffered from subsidence due to land movement. This was caused directly by the building work on the park. Further building work could therefore undermine our property and cause further damage and destabilisation.	All future development will be required to be built in such a way as it does not affect the foundations of surrounding buildings.	No change.
Local Resident	The Comer Group do not maintain the boundary to our property effectively. There are many large gaps in the rotten fence that allow animals and people to enter our property from the business park. On at least two occasions the police have followed people onto our property, as they have been able gain easy access to our garden from the business park. We are concerned that the proposed creation of thousands of residential properties on the business park will further undermine the security of our land and residence. We do not wish for our garden to become a local escape route for North London criminals.	The Council consider that this is a civil issue to be taken up directly with the Comer Group as landowner.	No change.
Local Resident	We are also concerned that the proximity to our garden of the sports pitch for St Andrews' Secondary School will also lead to security issues if our boundaries are not properly reinforced.	This issue is not within the remit of the Planning Brief	No change.
Local Resident	The trees that form part of this boundary are	The Council consider that this is a civil	No change.

Respondent	Summary of Response	Council Reply	Action
	<p>also currently causing damage to the side of our house and the roof as these are not maintained by The Comer Group. Over hanging branches from the many trees and shrubs are also reducing the light in our garden. We appreciate the natural boundary and the habitat that these essential plants provide for the wildlife, but we have not seen any proper maintenance of these plants, in the seven years in which we have been in residence.</p>	<p>issue to be taken up directly with the Comer Group as landowner.</p>	
Local Resident	<p>I Oppose the Planning Brief This is a complete change of use for the site. Until now this site has been designated as a Business Park in line with London Planning Policy. The change of use will affect/stop future employment. This is the only Business Park of its kind within Barnet its loss to mainly residential use will prevent medium and large business from moving to the borough. The small business allocation, though welcome will only accommodate small business who will mainly be self-employed. The previous occupant of NLBP employed up to 2000 people. This will not be possible under these proposals and the conversion of the site to mainly residential will lock out all future opportunity.</p>	<p>The quantum of replacement employment is considered appropriate, and as a minimum will enable all firms who remain on the site to be accommodated in the new development.</p>	No change.
Local Resident	<p>Within the proposed Planning Brief the position of the school is only indicated in one place, whereas there are in fact three</p>	<p>In addition to congestion, a range of issues including access, townscape, impact on neighbours, noise and light</p>	No change.

Respondent	Summary of Response	Council Reply	Action
	possible sites. The proposed site is positioned closest to the most residents and where the most traffic congestion will be generated, and is the least favourable position.	were used in selecting this location for the school.	
Local Resident	The Proposed Planning Brief should be delayed while more meaningful Public Consultation takes place. Only one 2 hour public session was offered and this was not advertised except via the Barnet website. Most residents were completely unaware of this session.	The Planning Brief is not a statutory document, and as such does not have specific consultation requirements. However the consultation was carried out in accordance with the Council's Statement of Community Involvement.	No change.
Local Resident	The siting of the school should be part of a separate consultation and this should involve all parties. Most parents of children at the temporary school are unaware of the alternative sites.	This is not considered practical. The whole NLBP site needs to be considered so that the future impacts of the residential development and school on each other can be considered.	No change.
Local Resident	It has also not escaped my notice that the property developers are currently the landlord of the council the current tenants of part of the site and that in my opinion could result in a conflict of interest in relation to the planning permission. I think the application should go to an independent tribunal.	The Council has a responsibility to determine planning applications as the local planning authority. There is no known conflict regarding this site.	No change.
Historic England	Depending on the scale of development proposed, proposals on these sites may affect the setting of buildings and conservation areas further afield. We would therefore encourage you to include a reference in the North London Business Park Planning Brief to setting, as there is 1 Grade	Noted.	Paras 6.6 and 6.7 highlight heritage and archaeological issues

Respondent	Summary of Response	Council Reply	Action
	11 star and 12 Grade II listed buildings, as well as the Southgate Green Conservation Area in the London Borough of Enfield, within 1km of that site's boundary.		
Historic England	This proposed development site is already the subject of a planning application which was supported by an archaeological desk-based assessment. The site has local archaeological and historical interest related to its former uses as part of the Great Northern Cemetery then for the telecommunications industry. While little survives above-ground, there are likely to be substantial below ground remains most notably coal chute tunnels, air raid shelters and possibly 19th century burials. GLAAS has recommended a condition to secure further targeted investigation and recording and would support the draft planning brief's aspiration (paragraph 1.7) for new development to respect the history of the site and explore the potential for the retention of memorials. The archaeological investigations could assist with this objective identifying features that might be retained and/or interpretation provided for.	Noted.	As above
Local Resident	I have lived overlooking the "green field since 1979. From my rear window I can see Ally Pally, Canary Wharf and recently the Shard and Olympic Structure.	This is not a statutorily protected view. While every attempt to ensure there is appropriate protection of amenity for neighbouring properties, there is no safeguarded right to a view in planning policy.	No change.
Local Resident	I have enjoyed the playing of football and cricket on the field and feel that the	Alternative organised sports provision is being provided on the site. The value of	No change.

Respondent	Summary of Response	Council Reply	Action
	development will not only spoil this but also lower the value of my house.	the respondent's home is not a planning matter.	
Natural England	Natural England does not consider that this Consultation on draft Planning Briefs North London Business Park poses any likely risk or opportunity in relation to our statutory purpose, and so does not wish to comment on this consultation.	Noted.	No change.

London Borough of Barnet
PLANNING BRIEF

NORTH LONDON BUSINESS PARK

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1 Introduction: Purpose and Objectives for the site

- 1.1 The development of North London Business Park (NLBP) presents a significant opportunity to deliver housing growth in Brunswick Park creating a new suburban community. Currently occupied by office buildings, car parking and a secondary school this Planning Brief provides the vision for transformation of the site.
- 1.2 The objectives for the site are to deliver:
- comprehensive redevelopment of all existing buildings through a residential led scheme that effectively ties into the surrounding area;
 - provision of a significant quantity of public open space, outdoor amenity space and a replacement pitch for sporting use to serve both the new development and the surrounding area;
 - provision of affordable and flexible employment floorspace for Small to Medium Enterprises (SMEs);
 - provision of education, replacement nursery and other community uses.

Background: Site History

- 1.3 The first development of land at NLBP was by the Great Northern Cemetery Company. The site itself was not used for burials and consisted of a rail head station linking with Kings Cross, siding, chapel and cottages. Mourners walked down 'lime tree' walk to the cemetery entrance on Brunswick Park Road. Although the rail head no longer exists, there are remaining lime trees.
- 1.4 Standard Telephone and Cable then developed the site as the New Southgate Works in the 1920s and manufactured a range of telecommunications equipment. The first ever transatlantic radio telephone conversation was made from the site in 1923. During the Second World War the site made a major contribution to the war effort by manufacturing radio equipment for aircraft. A V1 bomb hit the site in August 1944 causing fatalities and extensive damage. These events are marked by memorials on the site.
- 1.5 Northern Telecom [Nortel] vacated the site in 2002, ending over 80 years of single ownership and association with telecommunications. The site was then sold and marketed as North London Business Park (NLBP) with mixed success.
- 1.6 Appendix 2 sets out the site development timeline.
- 1.7 Any new development will be expected to respect the history of the site and to explore the potential for the retention of memorials. The acknowledgement of advances in telecommunications made by Standard Telephone and Cable could be recognised in street names and places within the new development.

Background – Land Uses and Land Ownership

- 1.8 Existing land uses on the site include office space, serviced office space, a secondary school, a nursery, a banqueting facility and various small scale retail uses; ancillary to the office space. A 25m high telecommunications mast is located in the north of the site. There is a multi-storey car park and a large number of other parking areas. There is a former playing field to the north and a pond and landscaping in the south-east part of the site.
- 1.9 The entire site is owned by the Comer Group.

Background: Key Issues

- 1.10 In 2006 the Council adopted a Planning Brief for the site and the adjacent land at Coppies Grove. The 2006 Brief was produced in response to the high levels of vacancy at the North London Business Park and recognition that despite providing modern office space (B1 use class) and generous car parking within a suburban setting, the Business Park did not address the demands of the London office market.
- 1.11 Reflecting its designation as a Strategic Employment Location in the London Plan, the 2006 Planning Brief sought to protect existing operational employment uses within the Business Park whilst assessing how to integrate new uses on under-used/redundant land. Residential uses were incorporated into the proposals as part of a mixed use development around the centre of the Business Park and generally as lower density housing around the periphery. This mixed use scheme has not revitalised the NLBP site.
- 1.12 Temporary planning consents for education use were permitted in 2009 and 2013 for Barnet College and St Andrew the Apostle secondary school.

2 Planning Policy Framework

- 2.1 The Barnet statutory development plan is the 2012 Local Plan Core Strategy and Development Management Policies, alongside the 2015 London Plan (consolidated with alterations since 2011). Regard has to be had to the National Planning Policy Framework (NPPF) in decision making. The key policy documents are set out in Appendix 1. The key policy issues relevant to the site are employment, housing and design and infrastructure in terms of open space, provision for sport and community facilities. These are summarised below.

Key Planning Policy Issues: Employment

- 2.2 The London Plan 2015 identifies the site as a Strategic Employment Location with the sub category, Industrial Business Park. The designation reflects the historic employment use of the site. The London Plan recognises that 'In recent decades London's economy has been increasingly service-based, and this is likely to continue. As a result, ensuring there is enough office space of the right kind in the right places is a key task for the London planning system' (paragraph 4.10).
- 2.3 The London Office Policy Review 2012 indicates that office based employment may grow, although the London Plan recognises that this growth has not always translated into new floorspace in Outer London. The London Plan encourages the renewal and modernisation of office stock in viable locations in both Outer and Inner London and urges boroughs to manage changes of surplus office space to other uses, providing overall capacity is sustained to meet London's long-term office needs. The persistent vacancy rate demonstrates that NLBPs location is not viable for the type and quality of accommodation on offer and may not be sustainable in the longer term. Therefore replacement of the existing strategic floorspace for alternative uses will be considered acceptable.
- 2.4 Local Plan policy expects re-provision of employment space where a loss of employment floorspace occurs. The Barnet Entrepreneurial Strategy highlights the contribution of small and medium sized enterprises to the health of North London's economy. A success story at NLBP is the 'Business Innovation Centre' in Building 3. The flexible terms for letting space in a range of sizes and formats have generated demand from local Small to Medium Enterprises (SMEs). Retention of a suitable amount of employment floorspace for small businesses with car parking will therefore be expected in any new development. Floorspace should be offered on flexible terms for start-up units (30m² - 50m²) and move-on space (250m²-1,000m²) to help meet and support the expansion needs of SMEs in Barnet.
- 2.5 In order to identify the type and quantity of employment generating uses that are considered to be viable and deliverable on the site the Council will require an Employment Study to assess the potential for modern business uses as an element of the scheme in the short, medium and long term. The Employment Study should set out the existing context of the NLBP site and include an assessment of supply and demand for employment accommodation in Barnet,

the wider sub-region and London. The Employment Study should provide an overview of recent marketing activity undertaken, analysis of business accommodation requirements; liaison with commercial agents and review of existing demand, recent market transactions and consideration of opportunities for new employment growth sectors within Barnet. This should consider potential for creative industries (including arts, technology, crafts and design) as well as more traditional professional areas of business services to locate in the new development.

Key Planning Policy Issues: Housing and Design

2.6 The following housing issues are key in Barnet's Local Plan:

- **Optimising housing delivery:** the Local Plan Core Strategy identifies the NLBP site in Table 3: Barnet's Development Pipeline as a site which has an optimal figure of 400 units to be delivered in the period 2011-2021. This figure is based on the 2006 Planning Brief, therefore it is recognised that the optimal number of units will increase with comprehensive re-development.
- **Affordable housing:** this should be provided in line with the Council's strategic borough-wide target of 40% provision for all new homes. In line with the Core Strategy the tenure mix of affordable housing which will be sought is 60% social rented and 40% intermediate. Viability will be considered in line with the most recent version of the Affordable Housing SPD.
- **Range of unit sizes:** maintaining and increasing the supply of family housing is a priority in Barnet. Barnet's Housing Strategy recognises the markets pre-disposition to provide 1 and 2 bedroom units and maintains the priority for family homes across all tenures. Brunswick Park ward is not characterised by any recent residential development of a significant scale. Therefore whilst the dwelling size priority is for family homes, the expectation is that some smaller flats may help meet a local need.

2.7 The NPPF sets the Government's planning policies for England. There is a presumption in favour of sustainable development which will be achieved if development is in line with the NPPF. Paragraph 58 sets out the following aims for the design requirements for development that will:

- function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;

- create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- are visually attractive as a result of good architecture and appropriate landscaping.

2.8 The NPPF states at paragraph 59 that design policies should avoid unnecessary prescription or detail and should not attempt to impose architectural styles or particular tastes.

Key Planning Policy Issues: Open Space

2.9 The London Plan March 2015 requires that deficiencies in public open space are addressed in relation to different types of open space. Evidence supporting Barnet's Local Plan highlighted that NLBP site is deficient in local open space. The London Plan also requires playspace provision. The quantum would be dependent on the final mix of unit sizes. Further detail is contained in the Barnet Local Plan Development Management Policies and Barnet Planning Obligations SPD.

Key Planning Policy Issues: Provision for Sport

2.10 Outdoor sport areas including playing fields and sports pitches are protected by policy. The Local Plan policy is that re-development of sports pitches can be permitted where equivalent or better quality sports pitch provision can be made. The northern part of the site provided a playing field for employees. Adjacent to this field, which is now overgrown, are three tennis courts. The sports facilities have been unused since Nortel vacated the site in 2002. If an all-weather sports facility shared with the education uses can be re-provided on site then this may justify a reduction in the total area of outdoor sport space on the basis that it represents an improvement in quality.

Key Planning Policy Issues: Community Infrastructure

2.11 The Core Strategy expects development which increases the need for community facilities and services to make appropriate contributions towards new and accessible facilities. The Development Management Policies expects replacement of existing community facilities where there is continued demand. The existing nursery facility would need to be replaced to at least equivalent quantity and quality. In addition the scale of development could justify provision of other community facilities.

2.12 A key principle of the proposed development is the expansion of the existing temporary school on the site. Development arising on the site will create a significant additional number of school-age children, and as such this part of the development is considered essential to make the development acceptable in planning terms.

2.12 All development is expected to make a contribution towards funding new infrastructure which matches growth in homes and population. This will principally be done through the collection of Community Infrastructure Levy revenues to fund strategic infrastructure, but on large sites such as this, the provision of new facilities on-site may be required.

3 Site Characteristics and Relationship with Surrounding Area

- 3.1 North London Business Park is a large site of 16.5 ha, located in an established suburban area, within Brunswick Park Ward. Within the London context, the potential of the site needs to be optimised. Whilst any future development proposal must respect the character of the surrounding area where the development meets neighbours, the site is large enough to have its own character and develop a modern, attractive place for the future. It is important that the redevelopment of this site for residential purposes results in a development that is knitted into the surrounding area in a seamless way and not as a separate “gated” community.

Site Characteristics: Location and Surrounding Area

- 3.2 NLBP is located in the south-east of the Borough of Barnet in Brunswick Park ward. Brunswick Park is suburban, characterised by two storey terraced and semi-detached housing with parks and open spaces. The area represents the average for Barnet in terms of socio-economic structure. The nearest town centres are Whetstone to the north-west, East Barnet local centre to the north and Southgate to the east.
- 3.3 Located between the East Coast Main Line and the Great Northern Cemetery the NLBP site is clearly defined. To the south–west lies the Oakleigh Road South industrial area. Adjacent to the south lies the Edwardian terraced Brunswick Crescent. Further to the east lies the New Southgate Cemetery and Crematorium. Adjacent to the east lies later twentieth century suburban terraces along Howard Close and Brunswick Park Crescent. Adjacent to the playing field to the north lies Weirdale Avenue and Ashbourne Avenue which is characterised by metroland semi-detached development. Further north lies Russell Lane and its shopping parade. To the north-west at the junction of Brunswick Park Road and Russell Lane is the closest primary school (Brunswick Park) and GP surgery.

Map 1: NLBP context



- 3.4 NLBP is located between two national rail stations, New Southgate and Oakleigh Park. London Underground Piccadilly line services can be accessed at Arnos Grove. Bus services (routes 34, 251 and 382) are available from Oakleigh Road South and Brunswick Park Road.

Site Characteristics: Topography and land form

- 3.5 The levels change from the lowest point in the south-east of the site, which also contains a balancing pond for site drainage, up to the north-east corner by over 20 metres, which is around seven residential storeys (see Map 2: NLBP Site Contour). There is a large stepped parking area between the commercial building and the playing fields to the north of the site. The eastern part of the site around the pond comprises an area of open landscape.
- 3.6 The land form on the site is not entirely natural and is the result of the rubble from historic demolitions being incorporated into landscaping bunds. Also during the Second World War a number of underground bomb shelters and bunkers were formed and the remnants of these still remain on the NLBP site. It is appropriate that development should respond to the contours within the site, avoiding significant changes in building heights which are excentuated by changes in land form.

Map 2: NLBP Site Contour



Site Characteristics: site features

- 3.7 The pond with a small island and surrounding landscaping forms a prominent feature of the NLBP site. This was developed in 1981 to serve as a surface water storage function as well as enhance the setting.
- 3.8 The site is home to a large number of trees including Lombardy Poplar, Austrian Pine, Norway Maple, Beech, Lime and Oak; many are worthy of retention and some are covered by Tree Preservation Orders. They provide significant screening on the southern, eastern and western boundaries.
- 3.9 The six main buildings on the site represent campus style big box development with large single building units and associated parking set within a coarse urban grain with no over- arching urban structure. A telecommunications mast is located on the edge of the playing field on the highest part of the site.

Site Characteristics: physical constraints

3.10 The following constraints will need to be addressed in any development:

- level changes,
- numerous mature trees,
- potential ground stability issues,
- potential contamination,
- noise impacts from railway and Brunswick Park Road,
- constrained site permeability, and the
- retention of the pond.

Levels

3.11 The level changes across the site are significant and will require careful consideration with regards to building heights, acceptable access and useable public open space.

Trees

3.12 The Tree Preservation Orders associated with the site will need to be reviewed. As a minimum, the following groups of trees should be retained:

- the deciduous trees which create a frontage along Brunswick Park Road; and
- the boundary trees

3.13 Consideration of the remaining Limes which formed part of a wooded walk down to the entrance of the cemetery from the former chapel and former station [pre-dating the industrial use of the site] should be part the TPO review.

3.14 The Leylandii that screen the East Coast Main Line are effective in that role, however they are not a particularly beneficial species from an ecological point of view and they have a limited lifespan. Neither will they provide any material mitigation against noise from the railway corridor. These factors need to be fully explored and considered before any decision is made about their retention.

Ground stability

3.15 Former buildings on the site were demolished and not removed from site – for example the long landscaped bund adjacent to building 3 is what remains of the former building 8. There is further landscaping to the north of the site in the form of tiered parking with an extension to the playing field involving tipping. There are also extensive air raid shelters beneath the site; located centrally and to the north of the site and it is not clear whether these have been removed or filled in. Further investigation is therefore merited.

Contamination

3.16 A preliminary contaminated land survey was carried out in 2007. At the time of this survey the Council indicated that further investigation is likely to be required for the site due to its association with manufacturing. The detailed

assessment of ground contamination and soil sampling should be agreed with the Council's Environmental Health officers.

Noise and vibration

- 3.17 Development immediately adjacent to the railway lines is exposed to significant levels of noise and vibration. The principal of locating noise sensitive residential here would require significant mitigation and design measures to meet BS8233:2014 and World Health Organisation Guidelines. There is also a lesser noise impact along Brunswick Park Road. The full proposal will require a Noise Impact Assessment.

Site permeability

- 3.18 Access to the site is constrained by the railway line to the west and neighbouring residential property to the south and north. The disused access point from Ashbourne Avenue to the north of the site presents an opportunity to increase connectivity and permeability with the surrounding area for pedestrians and cyclists, as well as for emergency vehicles.

Relationship with surrounding area: edges

- 3.19 The site is surrounded by low density suburban residential, in particular to the south, north and east. In these areas the boundary is generally residential back gardens with the houses set back from the boundary between 15 to 20 metres. A number of buildings abut the site along the southern boundary. All the boundaries contain mature trees. The land to the north continues to rise to the north-west affording views into the site when not screened by trees. The land continues to gently fall away to the south and east.
- 3.20 To the west the East Coast Main Line separates NLBP from further suburban residential housing in Oakleigh Close, Fernwood Crescent and Denham Road. Buildings on Oakleigh Road North which are nearest to NLBP are more commercial in character consisting of a garage and parade of shops. The development closest to NLBP on Oakleigh Road South is a block of flats (completed around 2005). Beyond this housing the land rises up to Oakleigh Road North from where the existing Building 4 can be seen through and above the row of Leylandii trees which form the boundary along the railway.
- 3.21 To the east lies Brunswick Park Road which is typified by more low density suburban housing and the entrance to the Great Northern Cemetery. The site boundary along this frontage is landscaped with mature trees and an access point to the NLBP site. North of this on the eastern boundary is low density suburban housing along Howard Close and Brunswick Park Gardens. This housing forms the closest relationship with the site with little screening; a brick wall (nearly 500 metres long) forms the boundary.

Relationship with surrounding area: connectivity

- 3.22 There are currently two key access points to the site, at Oakleigh Road South to the south and Brunswick Park Road to the east. There is also a former access from Ashbourne Avenue to the north of the site. It is considered

important from a planning and urban design point of view that this opportunity is taken to knit the site into this wider residential area so that it forms part of the suburban landscape rather than functioning as a separated estate with limited access points. This will benefit both the new community and the existing community. Further transport assessment will be needed to demonstrate that the travel impacts of the new land uses can be accommodated by the local transport system, and where any improvements are shown to be necessary, then either the developer will be obliged to deliver these mitigation measures under the supervision of the Council if adjacent to the North London Business Park, or if in the surrounding area, contribute suitable sums to the Council and / or Transport for London to ensure delivery by them. Reopening the Ashbourne Avenue access to pedestrians and cyclists would reduce journey times for new residents to Whetstone, Oakleigh Park station, Russell Lane and areas to the north. It is considered that creating an access route to the north linking the site with the busses and shops on Russell Lane, and Oakleigh Park station, is required to make the site acceptable in planning terms, and accords with the principles in Local Plan Policy DM3.

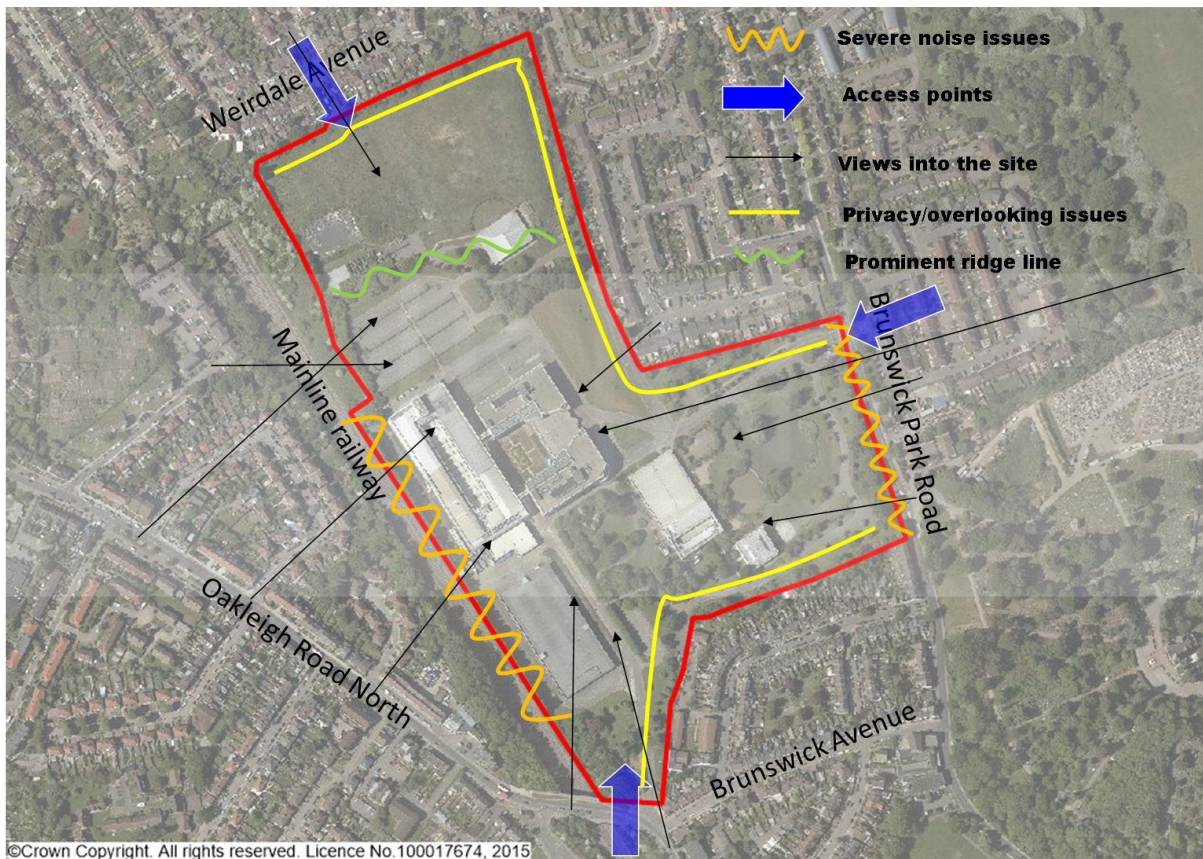
- 3.23 The nearest overland rail stations are New Southgate approximately 17 minutes walk away and Oakleigh Park about 25 minutes walk (reduced to 15 minutes with the reopening of the Ashbourne Avenue access). These stations access Great Northern services to London Kings Cross, Moorgate and Welwyn Garden City. The nearest underground station is Arnos Grove on the Piccadilly Line just over 20 minutes walk away. Bus routes 34 and 251 serve the Oakleigh Road South entrance as well as Arnos Grove station. The journey time to Arnos Grove tube is 5-7 minutes and Totteridge and Whetstone on the Northern Line (High Barnet Branch) is 14-17 minutes. The 382 serves the Brunswick Park Road entrance and connects with New Southgate station (although not directly as it goes via Arnos Grove).
- 3.24 The PTAL score for the NLBP site ranges from 1 to 2, and although the bus services are relatively frequent and connect fairly well to rail and tube networks buses often get caught in the congestion at peak times. Improvements to local bus services would need investigation and maybe require financial support.
- 3.25 Future accessibility to central London and destinations beyond would be improved with the Crossrail 2 proposed station at New Southgate.

Relationship with surrounding area: views/features

- 3.26 There are views into and across the site from the housing along Weirdale Avenue and the disused Weirdale Avenue entrance, to the east from housing along Brunswick Park Gardens/Howard Close and from the south along Brunswick Avenue. The trees along these boundaries are also features. The landscaped boundary along Brunswick Park Road is a feature and the vista into the site from this entrance with the land rising up to the existing entrance to Building 2 is also a feature. The large landscaped north/south mound adjacent to the existing Building 3 is prominent when viewed from houses in Brunswick Park Gardens along with the NLBP buildings.

3.27 The mature trees are the main feature when viewing from the site entrance on Oakleigh Road South. Looking from the west there are glimpses of the existing buildings from the side roads off Oakleigh Road North in particular Fernwood Crescent. The row of Leylandii is also a feature from this side rising above the semi-detached housing. The existing telecommunications mast is a feature which can be seen from Denham Road and from the housing along Weirdale Avenue to the north of the site. More distant views of the site are available from roads on the hillside to the east leading up to the border with London Borough of Enfield.

Map 3: Main constraints and relationships map



Relationship with surrounding area: infrastructure

3.28 NHS Clinical Commissioning Group were consulted regarding this potential redevelopment with regard the need for provision of on or off-site facilities. In order for delivery of a new on-site premises to be delivered, a development generally needs to be delivering an increase in population of approximately 6,000 new residents. This would justify a new facility. As this site will fall well below this threshold, the opportunity to secure on-site provision is not justified. It will be more effective at present to add additional GPs at existing nearby surgeries.

3.29 With regard to education infrastructure. School Place Planning benchmarking shows that the development has the potential to create a need for 1.1 to 1.8

forms of primary school entry, and 0.3 to 0.8 forms of secondary entry. The expansion of the secondary school on the NLBP site will accommodate the additional secondary need arising.

4 Site Opportunities

- 4.1 Further to the analysis of key planning issues, site characteristics and relationship with the surrounding area the following opportunities have been identified.
- 4.2 The site provides the opportunity to make a strategic contribution towards housing delivery in Barnet. The size of the site will ensure steady delivery of housing over the medium term.
- 4.3 The size of the NLBP site also provides the opportunity for development to define its own character away from sensitive boundaries, and introduce a finer grain of development which increases local permeability and integration whilst retaining open space. This, coupled with the changes in levels which provide the opportunity to conceal the scale of buildings and add interest to amenity open space by exploiting potential views. Retaining the numerous mature trees, and the pond, presents an opportunity to add amenity value and character to the development as well as retain biodiversity.
- 4.4 The opportunities for new employment should be considered, as evidenced by an Employment Study. There may be a potential opportunity for creative industries (including arts, technology, crafts and design), as well as more traditional professional areas of business services, to locate in the new development.

5 Approach to re-development

- 5.1 The following section sets out the approach to re-development for land use, urban design, development zones and character and access.

Approach to re-development: land use and location

- 5.2 The non-residential floorspace should be located in the higher density heart of the development. The buildings adjacent to the railway should be designed to provide a noise buffer for other residential uses across the site, whilst at the same time providing an acceptable acoustic environment for their own residents both internally and externally. The non-residential floorspace should include community infrastructure such as: healthcare, library and nursery/crèche. The higher density area should also be the location for, the small scale re-provision of employment floorspace and small-scale non-‘destination’ local retail and leisure uses.
- 5.3 The higher density residential areas should create a central heart to the development. The scale will need to consider the amenity of surrounding suburban housing, in particular Brunswick Park Crescent, Oakleigh Road North and from development on the higher ground to the north.
- 5.4 The proposed secondary school and associated replacement sports pitch should be located adjacent to Brunswick Park Road, whilst maintaining where feasible the landscaped buffer along Brunswick Park Road.
- 5.5 Lower density residential development should be located along the northern boundary on the existing playing field, adjacent to Howard Close and Brunswick Crescent to the south. Particular consideration should be given to the density of development along prominent areas within the site’s topography including the ridge line.
- 5.6 Existing trees and landscaping areas should be valued as assets to enhance the setting of proposals and public open spaces.

Map 4: NLBP indicative land use



Approach to re-development: urban form

- 5.7 The pattern of development and road layout should reflect where possible the rectilinear form of the surrounding streets, within a general perimeter block structure. Developments are encouraged to use creative and innovative layouts. Corner plots should have greater space around them. The transition between areas of higher and lower density should be carefully considered, with a stepping up of density making use where possible of the different levels across the site. Consideration of houses in a high density context should be explored. Undercroft or podium parking may also make use of the levels changes.

- 5.8 At present the presence of large urban blocks such as Building 4 can undermine permeability and ease of movement. Proposals for higher density development should therefore consider an informal layout where this is possible whilst still retaining legibility.

- 5.9 Maintaining the landscaped character along the Brunswick Park Road frontage will help delineate the site from the surrounding residential areas. This will also help provide an element of functional identification for the new school as separate to the residential uses. The playing pitch should separate the new school from the higher density zone of development.

- 5.10 The majority of the public open space provision should be concentrated centrally within the higher density central zone with local pocket parks providing childrens' playspace in the surrounding lower density areas. The juxtaposition of three entry points to the site through more traditional suburban street layouts into a central parkland area has the potential to create an interesting and naturally traffic calmed development.

Approach to re-development: Development Zones/character

- 5.11 The size of the NLBP site enables development to define its own character in particular in the higher density zone. The lower density zones should consider the surrounding suburban setting where building footprints are small and two or three storeys in height. Lower density suburban character will need to persist into the site from the boundaries in part reflecting other design factors; scale/massing, privacy, overlooking, and local views, whilst providing a transition to the higher density development.
- 5.12 Local Plan policy DM6 sets out the Council's approach to managing tall buildings in Barnet. There is a clear direction that they should be restricted to strategic locations within the borough. As this site is not within a strategic location, tall buildings are not envisioned in this location. The implication of this policy is that development of 8 storeys or more in height will not be supported.
- 5.13 Density should have regard to Table 3.2 of the London Plan, which guides density in terms of the surrounding character of the area, and access to public transport. The NLBP is considered to be generally suburban, while the Public Transport Access Level (PTAL) is at present between 1-2. Therefore, density ranging between 35-95 units per hectare across the site is appropriate.
- 5.14 The mature trees and pond within the site are particularly important aspects of the sites character and it is considered that the retention of as many of these features within any landscaping proposals for the site is vital in order to achieve the vision for this area. Given that the trees are one of the principle features of the site when viewed from surrounding streets, the introduction of new tree planting will be encouraged, providing natural landscaping and reflecting the character of surrounding residential areas.
- 5.15 The potential scale of the new school zone located in the south east corner of the site adjacent to residential housing will also need careful consideration. Through an innovative design, the impact in terms of scale on the neighbouring terraced properties will need to be addressed and any adverse effects such as orientation will require mitigation. Design must also consider privacy and overlooking issues.
- 5.16 It is envisaged that the proposed development of the site will have a build-out period of at least 5 to 10 years. The delivery of non-residential floorspace will therefore need to be considered in relation to the delivery of residential use, as part of a phasing plan. This will help ensure that community needs are met with the provision of necessary infrastructure.

- 5.17 The implications of the site being delivered over a number of years mean that phasing of the scheme will be an important consideration to ensure that the impacts of construction activities over a sustained period of time do not negatively impact on the viability of the businesses within the existing Innovation Centre, nursery and the operation of the school (the on-going use of the site for employment and educational uses), as well as neighbouring residential properties

Approach to re-development: routes and access hierarchy

- 5.18 The principal route through the site should link Brunswick Park Road to Oakleigh Road South as these provide the main access points. This allows occupiers to use the most convenient access / egress point, thus minimising impacts on local roads. Access from Ashbourne Avenue should be provided for pedestrians and cyclists to improve permeability and link the site through to Russell Lane to the north.
- 5.19 The Ashbourne Avenue route should be designed to restrict its use so it does not become a through route for cars, but provides access to appropriate vehicles where demonstrated to be required (ie emergency vehicles). Proposals for the opening up of the new pedestrian/cycling route should be accompanied by a statement setting out how it meets *secured by design* principles.
- 5.20 Suitable vehicular access to the new school for pick-up/drop-off should be provided on-site with access from Brunswick Park Road. Road and pavement design should be shared space.

6 Sustainability Objectives

- 6.1 The following section highlights some of the more important details to be considered with regards to sustainability objectives.

Energy and Carbon Reduction

- 6.2 The London Plan emphasises that development proposals should make a contribution to minimising carbon dioxide emissions in conjunction with the energy hierarchy. Development should demonstrate how it is Lean, Clean and Green through an Energy Statement. Given the scale of development and mix of uses this proposal should consider the possibility of site wide decentralised energy.

Flood Risk and Surface Water Management

- 6.3 The existing pond performs a flood attenuation function. It is classified as a Secondary A Aquifer, and the Environment Agency should be consulted on its future use prior to development commencing. The scale of this function and whether the pond is an effective form of attenuation is not clear. Further Surface Water Assessment will be necessary to determine this. Alternative drainage solutions may be possible across the site including green roofs, attenuation tanks and smaller ponds. The sites geology – underlain by London Clay – prevents the use of infiltration techniques. A site wide Surface Water Drainage Strategy is required and this would need approval from the Council in its capacity as Lead Local Flood Authority.

Noise

- 6.4 Development immediately adjacent to the railway lines is exposed to significant levels of noise and vibration. The principal of locating noise sensitive residential here would require significant mitigation and design measures to meet BS8233:2014 and World Health Organisation Guidelines. There is also a lesser noise impact along Brunswick Park Road. The full proposal will require a Noise Impact Assessment.

Contamination

- 6.5 The Environment Agency recommend that developers should:
- Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
 - Refer to the Environment Agency Guiding principles for land contamination for the type of information that is required in order to assess risks to controlled waters from the site. The Council will advise on risk to other receptors, such as human health.
 - Refer to the contaminated land pages on GOV.UK for more information.

Heritage and archaeology

- 6.6 The Southgate Green Conservation Area (in LB Enfield) as well as 13 Grade II listed buildings are within 1km of the NLBP site. Development should consider how it relates to these assets, and where necessary respond to them.
- 6.7 The site has local archaeological and historical interest related to its former usage as part of the Great Northern Cemetery as well as a centre for telecommunications manufacture. While little survives above-ground, there are likely to be substantial below ground remains most notably coal chute tunnels, air raid shelters and possibly 19th century burials. Further archaeological investigation will help to respect the history of the site and identify heritage features that are worthy of retention.

7 Planning Application: Main Considerations

- 7.1 The following section highlights some of the more important details to be considered at the planning application stage.

Privacy and overlooking

- 7.2 The lower density zones of development should respond to the adjacent houses in terms of scale and massing, and reflect the roof form of surrounding buildings. In new residential development there should be a minimum distance of 21 m between properties with facing windows to habitable rooms to avoid overlooking, and 10.5 m to a neighbouring garden.

Outdoor Amenity Space

- 7.3 Provision of outdoor amenity space is vital in Barnet and a key consideration for new residential developments. Gardens/outdoor amenity space makes a significant contribution to local character and specifically towards biodiversity, tranquillity, amenity, setting and sense of space.

Biodiversity

- 7.4 The presence of the pond and the colony of Canadian Geese is perceived as making a contribution to nature conservation. However on the basis of recent biodiversity surveys the NLBP site's ecological value is considered to be limited. This is mainly because of intensive management practices and built environment. The northern playing field has the highest ecological value due to a lack of management. Slow worms and bats were found in this area. The opportunity therefore exists to improve the ecological value of the site through habitat enhancement and the creation of new habitats where necessary and establishing wildlife corridors or linkages to surrounding land (e.g. New Southgate Cemetery and railway land) together with providing bird and bat boxes.

Internet Connectivity

- 7.5 Providing the latest internet connectivity in new homes as well as the re-provision of business space will help support both home working trends as well as meeting the needs of small to medium commercial enterprises. There are currently 130 businesses leasing space in Building 3. Of these, 70 have a web presence and list NLBP as their contact address. Providing a wide range of services, mainly professional, they represent a developing small business community which should be supported through high quality telecommunications connectivity. Superfast broadband for example is just one way of benefitting businesses through quicker file sharing, video conferencing, online data storage [reducing hardware costs], all providing a better customer experience. Local wireless connectivity may also be a consideration to support the changing nature of work and small business activity together with the changing nature of community facilities.

8 Development Contributions

Community Infrastructure Levy (CIL)

- 8.1 The purpose of CIL is to pay for infrastructure required to mitigate the impact of development across the Borough. Barnet's CIL charging rate has been set at: £135/ m². It applies to the 'net additional floorspace' of new development which is delivering 100 m² or more of gross internal floorspace or the creation of one additional dwelling. Net additional chargeable floorspace in the North London Business Park will consist of the additional floorspace over and above the total existing office floorspace.
- 8.2 In addition to Barnet's CIL the Mayoral CIL applies to all chargeable development in the borough. A flat rate of £35/ m² applies.

S106 Requirements

- 8.3 A Planning Obligation or Section 106 is a legally binding agreement made between the developer and the Council which is drafted where necessary to make an application acceptable in planning terms. The following considerations may require S106:
- improvements to public transport infrastructure,
 - education provision
 - affordable housing
 - health facilities
 - small business accommodation and training programmes to promote local employment and economic prosperity
 - town centre regeneration, promotion,
 - management and physical environmental improvements including heritage and conservation
 - improvements to highways and sustainable forms of transport
 - environmental improvements
 - provision of public open space and improving access to public open space
 - other community facilities including policing
 - other benefits sought as appropriate.
- 8.4 In accordance with Paragraph 204 of the NPPF, planning obligations should only be sought where they meet all of the following tests:
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development.
- 8.5 In considering planning obligations, we will take into account the range of benefits a development provides. It will also be important to ensure that the scale of obligations are carefully considered so they do not threaten the viability of development, in accordance with paragraph 173 of the NPPF.
- 8.6 The extent to which a development is publicly funded will also be taken into account and policy applied flexibly in such cases. Pooled contributions will be

used when the combined impact of a number of schemes creates the need for infrastructure or works, although such pooling will only take place within the restrictions of the Community Infrastructure Levy Regulations 2010.

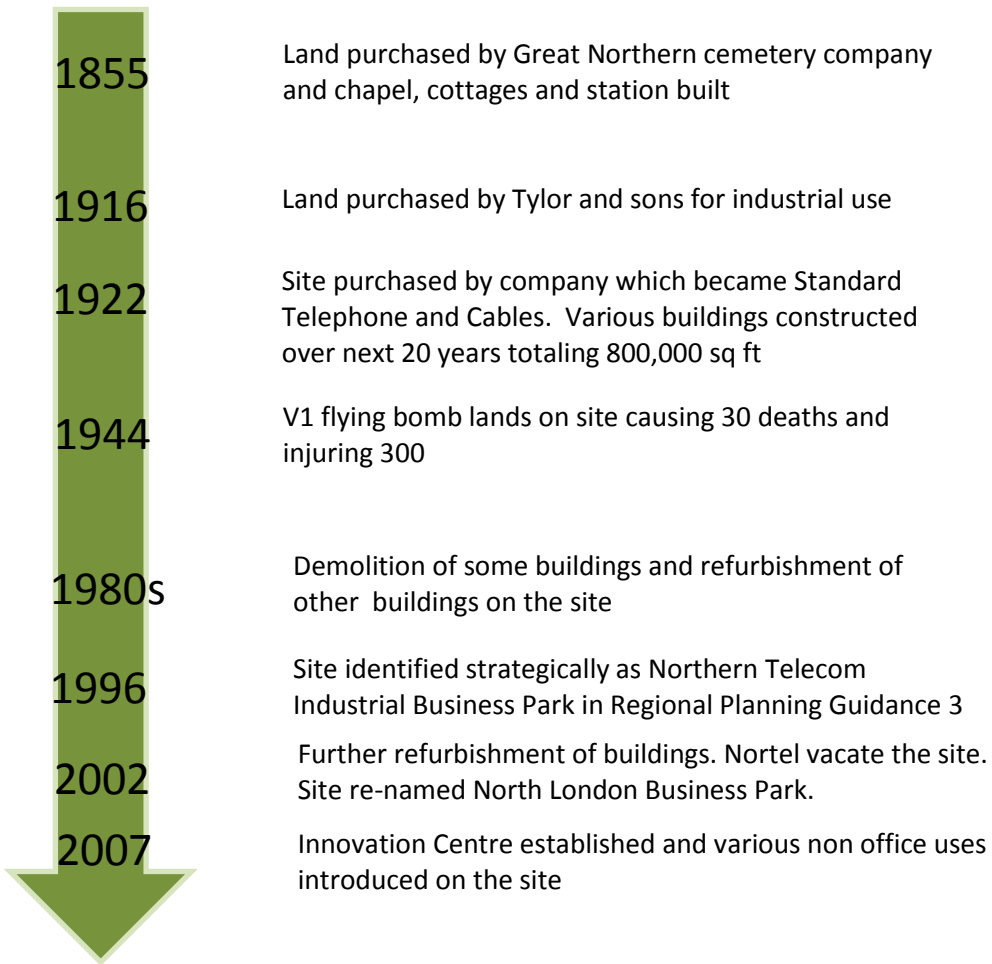
Skills, Employment, Enterprise and Training

- 8.7 It is important, given the historical employment use, and size of this site, that some employment activity is returned to the site once redevelopment is complete. The opportunities for new commercial development should complement the Council's *Entrepreneurial Barnet* strategy. This supports the provision of the creation of new high quality commercial space with lease arrangements that are viable for SMEs.
- 8.8 Development involving loss of employment space will be expected to mitigate the loss and make contributions to employment training. Calculations of such contributions will be made on a site by site basis in line with the Skills, Employment, Enterprise and Training SPD. Contributions will be retained for specific employment, skills, training and enterprise support and initiatives highlighted in the Economic Strategy (Entrepreneurial Barnet).
- 8.9 The scale of development also triggers a requirement to manage development related job opportunities the Council will use a Local Employment Agreement (LEA). A LEA sets out the skills, employment and training opportunities to be delivered from development and must include all employment opportunities generated by construction as well as the end use where the development creates more than 20 FTE (full time employee) jobs.
- 8.10 On all schemes where affordable homes are being built, the developer will be encouraged to employ trainees through the Notting Hill Housing Trust Construction Training Initiative, or a similar scheme. This will be set out in Further details are available at <http://www.nottinghillhousing.org.uk/about-us/work-for-us/construction-training>

Appendix 1 - Relevant National, Regional and Local Planning policy documents

Planning Issue	National Planning Policy Framework (NPPF)	London Plan Policy	Local Plan Policy
Accessibility	Protecting Sustainable Transport – paragraph 32	Policy 7.2: An inclusive environment	Policy DM 3: Accessibility and inclusive design
Employment	Delivering sustainable development - paragraph 22	Policy 4.1: Developing London's Economy Policy 4.2: Offices Policy 4.10: New and emerging economic sectors Policy 4.11: Encouraging a connected economy Policy 4.12: Improving opportunities for all	Policy DM14: New and existing employment space Policy CS 8: Promoting a strong and prosperous Barnet
Housing Delivery	Delivering a wide choice of high quality homes – paragraph 50	Policy 2.6: Outer London - Vision and strategy Policy 2.7: Outer London - economy Policy 2.8: Outer London - transport Policy 3.8: Housing Choice Policy 3.4: Optimising housing potential Policy 3.5: Quality and design of housing developments Policy 3.12: Negotiating affordable housing on individual private residential and mixed use schemes	Policy CS4: Providing quality homes and housing choice in Barnet. Policy DM08: Ensuring a variety of sizes of new homes to meet housing need.
Heritage and Landscape character	Conserving and enhancing the historic environment – paragraph 126	Policy 7.4: Local character Policy 7.8: Heritage assets and archaeology.	Policy CS5: Protecting and enhancing Barnet's character to create high quality places Policy DM06: Barnet's heritage and conservation
Education	Promoting healthy communities - paragraph 72	Policy 3.18: Education facilities	Policy DM14: Community and education uses
Environment and Biodiversity	Conserving and enhancing the natural environment – paragraph 109	Policy 2.18: Green Infrastructure – The multi – functional network of green and open spaces Policy 7.19: Biodiversity and access to nature Policy 7.21: Trees and woodlands	Policy CS7: Enhancing and protecting Barnet's open spaces Policy DM 15: Green Belt and open Spaces Policy DM 16: Biodiversity
Sports and recreation	Promoting healthy Communities - paragraph 73	Policy 3.6: Children and young people's play and infant recreation facilities Policy 3.19: Sports facilities	Policy CS7: Enhancing and protecting Barnet's open spaces Policy CS11: Improving health and well being in Barnet
Tall Buildings	Requiring good design – paragraph 56	Policy 7.7 Location and Design of tall buildings	Policy DM05: Tall Buildings

Appendix 2: NLBP site development history



	<p>Policy & Resources Committee</p> <p>22nd March 2016</p>
<p style="text-align: right;">Title</p>	<p>Planning Additional Services</p>
<p style="text-align: right;">Report of</p>	<p>Service Director – Development Management & Building Control</p>
<p style="text-align: right;">Wards</p>	<p>All</p>
<p style="text-align: right;">Status</p>	<p>Public with an accompanying exempt appendix</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix 1 – Proposed additional planning services charges Exempt Appendix 2 – Legal Advice</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Joe Henry, joe.henry@barnet.gov.uk, 020 8359 4620</p>

Summary

The report seeks approval to provide additional planning services and associated charges.

Recommendations

That Policy and Resources Committee approve the proposed additional planning services and the associated charges (detailed in Appendix 1).

1. WHY THIS REPORT IS NEEDED

- 1.1 The Policy & Resources Committee approved the provision of additional planning services and associated charges as a pilot until 31st March 2016 at the Committee held 24th March 2015. The approval was subject to the pre-application planning advice service (not the “fast track” additional service) arranging meetings within 2 weeks of a written request and written advice being provided within 3 weeks.
- 1.2 The Committee required the results of the pilot to be reported back to the Committee.
- 1.3 Before the pilot commenced, the Planning Service was regularly asked whether it could offer enhanced planning services to allow applications and pre-application advice to be dealt with faster on payment of additional fees.
- 1.4 Fees and charges for statutory planning services are set by Policy and Resources Committee and as such it is appropriate that this Committee should consider whether to agree to the additional chargeable planning services being offered permanently.
- 1.5 The proposed charges for the additional planning services are outlined in appendix 1.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The proposed additional services are set out in appendix 1 and in the main offer fast track; pre-application advice, registration of planning applications and recommendations on planning applications.
- 2.2 It is considered that offering chargeable additional planning services has the following benefits:
 - It demonstrates Barnet is delivering services in an innovative and proactive manner
 - Improvement in service delivery
 - Improvement in meeting Government targets on making decisions within statutory target date
 - Increased customer satisfaction levels
 - Substantial increase in the number of pre-application advice being sought which helps to streamline the planning process and deliver better outcomes when a planning application is submitted
 - Income generated by the additional chargeable services has been used to help finance the employment of additional planners and the creation of an additional management position.
 - Investment in this service has helped to attract additional investment into the Borough through development.

2.3 The Department of Communities & Local Government recently published (February 2016) a consultation paper titled: “Technical Consultation on Implementation of Planning Changes”. This consultation paper is seeking views on the proposed approach to implementation of measures in the new Housing and Planning Bill. Section 1.7 of this document specifically encourages; *“a wide range of measures that can streamline the process for applicants and accelerate decisions. However, we are particularly interested in ideas that would:*

a) provide applicants with the choice of a fast-track service (or services) in return for a proportionate fee.”

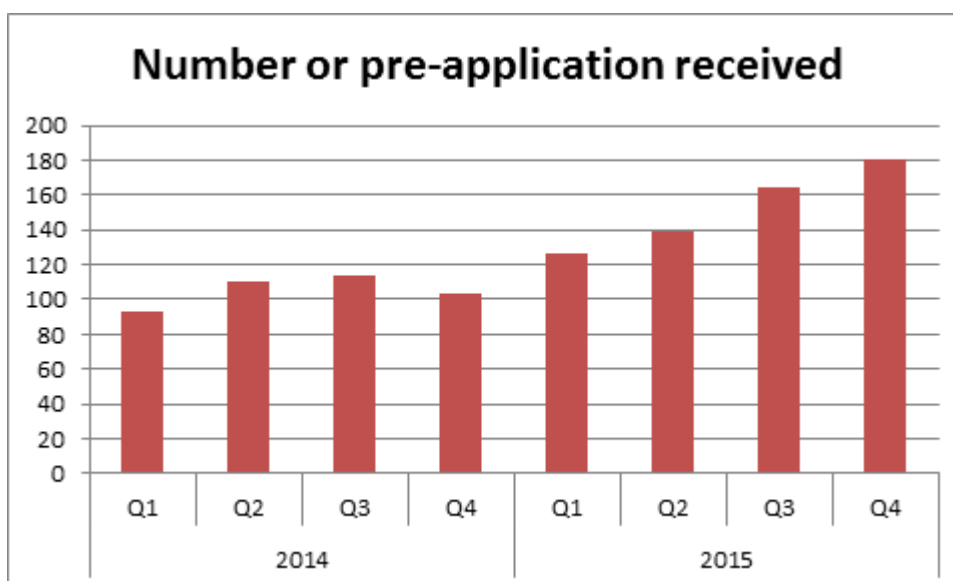
This demonstrates the Government are seeking to encourage other local planning authorities to embark on providing additional planning services.

2.4 Members had raised concerns at the Policy & Resources Committee held 24th March 2015 that the additional planning services may lead to a “two tier planning system” with “fast track” services being prioritised over providing a very good “business as usual” planning service. And that is why the approval of the pilot was subject to the pre-application planning advice service (not the fast track additional service) arranging meetings within 2 weeks of a written request and written advice being provided within 3 weeks. The tables below outlines performance for both “fast track” pre-application services and “business as usual” pre-application services.

Period: April 2015 – end January 2016	Total
Number of “fast track” pre-application notes issued	70
No. of “business as usual” pre-application notes issued	386

Period: April 2015 – end January 2016	Percentage
Percentage of “fast track” pre-application meetings arranged within accelerated target date.	100%
Percentage of “business as usual” pre-application meetings arranged within target date (3 days of written request).	94%
Percentage of “fast track” pre-application notes issued within accelerated target date.	87%
Percentage of “business as usual” pre-application meetings arranged within target date (target date 2 to 3 weeks depending on scale of scheme).	78%

The increase in demand for the pre-application advice service can be demonstrated by the continual increase in demand over the last three years which is shown in the graph below.



It is considered that the substantial increase in demand generated by the pre-application service demonstrates large numbers of customers want to use this service offering. And this is because it is considered the “business as usual” service and the “fast track” services are seen by customers as a very good service.

Planning Services ask for customer satisfaction feedback at the point a planning decision is made. Over the period Feb 2015 – end January 2016 81% of customers were satisfied with the service provided, 65% confirming they thought it was good or very good service (18% of respondents used the planning fast track pilot).

During the period April 2015 – end January 2016, 481 “fast track” planning type application requests were made compared to a total of 6984 planning type applications being received. The percentage of applications decided within the statutory target date for the period April 2015 – end February 2016 was 91%. This places Barnet’s Planning Services in the top three of all London local planning authorities for speed of decision making - it should be noted that planning officers encourage amendments to a proposal if it is likely to lead to a positive outcome even if it means a decision would need to be made past the statutory target date and this has helped improve customer satisfaction with the Service overall.

The table below outlines information about the “fast track” planning services for period April 2015 to end January 2016.

Cases processed in Pilot	Total number applications received	% of applications that were “fast tracked”	Fast Track Income	Average charge per case
481	6934	6.9%	£162,448	£338

The Planning Service has received excellent feedback on the enhanced services provided. Examples of some comments are as follows:

“Brilliant, I am very delighted how the system is working. Never get this quick and efficient service before.” (Feb 2016)

“very encouraging to have this option to offer clients. Within the overall development costs these additional fees are very reasonable and will go a long way in expediting matters” (Jan 2016)

“It’s a great service the council are offering, normally I discount pre apps mainly due to the time it takes to get a response.” (Dec 2016)

“I have to say I am hugely delighted with current Planning services, since taken by Re. Speed and pro-active approach for both normal and fast-tracked applications.” (Nov 2015)

“Pretty amazing this premium service....That is the fastest discharge of planning condition I have ever seen!” (Sept 2015)

“I spoke to an agent, who was very complimentary of your service. He said he “and other developers have noticed a significant improvement in the response and service by the Council”. He also said that other councils should learn from us, in particular the effectiveness of the fast track.” (June 2015)

2.4 Customers who submit applications without opting for premium type services will continue to receive a very good service. For example, the priority of the Planning Service is to ensure the percentage of decisions made within statutory target dates is maintained in the top five as benchmarked against other London Local Planning Authorities performance on speed of decision making - the drive for decisions to be made within statutory timescales does not undermine applicants ability to amend planning proposals even if the decision would need to be made outside the statutory target date.

2.5 An example of where the Service offers both a fast track service and an enhanced “business as usual service” is how the Service processes certificate of lawfulness application. 78 of the 1027 certificates the Service determined in the period April 2015 – end of January 2016, were fast tracked (1, 2, 5 or 10 days). Overall performance relating to certificates in the same period was 94% of certificates were determined (where no amendments were necessary to approve) within 4 weeks against the statutory determination period of 8 weeks.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 The alternative option is not to offer additional planning services. In this scenario customers will continue to receive the statutory planning service and pre application services with no enhanced options. This would likely lead to a decrease in customer satisfaction, reduce speed of decision making, reduce developers engagement at pre-application stage, decrease income with a

consequential impact on resource provision, cause reputational damage, and lead to less confidence in the development industry to invest, through development, in the borough.

4 POST DECISION IMPLEMENTATION

- 4.1 If approved, it is proposed the service is immediately rolled out with effect from 1st April 2016.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 Barnet Council will work with local partners to create the right environment to improve the satisfaction of residents and businesses within the London Borough of Barnet as a place to live, work and study.

5.1.2 The Corporate Plan (2015-2020) has three guiding principles; Fairness, Responsibility and Opportunity.

5.1.3 The proposed additional planning services would; help to promote responsible and timely development in the Borough; help to improve customer (including residents) and business satisfaction; and improve the council's ability to meet the financial challenges it is facing which will in turn benefit the residents of the Borough.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

5.2.1 The additional income generated by the pilot service will be included in the guaranteed income generated by Planning services that Re provides to the council, which has a target of £1.753m for 2015/16, and is forecast to achieve £2.784m.

5.2.2 The costs of additional planners and costs associated with the additional service will be funded from the management fee the council pays to Re to deliver the planning service.

5.3 Social Value

5.3.1 The provision of chargeable additional planning services gives more choice to customers. Safeguards are in place (refer to section 5.5.2 of this report) to ensure all planning services meet a high standard of service provision.

5.3.2 The additional services and safeguards in place to ensure all planning services meet a high standard of service provision (refer to section 5.5.2 of this report) will attract developers to the Borough to provide high quality sustainable development, including the provision houses to meet housing need.

5.4 Legal and Constitutional References

- 5.3.1. Local authorities have a variety of powers to charge for specific statutory services set out in statute. The Localism 2011 provides a power to trade and a power to charge for discretionary services, the latter on a costs recovery basis. Discretionary services are those that a local authority is permitted to provide under statute but is not obliged to do so. The power to charge for discretionary services is not available to local authorities if there is a statutory duty to provide the service or if there is a specific power to charge for it or if there is a prohibition on charging.
- 5.3.2 Where authorities have a duty to provide a statutory service free of charge to a certain standard, no charge can be made for delivery to that standard, however delivery beyond that point may constitute a discretionary service for which a charge could be made.
- 5.3.3 There is a variety of legislation permitting charging for different services, some which set prescribed fees and charges (or the range of charges for a given service), and others which allow discretion based on costs of providing the service.
- 5.3.4 In relation to planning services, it is settled law that charges can be levied for pre-application advice or services on a cost recovery basis.
- 5.3.5 Detailed legal advice on the legal powers to charge for each service is set out in the exempt - Appendix 2.
- 5.3.6 Constitution Responsibilities for Functions Annex A sets out the terms of the Policy and Resources Committee including:
- To be the principal means by which advice on strategic policy and plans is given and co-ordinated
 - To be responsible for the overall strategic direction of the Council
 - To be responsible for those matters not specifically allocated to any other committee affecting the affairs of the Council.

5.5 Risk Management

- 5.5.1 Not providing the additional planning services as provided through the pilot would likely lead to a decrease in customer satisfaction, reduce speed of decision making, reduce developers engagement at pre-application stage, decrease income with a consequential impact on resource provision, cause reputational damage, and lead to less confidence in the development industry to invest, through development, in the borough. This risk could be partly mitigated by improving the planning services overall performance but this would need additional resource.
- 5.5.2 Section 2.4 & 2.5 of this report addresses concerns that there is a risk that the additional planning services could lead to a “two tier” planning service. Mitigating measures include contract commitments that require the planning service to meet performance indicators and customer satisfaction levels that would ensure the “business as usual” planning service is a very good service.

5.6 Equalities and Diversity

- 5.6.1 The Equality Act 2010 outlines the provisions of the Public Sector Equality Duty which requires public authorities to have due regard to the need to:
- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it
- 5.6.2 The relevant protected characteristics are age, race, disability, gender reassignment, pregnancy and maternity, religion or belief, sex and sexual orientation. The duty also covers marriage and civil partnership, but to a limited extent.
- 5.6.3 The broad purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design of policies and the delivery of services so that the potential impact on any protected groups is identified and steps taken to mitigate or remove them.
- 5.6.4 The introduction of these additional services has been assessed and it is not considered to impact any of the protected groups. Whilst the services will be offered based on ability to pay the extra fees, the statutory planning service will not be impacted detrimentally by the introduction of additional planning services.

5.7 Consultation and Engagement

- 5.7.1 Customers using the pre-application and additional planning services will be surveyed to assess how satisfied they are with the service.

5.8 Insight

- 5.8.1 Section 2.4 outlines the data used to inform the recommendation.

6 BACKGROUND PAPERS

- 6.1 Report to Policy & Resources Committee (24th March 2015) titled: "Planning Additional Services Pilot".
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=692&MIId=7866&Ver=4>

Fast Track Pilot Guidance Notes and Charging Schedule – April 2015 version 2

The Fast Track Pilot provides a range of services to Barnet residents and businesses to accelerate the administration and review of planning applications and pre-planning submissions. This Fast Track Pilot does not affect the merits of the proposals. Fast Track charges are payable in addition to the any application fees payable under the Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012 or pre-application as detailed below. VAT receipts can be provided on request.

All requests for the service should be emailed to planning.premium@barnet.gov.uk prior to the submission of the (pre) application.

Each request is assessed individually and a confirmation that the service can be offered is provided by the Fast Track Team before the (pre) application is considered as part of the Pilot.

Each request should include the following details:

- Name, address, phone number and email address of applicant / agent
- Site Address
- Description of proposals
- Reference of requested fast track service(s) (e.g. 8a and 8e)

All fast track payments must be made at the time of registration of the (pre) application. The applicant or applicant's agent shall inform the Council upon submission and payment of the (pre) application by emailing planning.premium@barnet.gov.uk with details of the Planning Portal or Pre-application reference numbers.

(Pre) applications submitted without the confirmation of the Fast Track team that the service can be offered will not be processed under the Pilot.

We reserve the right to right to refuse requests subject to resources and availability.

Charging Schedule

Householders applications

Our services for householder applications cover all types of residential development within the curtilage of a dwelling (including house extensions, outbuildings, driveways, etc). Each service can be offered individually.

Service 1a

- 1- Registration of application within 1 working day
- 2- Consultation of neighbouring properties within 1 working day
- 3- Provision of an officer's recommendation within 5 weeks of validation

In the event that the recommendation is to approve, note that the decision will be delegated if fewer than 5 objections are received and the application is not called in to a planning committee by a Councillor. Whilst the recommendation will be provided within 5 weeks of validation of the applications in any event, the necessary referral of an application to committee will have the effect of delaying the determination of the applications.

**£350
(£420 inc VAT)**

Service 1b

Visit to site within 5 working days of registration

**£100
(£120 inc VAT)**

Service 1c

- 1- Review of the information submitted with the application within 2 working days of the site visit, if Service 1b accepted, or 5 working days from the validation (if Service 1b not accepted)
- 2- Provision of an email setting out any required changes to the application or confirming support/refusal of the application.

**£250
(£300 inc VAT)**

Additional and faster services

on request

Conditions and certificate of lawfulness applications

All our services for conditions and certificates include:

- The registration of a valid application within 1 working day of receipt
- The issuing of a decision notice within 1 working day of confirmation of support or within 1 working of receipt of acceptable amendments / additional information.

Service 3a

Accelerated review and provision of an email setting out any required changes to the application or confirming support/refusal of the application within 10 working days of registration.

**£200
(£240 inc VAT)**

Service 3b

Accelerated review and provision of an email setting out any required changes to the application or confirming support/refusal of the application within 5 working days of registration.

**£300
(£360 inc VAT)**

<p><u>Service 3c</u></p> <p>Accelerated review and provision of an email setting out any required changes to the application or confirming support/refusal of the application within 2 working days of registration.</p>	<p>£400 (£480 inc VAT)</p>
<p><u>Service 3d</u></p> <p>Accelerated review and provision of an email setting out any required changes to the application or confirming support/refusal of the application within 1 working days of registration.</p>	<p>£600 (£720 inc VAT)</p>
<p>Additional and faster services</p>	<p>on request</p>

<p><u>Office to Residential Prior Notifications</u></p>	
<p><u>Service 4a</u></p> <p>1- Registration of valid application within 1 working day of receipt 2- Consultation of neighbouring properties within 1 working day 3- Provision of an officer's recommendation within 4 weeks of validation</p>	<p>£350 (£420 inc VAT)</p>
<p><u>Service 4b</u></p> <p>Subject to a prior notification application is approved, provision of letter confirming compliance with relevant legislation.</p>	<p>£75.00 (£90 inc VAT)</p>
<p>Additional and faster services</p>	<p>on request</p>

<p><u>Larger Home Extensions Prior Notifications</u></p>	
<p><u>Service 5a</u></p> <p>1- Registration of valid application within 1 working day of receipt 2- Consultation of neighbouring properties within 1 working day 3- Provision of an officer's recommendation within 5 weeks of validation</p>	<p>£200 (£240 inc VAT)</p>
<p>Additional and faster services</p>	<p>on request</p>

Minor Applications and Variation of Conditions

<u>Service 6a</u> 1- Registration of valid application within 1 working day of receipt 2- Consultation of neighbouring properties within 1 working day	£250 (£300 inc VAT)
<u>Service 6b</u> 1- Review of the information submitted within 5 working days from the validation of the application 2- Provision of an email setting out any required changes to the application or confirming support/refusal of the application.	£350 (£420 inc VAT)
<u>Service 6c</u> Provision of an officer's recommendation within 5 weeks of validation. In the event that the recommendation is to approve, note that the decision will be delegated if fewer than 5 objections are received and the application is not called in to a planning committee by a Councillor. Whilst the recommendation will be provided within 5 weeks of validation of the applications in any event, the necessary referral of an application to committee will have the effect of delaying the determination of the applications.	£250 (£300 inc VAT)
Additional and faster services	on request

Major Applications

Tailored service - Quote provided on request	on request
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Pre-Application advice Category B

Category B - Large Scale, Complex Development

- 25 - 99 residential units
- 2000m² - 3999m² of commercial floor space

Tailored service - Quote provided on request

on request

Pre-Application advice Categories C and D+

Category C - Major Complex Development – standard base fee £3,150 (inc VAT)

- 10 - 24 residential units
- 1000m² - 1999m² of commercial floor space
- Development involving a site of 0.5ha and over
- Mixed use developments

Category D+ - Minor development – standard base fee £1,890 (inc VAT)

- 2-4 new units (where a meeting is sought)
- 5-9 new residential units
- 100-999 m² of commercial floorspace (including change of use)
- Creation of 1 residential unit with associated complex heritage issues

Service 7a

- 1- Accelerated offer of meeting at our offices (or on site) within 10 working days
- 2- Provision of meeting notes within 3 working days of meeting

**25% of standard
base pre-
application fee**

Service 7b

- 1- Accelerated offer of meeting at our offices (or on site) within 5 working days
- 2- Provision of meeting notes within 3 working days of meeting

**50% of standard
base pre-
application fee**

Service 7c

- 1- Accelerated offer of meeting at our offices (or on site) within 2 working days
- 2- Provision of meeting notes within 3 working days of meeting

**75% of standard
base pre-
application fee**

Additional and faster services on request

on request

Pre-Application advice Categories E and F

Category E - Creation of one residential unit – standard base fee £360 (inc VAT)

- Creation of 1 additional residential house or flat
- Replacement of an existing residential unit
- Conversion of 1 property into 2 residential units

Category F - Small Scale development – standard base fee £262.80 (inc VAT)

- Small extensions / alterations (including advertisements) to commercial or similar premises, below 100m2
- Small changes of use to commercial or similar premises, below 100m2
- Other small scale developments below the threshold of category D

Note that the standard base charges cover the provision of written notes only. A standard site visit or meeting is charged at the standard rate of £220 (inc VAT).

The charges below are payable in addition to the base charges. For example a Category E request to have a site meeting within 10 days of submitting the request and notes within 6 days of the meeting will be attract an overall charge of £755 (£336 base charge + £220 base charge for the meeting + £139 fast track charge to guarantee an accelerated meeting date + £60 to guarantee the accelerated provision of notes)

<p><u>Service 8a</u></p> <p>Accelerated offer of meeting at our offices (or on site) within 10 working days</p>	<p>25% of standard base pre-application fee</p>
<p><u>Service 8b</u></p> <p>Accelerated offer of meeting at our offices (or on site) within 5 working days</p>	<p>50% of standard base pre-application fee</p>
<p><u>Service 8c</u></p> <p>Accelerated offer of meeting at our offices (or on site) within 2 working days</p>	<p>75% of standard base pre-application fee</p>
<p><u>Service 8d</u></p> <p>Provision of written notes within 6 working days of meeting</p>	<p>£50 (£60 inc VAT)</p>
<p><u>Service 8e</u></p> <p>Provision of written notes within 3 working days of meeting</p>	<p>£100 (£120 inc VAT)</p>
<p>Additional and faster services on request</p>	<p>on request</p>


Pre-Application advice Categories G - Extensions / Development within the curtilage of a house or flat

Note that the standard base charge is £144 (inc VAT) for a Category G pre-application request. This charge covers the provision of written notes only. A standard site visit or meeting is charged at the standard rate of £220 (inc VAT).

The charges below are payable in addition to the base charges. For example a request to have a site meeting within 6 days of submitting the request and notes within 6 days of the meeting will be attract an overall charge of £748 (£144 base charge + £220 base charge for the meeting + £360 fast track charge to guarantee an accelerated meeting date + £24 to guarantee the accelerated provision of notes)

<u>Service 9a</u> Accelerated offer of meeting at our offices (or on site) within 6 working days	£150 (£180 inc VAT)
<u>Service 9b</u> Accelerated offer of meeting at our offices (or on site) within 3 working days	£300 (£360 inc VAT)
<u>Service 9c</u> Accelerated offer of meeting at our offices (or on site) within 1 working days	£500 (£600 inc VAT)
<u>Service 9d</u> Provision of written notes within 6 working days of meeting	£20 (£24 inc VAT)
<u>Service 9e</u> Provision of written notes within 3 working days of meeting	£75 (£90 inc VAT)
<u>Service 9f</u> Provision of written notes within 1 working days of meeting	£150 (£180 inc VAT)
Additional and faster services on request	on request

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	<p align="center">Policy and Resources Committee</p> <p align="center">22 March 2016</p>
<p align="right">Title</p>	<p>Policy and Resources Committee Work Programme</p>
<p align="right">Report of</p>	<p>Chief Executive</p>
<p align="right">Wards</p>	<p>All</p>
<p align="right">Status</p>	<p>Public</p>
<p align="right">Enclosures</p>	<p>Committee Work Programme: March 2016</p>
<p align="right">Officer Contact Details</p>	<p>Faith Mwende: faith.mwende@barnet.gov.uk 020 8359 4917</p>

Summary

The Committee is requested to consider and comment on the items included in the 2015-16 work programme

Recommendations

- 1. That the Committee consider and comment on the items included in the 2015-16 work programme**

1. WHY THIS REPORT IS NEEDED

- 1.1 The Policy and Resources Committee's Work Programme 2015-16 indicates forthcoming items of business.
- 1.2 The work programme of this Committee is intended to be a responsive tool, which will be updated on a rolling basis following each meeting, for the inclusion of areas which may arise through the course of the year.
- 1.3 The Committee is empowered to agree its priorities and determine its own schedule of work within the programme.

2. REASONS FOR RECOMMENDATIONS

- 2.1 There are no specific recommendations in the report. The Committee is empowered to agree its priorities and determine its own schedule of work within the programme.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 N/A

4. POST DECISION IMPLEMENTATION

- 4.1 Any alterations made by the Committee to its Work Programme will be published on the Council's website.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Committee Work Programme is in accordance with the Council's strategic objectives and priorities as stated in the Corporate Plan 2015-20.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 5.2.1 None in the context of this report.

5.3 Legal and Constitutional References

- 5.3.1 The Terms of Reference of the Policy and Resources Committee is included in the Constitution, Responsibility for Functions, Annex A.

5.4 Risk Management

- 5.4.1 None in the context of this report.

5.5 Equalities and Diversity

- 5.5.1 None in the context of this report.

5.6 Consultation and Engagement

5.6.1 None in the context of this report.

6. BACKGROUND PAPERS

6.1 None.

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**London Borough of Barnet
Policy and Resources
Committee Work Programme
March 2016 - June 2016**

Contact: Faith Mwende; 02083594917 faith.mwende@barnet.gov.uk

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
22 March 2016			
The Barnet Group (TBG) Business Plan	To approve the budget and business plan of the Barnet Group Ltd	Chief Operating Officer (Director of Finance / Section 151 Officer)	Key
North London Business Park - Planning Brief	To approve the North London Business Park Planning Brief following consultation	Commissioning Director, Growth and Development	Key
Brake Shear House - Planning Brief	To approve the Brake Shear House Planning Brief following consultation	Commissioning Director, Growth and Development	Key
Business Rates - Discretionary Rate Relief Policy	The Committee is asked to note the consultation responses and approve the Discretionary Rate Relief Policy.	Director of Resources (Deputy Section 151 Officer)	Key
National Institute of Medical Research - Planning Brief	To approve the National Institute of Medical Research Planning Brief following consultation.	Commissioning Director, Growth and Development	Key
Planning Additional Services	The Committee approve the proposed additional planning services and the associated charges.	Service Director – Development Management & Building Control	Non-key

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
Accessing frameworks for professional construction & engineering services	This report seeks approval to procure professional services required on construction and engineering schemes through existing OJEU compliant frameworks accessible to local authorities. Appointment through these frameworks would be in consultation with the Chairman of the Policy & Resources Committee, and subject to documentation through Full Officer DPRs.	Chief Operating Officer (Director of Finance / Section 151 Officer)	Key
Street Scene Delivery Unit Management Changes	The report notes that a strategic review of the Street Scene Delivery Unit (DU) to ensure that it is fit for purpose to address the demands of a developing Borough, and the changing nature of public service delivery was undertaken. The review identified a lack of senior management capacity within the DU and therefore the Barnet Group has been engaged to provide senior management oversight to the DU for a six month period.	Commissioning Director Environment	Non-key
17 May 2016			
Cophall - Planning Brief	To approve the Cophall Planning Brief following public consultation.	Commissioning Director, Growth and Development	Key

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
Grahame Park Stage B Supplementary Planning Document	To approve the Supplementary Planning Document for the regeneration of Grahame Park following consultation.	Commissioning Director, Growth and Development	Non-key
Date TBC			
Customer Access Strategy	To approve the Customer Access Strategy following consultation.	Director of Strategy	Key
Draft Green Infrastructure Supplementary Planning Document	To approve the draft Supplementary Planning Document for Green Infrastructure for consultation.	Commissioning Director, Growth and Development	Key
Site Allocations (Reg 18)	To approve the Draft Site Allocations document for public consultation.	Commissioning Director, Growth and Development	Key
Draft Affordable Housing Supplementary Planning Document	To approve the draft Supplementary Planning Document for Affordable Housing for consultation.	Commissioning Director, Growth and Development	Key
Affordable Housing Supplementary Planning Document	To approve for adoption: Affordable Housing Supplementary Planning Document	Commissioning Director, Growth and Development	Key

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
Corporate Travel Contract Arrangements	To approve the procurement of a new corporate travel arrangement contract for a three year period.	Chief Operating Officer (Director of Finance / Section 151 Officer), Commercial and Customer Services Director	Non-key
Changing scheme for financing schools		Chief Operating Officer (Director of Finance / Section 151 Officer)	Non-key
Inter Authority Agreement between North London Waste Authority and it's seven Constituent Authorities	To agree the Inter Authority Agreement between the North London Waste Authority (NLWA) and the seven constituent authorities. The main item in the Inter Authority Agreement is the agreement to change to menu pricing, which will alter the way in which the constituent authorities pay NLWA, which will lead to a fairer system. In 2014/15 Barnet's payments to NLWA will be approximately £11m.	Street Scene Director	Non-key
Provision of support services for carers	To authorise the commencement of the procurement process for the provision of support services for carers.	Adults and Communities Director	Non-key
Variation to Your Choice Barnet Day Services		Adults and Communities Director	Non-key

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
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By virtue of paragraph(s) 5 of Part 1 of Schedule 12A
of the Local Government Act 1972.

AGENDA ITEM 18

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By virtue of paragraph(s) 5 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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